

Transportation Planning Committee (TPC) Meeting

9:00 a.m., Wednesday, July 17, 2024
1 E. Broadway Blvd., Fourth Floor
Tucson, AZ 85701

Public Access to Meeting Audio/Presentation: <https://youtube.com/live/PISRnyZy0zg>

Pursuant to A.R.S. 38-431.02, notice is hereby given to the public and to the Committee members that the Transportation Planning Committee (TPC) of Pima Association of Governments will meet at the above stated time and date.

SPECIAL NOTICE: Members of the TPC may attend the meeting remotely or in person. The meeting room will be open to the public. However, members of the public are invited to attend the meeting via the link above. TPC members will be provided with a separate link to participate. Members of the public may submit written comments relating to this meeting to info@pagregion.com within one hour of the meeting's posted start time. These comments will be filed with the committee's records.

The TPC is a technical advisory committee established by PAG to make recommendations to the PAG Executive Director. The TPC provides technical review and develops recommendations on studies, reports, plans, programs and submittals in support of continuous, comprehensive and cooperative multimodal regional transportation planning and programming within the PAG planning area and in full compliance with PAG policies and procedures.

PAG is committed to maintaining high standards of conduct and prohibits harassment and retaliation against all employees pursuant to Pima Association of Governments' Policy Against Discrimination, Harassment and Retaliation. It is the responsibility of all committee members to comply with and to report violations or suspected violations of the Rules of Conduct, PAG/RTA policies, or state laws.

PAG's Rules of Conduct require committee members to observe high standards of conduct and personal ethics in the conduct of their duties and responsibilities. Committee members are prohibited from interfering with the administrative functions of the organization and must comply with the open meeting law and all other applicable laws, regulations and policies.

AGENDA

1. Call to Order and Introductions

2. In-kind Reporting

PAG staff will ask participants to confirm any estimated in-kind time for this meeting.

3. Approval of the May 15, 2024, Meeting Summary

Action: Approval of Meeting Summary.

4. Transportation Art by Youth Update

PAG staff will provide an update on the Transportation Art by Youth (TABY) program. This is an information item.

5. Regional Transportation Revenues Update

Staff will be available to report on information in the attached Regional Transportation Revenues Report. This is an information item.

6. Update on the Regional Active Transportation Plan (RATP)

Staff will provide an update on the development of the Regional Active Transportation Plan including updates on the working group activity. This is an information item.

7. Orthophoto Feature Extraction Update

PAG staff will provide an update on the Orthophoto Feature Extraction project. This is an information item.

8. 2055 Regional Mobility and Accessibility Plan (RMAP) Update

Staff will present an update on the development of PAG's upcoming long-range transportation plan, the 2055 RMAP. Updates include:

- RMAP Working Group updates
- RMAP public outreach
- Project list update
- Finance plan update
- Modeling update

9. Future agenda items

Members of the committee may suggest agenda topics to be considered by PAG for discussion at a future meeting.

****Pursuant to Arizona open meeting laws, the committee cannot discuss or take action on any matters raised under this agenda item. Under this agenda item, committee members are also prohibited from returning to other agenda items which have been previously discussed and acted on earlier in this meeting.*

10. Adjournment

The Transportation Planning Committee meeting packet containing material related to the meeting is available at www.PAGregion.com for public review. In compliance with the Americans with Disabilities Act (ADA), those requiring special assistance, such as large typeface print, sign language or other reasonable accommodations, may request those through the administrative offices at: (520) 792-1093 at least two business days before the meeting.

PAG operates its programs without regard to race, color and national origin in compliance with [Title VI](#) of the Civil Rights Act. We invite you to complete our voluntary self-identification survey ([English](#) [Spanish](#)).

If you need translation assistance, please call (520) 792-1093 and ask for Zonia Kelley. Si necesita ayuda con traducción, llame por favor al (520) 792-1093 y comuníquese con Zonia Kelley.

Transportation Planning Committee (TPC) Meeting Summary

Summary of May 15, 2024, Meeting

The meeting was held virtually for committee members and electronically for the public and can be viewed in its entirety at: <https://youtube.com/live/hgLgyy41h6g>

Committee Members

Sam Credio - Chair
City of Tucson

Jose Rodríguez
Town of Oro Valley

Maysa Hanna
ADOT

Kathryn Skinner
Pima County-DOT

Natalie Shepp
Pima County-DEQ

Mark Novak
University of Arizona

Galo Galovale (Virtual)
Town of Sahuarita

Heidi Lasham (Virtual)
Town of Marana

Committee Members Cont.

Jason Bahe (Virtual)
Pasqua Yaqui

Josue Licea (Virtual)
City of South Tucson

Mark Hoffman (Virtual)
ADOT – Transportation Planning Div.

Patricia Pablo (Virtual)
Tohono O’odham

Scott Robidoux (Virtual)
Tucson Airport Authority

PAG Staff Lead
Jeanette DeRenne

Ex-Officio
Dan Gabiou, FHWA
Jamie Brown, PAG/RTA

1. Call to Order and Introductions

Chair Sam Credio called the meeting to order at 9:00 a.m., and introductions were made.

2. In-kind Reporting

Staff informed the participants of the in-kind form, and committee members were asked to confirm their estimated in-kind time for the meeting.

3. Approval of the April 17, 2024, Meeting Summary

[Video Timestamp: 3:27](#)

Natalie Shepp, PDEQ, requested her comments be added to the April 17, 2024, Meeting Summary:

“Projects do not align with CRP guidance. Those projects do not reduce greenhouse gas emissions from the transportation system. The funding does not align with the guidance and consultation coordination with underserved communities and jurisdictions did not happen before going to the Regional Council.”

Kathryn Skinner, Pima County, requested a typo of her name in item four be corrected. Ms. Skinner questioned how the action of that item was corrected and noted that at the committee level, the TPC would not be able to fully program RTA projects and that those would be at other levels.

Action: A motion to approve the April 17, 2024, meeting summary with additional above notations was made by Jose Rodriguez, Town of Oro Valley, seconded by Natalie Shepp, PDEQ, and passed unanimously.

4. Briefing and discussion on the Dial-a-Ride and Microtransit Service Area

[Video Timestamp: 8:48](#)

PAG Transportation Mobility Coordinator Preston McLaughlin presented the benefits and use of the Dial-a-Ride and Microtransit Service Area Analysis. Members were informed of project tasks and given a project timeline. Mr. McLaughlin indicated that dial-a-ride and microtransit services were key to reducing carbon emissions and improving air quality. Members were informed PAG had been awarded a statewide transit planning grant from ADOT that would be utilized for a comprehensive Transit Planning Study for the Picture Rocks and Vail areas.

Sam Credio, City of Tucson, inquired what the cost of the total contract was. Members were informed that the total contract was \$900,000, with \$250,000 of those funds from a separate ADOT grant to be used for the Vail and Picture Rocks Transit and Feasibility Study, which is part of the project. Mr. Credio questioned why the contract amount was so high. Mike Iswalt, Kimley-Horn, explained to members that the scope had a variety of tasks included in the contract. Members were informed of specific assessments, analysis and the

resources that would be utilized, such as: demographic data, model data, and other data services to determine where microtransit would be most beneficial. Other cost components would include outreach to underserved communities, public outreach to inform the community of the benefits of microtransit and solicit feedback, specific assessments of existing services and modeling to understand what the capital and operating costs would be for the areas of service.

Natalie Shepp, PDEQ, inquired if dial-A-ride was utilized for each individual trip. Members were informed the main purpose was to consolidate trips to get multiple riders to the same location to reduce single occupancy trips. Though it could not be guaranteed to happen each time, the goal would be to coordinate trips for multiple riders.

Paul Casertano, Pima County, asked if there would be anticipated targets for trip reduction impacts. Members were informed if new services were implemented it would impact and decrease trips.

Ms. Shepp shared she found it hard to believe it would reduce VMT and inquired if there would be air quality analysis done to see how much carbon would be reduced if the service was implemented. Members were informed it would part the scope of work and performance metrics.

Mr. Credio questioned how recommendations would be implemented and if they would be brought back to the TPC. Members were informed it would look to find targeted areas, improve booking technology and efficiency. Those recommendations would come back to the TPC, and a technical working group would be formed. Mr. Credio shared there was value in better understanding and utilizing microtransit in the region but had concern with the cost of the study.

Jose Rodríguez, Town of Oro Valley, inquired who was fiscally responsible for bringing contracts to the Regional Council. Members were informed that the Regional Council would have that authority.

Presentation can be found here: [Item-4-Dial-a-Ride-Microtransit-Presentation.pdf](#)

This item was for information only.

5. Briefing and discussion on the Household Travel Study and Assessment

[Video Timestamp: 30:16](#)

PAG Transportation Data Science Coordinator Yunemi Jang provided the members with information on the Household Travel Study and Assessment. Members were informed of the benefits and use of the study, and how it would support regional transportation

planning efforts. Ms. Jang indicated the study would collect 4,200 household samples, 800 transit passenger and college student samples, and 24-hour travel diaries. The Air Quality Impact Analysis would assess travel behavior changes since 2009 and changes to VMT, transportation mode shift, telework participation, and trip frequency. Ms. Jang shared that the study and assessment was consistent with the approved FHWA, ADOT and Regional Council planning activities; it would collect the latest and most accurate data for use in refining the transportation planning process; and the data would be utilized in the development of RMAP to establish baseline information to use in meeting carbon reduction planning federal requirements. Members were informed it would be a 14-month project that would begin June 2024 and continue through July 2025, if approved, and PAG would partner with the ETC Institute and WSP.

Natalie Shepp, PDEQ, questioned why it had been 15 years since the last study. PAG Data Science Administrator Hyunsoo Noh explained that it was recommended to be done every 10 years, but it had been delayed due to unavailable funding. Ms. Shepp inquired why the PAG Travel Reduction Program survey could not be used. Members were informed that commute data was only a part of what would be needed, as TRP did not highlight other behaviors needed for the assessment. Ms. Shepp asked what Justice 40 analysis had been done. Dr. Noh indicated there were samples used from 2008-2009 highlighting behavior changes. Ms. Shepp asked if there would be emissions data collected as part of the air quality analysis. Members were informed it would be in the next steps when the model was run. Ms. Shepp stated she does not support the use of CRP funds for this project, though she believes it is important for transportation modeling purposes, it is not the most appropriate use, and she does not believe that FHWA guidance document was followed.

Paul Casertano, Pima County, asked if data to establish a new baseline model would be used for the current model. Dr. Noh shared with members that the information would be included in the model for the next RMAP.

Jose Rodríguez, Town of Oro Valley, inquired how the 4,200 household samples would be chosen. Members were informed that the population projection data, building permit data and census data from jurisdictions would be utilized.

Mr. Rodríguez commented in support of the use of CRP funds for the presented studies to help guide how programs were chosen and provide performance measures. Heidi Lasham, Town of Marana, commented in support of the use of the CRP funds and the efforts in planning.

Dan Gabiou, FHWA, shared with members that all have projects been identified and considered eligible by Federal Highway Administration and ADOT.

Presentation can be found here: [Item-5-HTSA-Presentation.pdf](#)

This item was for information only.

6. Regional Pavement Management Update

[Video Timestamp 1:14:35](#)

PAG Project Implementation Administrator Lance Peterson provided the members with an update on regional pavement management. Members were informed of the data sampling and collection timeline. Members were informed that ADOT provided PAG with samples that they would be collecting regionally, and those were shared with Roadway Asset Services (RAS) so they would be able to remove the segments they need to collect to supplement the data ADOT would provide. Regional data collection and digital imagery would begin in June 2024 and continue through August 2024, and quality assessment and control would follow. Mr. Peterson shared the anticipated delivery date to jurisdictions would be October 2024.

Jose Rodríguez, Town of Oro Valley, inquired if ADOT collected data yearly or every three years. Members were informed that ADOT collected data yearly. However, the contract is to collect data every three years. Mr. Peterson indicated ADOT does a limited sample size.

Sam Credio, City of Tucson, inquired about the contract amount. Members were informed that the contract was budgeted at \$450,000. Mr. Credio asked what happens to funding during the off years of the collection. PAG Director of Strategic Planning, Programming and Policy Jamie Brown shared those funds would be worked into the next OWP.

Kathryn Skinner, Pima County, asked if local agencies were able to piggyback on the contract if they wanted additional services. Mr. Peterson informed members that it was added into the contract language for that, and the consultant provided a table of costs that local agencies could select from. Ms. Skinner questioned if the data provided would be raw data or processed. Mr. Peterson indicated that the raw data could be directly input into the jurisdiction's platforms.

Mr. Credio inquired if the contract had a time component. Members were informed that the contract was for a total of five years, and during that time additional data would be available for use.

This item was for information only.

7. Regional Mobility and Accessibility Plan (RMAP) Update

[Video Timestamp: 1:29:56](#)

PAG Planning Coordinator Hannah Oden provided members with an update of the RMAP Working Group and the development of the 2055 RMAP. Ms. Oden noted that the next meeting of the RMAP Working Group would be on May 21, 2024. Members were informed the Working Group discussion had focused on evaluating performance measures and providing guidance on the 2055 targets. Ms. Oden indicated that group members have provided feedback regarding funding amounts and adding and removing projects. Members were informed the next steps would be to continue aligning the project list with the current estimated fiscal constraint of \$16.4 billion. Members were informed an RMAP survey was anticipated to be conducted in June 2024 for feedback on transportation priorities and need to inform the RMAP.

PAG Data Science Administrator Hyunsoo Noh provided an update of the land use model and the data collected for known projects and general plans. Members were informed the land use model and activity-based model would be used together. Dr. Noh shared air quality and J40 measure were next steps.

Natalie Shepp, Pima County, asked what equity models were being used. Dr. Noh indicated they were the performance measures that used a post processing tool. Ms. Shepp shared there had been no analysis of equity prior to choosing programs and asked members how they considered equity and greenhouse gas emissions when selecting programs. Sam Credio, City of Tucson, shared the City performed an equity analysis and had an equity office that was performing analytics on transportation equity.

Jose Rodríguez, Town of Oro Valley, asked what their definition of equity was. Mr. Credio shared the City was looking at single vehicle and zero vehicle households, people experiencing poverty and no income, and using those datasets when discussing investments in the community. Ms. Shepp shared the City of Tucson and Pima County have both adopted use of the prosperity initiative.

Mr. Rodríguez inquired when RMAP approval was expected. Members were informed that it was expected in spring 2025.

Mr. Credio questioned if the performance metrics were being met in the RMAP. Ms. Oden indicated some have met metrics. However, the metric for safety had been trending in the opposite direction, and there had been discussion of extending targets to 2025.

Kathryn Skinner, Pima County, inquired if RTA Next projects were to change. PAG Transportation Planning Director Jeanette DeRenne informed members should those funds not be approved, the whole project list would have to be redone. Mr. Credio asked what the requirement for the region was to update RMAP. Members were informed it was to be updated every four years and we're currently working with FHWA to monitor what is happening with the RTA Next process.

This item was for information only.

8. Update on the Regional Transportation Alternatives Grants (RTAG) competitive selection

[Video Time Stamp 1:53:28](#)

PAG Director of Strategic Planning, Programming and Policy Jamie Brown Transportation provided the members with an update on the Regional Transportation Alternatives Grants (RTAG) competitive selection. Members were informed that through the RTAG Call for Projects, federal funding was made available through Transportation Alternatives Program Set-Aside (TAP) funds and Surface Transportation Block Grant (STBG) funds. Mr. Brown indicated funding was awarded to projects of the City of Tucson, Pima County and the Town of Sahuarita.

Kathryn Skinner, Pima County, inquired if there was a map of the where the various projects are. Members were informed that maps were included in the applications and staff could follow up and provide the maps.

Jose Rodríguez, Town of Oro Valley, asked if the HURF exchange was back. Members were informed that it was.

Presentation can be found here: [Item-8-RTAG-Competitive-Selection-Update.pdf](#)

This item was for information only.

9. Future agenda items

Members suggested the following topics:

- Discussion on programming CRP funds
- Discussion on performance-based planning and programming
- Discussion on how amendments can be made to the current RMAP
- Analyzing Greenhouse Gas Emissions in project selection
- Review of the Transportation Planning Committee bylaws

10. Adjournment

The meeting was adjourned at 11:01 a.m.

SUBJECT: Transportation Art by Youth Project Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	July 17, 2024	Information	04

REQUESTED ACTION/SUGGESTED MOTION

None. This is for information only.

ASSOCIATED OWP WORK ELEMENT/GOAL

- Work Element 95: Transportation Art by Youth

SUMMARY

PAG provides a unique transportation youth art program designed to incorporate new public art elements into transportation projects. PAG’s youth art summer projects are awarded to Highway User Revenue Fund (HURF)-eligible jurisdictions in coordination with local art groups and artists. Project locations must be adjacent to a federal functional classification of a minor arterial or above and have an aesthetic function and impact on the traveling public. Projects are funded from a set-aside portion of PAG’s HURF 12.6% funds. The amount of funding that can be granted per project is \$25,000 per fiscal year, with a maximum accrual of \$75,000 over three years.

The Memorandum of Understanding (MOU) approved by the Regional Council (RC) in December 2019 expires at the end of this year. PAG staff will be presenting the TABY MOU to the RC at its December meeting this year.

PRIOR BOARD AND/OR COMMITTEE ACTION

- TPC serves as the TABY selection committee.

FINANCIAL CONSIDERATIONS

HURF 12.6% funds for the TABY program are included in the approved PAG Overall Work Program for HURF-eligible TABY projects.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

In addition to being subject to TPC approval, all TABY projects are subject to the Agreement for Public Art Funding, Transportation Art by Youth Program Policies, terms of the appropriate funding contract or contract amendment (i.e., jurisdiction and third-party Artist

or Art Organization agreement), and conditions to be outlined in each project's Notice to Proceed (NTP).

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone	Lance Peterson (520) 792-1093 Dave Atler, (520) 792-1093
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SUBJECT: Regional Transportation Revenues Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
Transportation Planning Committee	July 17, 2024	Information	05

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

Staff will be available to report on the information in the attached report on regional transportation revenue sources.

PRIOR BOARD AND/OR COMMITTEE ACTION

This is a regularly occurring agenda item.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

- PAG tracks the state gas tax revenue portion of Local HURF (sometimes called Direct HURF) and the Vehicle License Tax (VLT). This is used to report to our member jurisdictions, on a regionwide level, to compare with actual distributions.
- In addition to HURF allocations, the region receives federal funding through the Surface Transportation Block Grant Program (STBG). These funds are apportioned on an annual basis, and the amount is set by federal law in the most recent transportation authorization bill. The amount available is subject to change based on factors such as rebalancing due to updated U.S. Census numbers and boundaries as well as adjustments to the federal obligation limitation rate.
- PAG works cooperatively with ADOT to program 13% of ADOT discretionary funds on projects in the greater Tucson planning area. These include National Highway Performance Program (NHPP) and National Highway Freight Program (NHFP/NFP) funds, along with required non-federal state match.

ATTACHED ADDITIONAL BACKUP INFORMATION

- Regional Transportation Revenues Report

**Staff
Contact/Phone**

Dave Adler, (520) 495-1443
Jamie Brown, (520) 495-1473
James Towe, (520) 495-1471
David Zynda, (520) 495-1480
Adam Ledford, (520) 495-1434

Transportation Planning Committee

Regional Transportation Revenues Report

***Please note that, due to technical issues with a new accounting system at ADOT, there was significant variation for HURF 12.6% and HURF 2.6% in each month from November 2023 through April 2024.*

This report showcases regional funding for roadway projects administered by Pima Association of Governments including Surface Transportation Block Grant (SBTG) Program funding, Highway User Revenue Funding (HURF) 12.6% and 2.6%, and Regional Transportation Authority (RTA) Excise Tax Revenues. Furthermore, HURF provided to local jurisdictions is also shown as a courtesy.

STBG funding is suballocated to urban areas based on population. PAG's largest source of STBG funding is known as "STBG > 200k" or STBG suballocated to urban areas with population exceeding 200,000 which includes portions of each of the following: the City of Tucson, the City of South Tucson, the Town of Marana, the Town of Oro Valley, portions of unincorporated Pima County, the San Xavier District of the Tohono O'odham Nation, and the Pascua Yaqui Pueblo. Apportionments for STBG > 200k are shown below.

Summary

Table 1: FY 2024 Actuals and STBG >200k Federal Apportionments

<u>Regional HURF 12.6% Actual Revenue (through May 2024)</u>	<u>Regional HURF 2.6% Actual Revenue (through May 2024)</u>	<u>RTA Actual Revenue (through May 2024)</u>	<u>STBG > 200,000¹</u>
\$28,493,609	\$6,383,061	\$ 112,676,700	\$15,337,000

¹ Only STBG > 200,000 is shown and not STBG suballocated to urban areas with lower population thresholds. STBG > 200,000 constitutes approximately 75% of STBG funding and is the only federal funding source eligible for most roadway projects in the PAG planning area. Furthermore, it is the only federal funding source that can be used for remaining RTA Element 1 Roadway Projects.

Table 2: FY 2024 Projected Revenues per the FY 2022-FY 2026 TIP (Adopted May 2021)

Projected Regional HURF 12.6% Projected Revenue	Regional HURF 2.6% Projected Revenue	RTA Projected Revenue	Projected Federal Obligation Authority
\$23,000,000	\$5,000,000	\$119,070,000	\$21,500,000

Regional Highway User Revenue Funds (HURF)

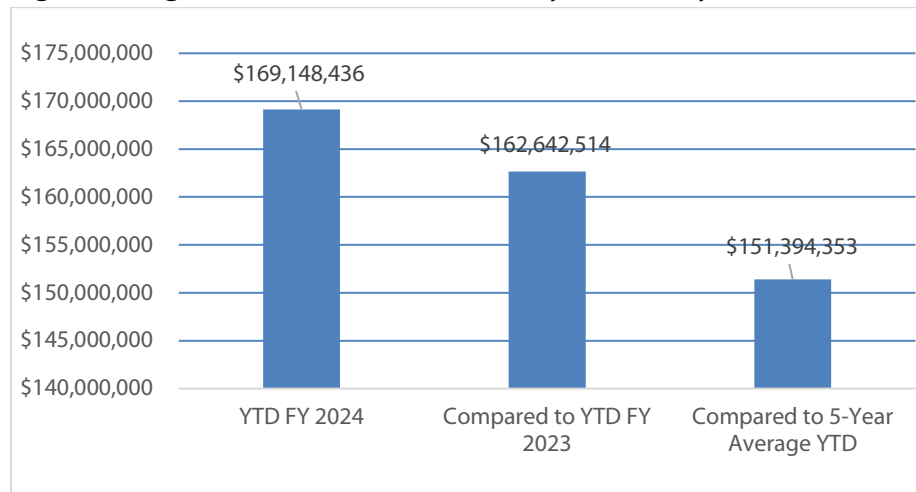
Table 3: HURF Distributions in the PAG Planning Area: July 2023 - May 2024

	YTD FY 2024	Compared to YTD FY 2023	Compared to 5-year Average
Regional Total	\$169,148,436	4.00%	11.73%

Source: ADOT HURF Monthly Distribution Report and ADOT Monthly Receipts and Expenditures Report, and ADOT VLT County HURF Breakdown

**Note: while there is significant variation for HURF 12.6% and HURF 2.6% in each month from November 2023 to present, the average amount per month is similar to the trend established in the first four months of the fiscal year.*

Figure 1: Regionwide HURF Revenues: July 2023 - May 2024



Source: ADOT HURF Monthly Distribution Report and ADOT Monthly Receipts and Expenditures Report

Table 4: HURF 12.6% Report

Month	FY 24 Actual	FY 24 Projected*	Comparison FY 24 Actual to Projected	FY 23 Actuals	Comparison FY 24 to FY 23
July	2,728,060	2,510,560	8.66%	2,645,880	3.11%
August	2,454,871	2,075,919	18.25%	2,187,812	12.21%
September	2,405,185	1,997,003	20.44%	2,104,642	14.28%
October	2,559,374	2,217,212	15.43%	2,336,721	9.53%
November	284,557	2,182,641	-86.96%	2,300,286	-87.63%
December	282,633	2,105,966	-86.58%	2,219,478	-87.27%
January	4,617,375	2,513,803	83.68%	2,649,298	74.29%
February	279,833	2,288,264	-87.77%	2,411,602	-88.40%
March	5,093,450	2,208,072	130.67%	2,327,088	118.88%
April	4,977,976	2,310,748	115.43%	2,435,298	104.41%
May	2,810,295	2,661,686	5.58%	2,805,152	0.18%
June	-	2,413,127		2,543,195	
SUBTOTAL (YTD)	28,493,609	25,071,873	13.65%	26,423,257	7.84%
TOTAL		27,485,000		28,966,452	

Source: ADOT Monthly Receipts and Expenditures Report (actuals) and ADOT Arizona Highway Users Revenue Fund Forecasting Process & Results FYs 2024-2033 – MAG and PAG HURF Distribution received November 2023.

*Projected values – Annual projection divided by PAG staff to generate monthly estimates. For a given month, divide the prior fiscal year actual by the prior fiscal year total and multiply that ratio to the current fiscal year projection. Exact values from official ADOT reports are rounded to the nearest dollar.

Table 5: HURF 2.6% Report

Month	FY 24 Actual	FY 24 Projected*	Comparison FY		
			24 Actual to Projected	FY 23 Actuals	
					Comparison FY 24 to FY 23
July	562,933	479,058	17.51%	545,975	3.11%
August	557,359	411,328	35.50%	468,784	18.89%
September	544,445	401,601	35.57%	457,699	18.95%
October	574,841	446,933	28.62%	509,363	12.85%
November	108,633	449,099	-75.81%	511,832	-78.78%
December	107,466	436,322	-75.37%	497,270	-78.39%
January	1,004,559	517,812	94.00%	590,143	70.22%
February	109,649	479,154	-77.12%	546,085	-79.92%
March	1,100,098	460,974	138.65%	525,365	109.40%
April	1,080,696	485,347	122.66%	553,143	95.37%
May	632,381	551,742	14.62%	628,812	0.57%
June	-	552,632		629,825	
SUBTOTAL (YTD)	6,383,061	5,119,369	24.68%	5,834,471	9.40%
TOTAL		5,672,001		6,464,296	

Source: ADOT Monthly Receipts and Expenditures Report (actuals) and ADOT Arizona Highway Users Revenue Fund Forecasting Process & Results FYs 2024-2033 – MAG and PAG HURF Distribution received November 2023.

Note: HURF 2.6% is limited to projects on the state system (TIP Policies and Procedures PO10.0)

*Projected values – Annual projection divided by PAG staff to generate monthly estimates. For a given month, divide the prior fiscal year actual by the prior fiscal year total and multiply that ratio to the current fiscal year projection.

Exact values from official ADOT reports are rounded to the nearest dollar.

Table 6: HURF 12.6% Balances²

PAG HURF 12.6% Balance (\$)	
May 2023	66,964,439
June 2023	69,503,499
July 2023	72,231,558
August 2023	74,686,430
September 2023	77,077,778
October 2023	79,632,785
November 2023	79,907,642
December 2023	79,859,723
January 2024	84,477,098
February 2024	82,880,737
March 2024	87,974,187
April 2024	92,952,163
May 2024	95,562,459
Year-over-year	42.71%

Source: ADOT Monthly Receipts and Expenditures Report

² For up-to-date information regarding projects this HURF balance is programmed to, please refer to the latest project list available on the TIP page of the PAG website [here](#).

Table 7: FY 2024 City and Town HURF Distributions

Jurisdiction Month	Marana FY 2024	Oro Valley FY 2024	Sahuarita FY 2024	South Tucson FY 2024	Tucson FY 2024	City/Town Total FY 2024
July	373,189	338,485	245,444	33,259	4,767,246	5,757,624
August	353,129	320,270	232,243	31,470	4,530,317	5,467,429
September	382,364	346,802	251,474	34,080	4,896,582	5,911,302
October	361,852	328,189	237,984	32,246	4,627,057	5,587,327
November	362,820	329,042	238,609	32,331	4,645,711	5,608,513
December	428,225	388,405	281,642	38,166	5,478,409	6,614,846
January	361,568	327,931	237,796	32,223	4,628,640	5,588,157
February	368,814	334,501	242,561	32,868	4,721,847	5,700,591
March	409,031	370,980	269,011	36,453	5,238,788	6,324,263
April	408,605	370,596	268,733	36,416	5,237,200	6,321,549
May	374,770	339,849	246,456	33,392	4,814,292	5,808,760
June	-	-	-	-	-	-
TOTAL	4,184,367	3,795,051	2,751,952	372,903	53,586,088	64,690,362
YTD (Actual/Estimate)						
Actual YTD (24/23)	-2.39%	1.35%	-0.25%	3.95%	3.18%	2.55%
Actual YTD (24/5-yr avg)	14.36%	10.62%	16.68%	-8.52%	8.40%	9.11%

Source: ADOT HURF Monthly Distribution Report and ADOT Monthly Receipts and Expenditures Report

Table 8: FY 2024 PAG and Pima County HURF and VLT

Funding Source	12.6% Funds	2.6% Funds	Pima County (HURF)	Pima County (VLT)	Regional Totals
Month	FY 2024	FY 2024	FY 2024	FY 2024	FY 2024
July	2,728,060	562,933	4,603,410	1,472,932	15,124,959
August	2,454,871	557,359	4,370,695	1,691,247	14,541,601
September	2,405,185	544,445	4,733,670	1,453,316	15,047,917
October	2,559,374	574,841	4,474,997	1,611,197	14,807,736
November	284,557	108,633	4,479,991	1,451,544	11,933,238
December	282,633	107,466	5,296,093	1,474,817	13,775,856
January	4,617,375	1,004,559	4,479,636	1,739,268	17,428,995
February	279,833	109,649	4,558,630	1,519,487	12,168,190
March	5,093,450	1,100,098	5,076,462	1,638,083	19,232,356
April	4,977,976	1,080,696	5,077,529	1,685,871	19,143,622
May	2,810,295	632,381	4,643,571	2,048,960	15,943,968
June	-	-	-	-	-
TOTAL	28,493,609	6,383,061	51,794,683	17,786,721	169,148,436
Actual YTD (24/23)	7.84%	9.40%	2.69%	5.46%	4.00%
Actual YTD (24/5-yr avg)	20.70%	25.25%	8.83%	12.52%	11.73%

Source: ADOT HURF Monthly Distribution Report, ADOT Monthly Receipts and Expenditures Report, and ADOT VLT County HURF Breakdown
 Regional totals show the City and Town total from Table 7 plus HURF 12.6%, 2.6%, Pima County HURF and Pima County

Table 9: Historical HURF and VLT to PAG Member Jurisdictions

FY	Marana	Oro Valley	Sahuarita	South Tucson	Tucson	Pima County HURF	Pima County VLT
2019	3,607,631	3,563,828	2,358,072	452,043	52,174,997	49,718,364	15,794,698
2020	3,825,665	3,694,044	2,533,133	636,247	51,193,213	48,759,035	15,924,260
2021	3,956,482	3,714,572	2,536,068	461,760	53,882,908	52,117,771	18,516,781
2022	4,271,391	3,979,751	2,739,084	483,467	57,442,486	55,522,085	18,196,496
2023	4,718,392	4,129,268	3,042,600	397,208	57,509,226	55,834,011	18,867,362
Total	20,379,561	19,081,463	13,208,957	2,430,725	272,202,830	261,951,266	87,299,596

Source: ADOT HURF Monthly Distribution Report and ADOT VLT County HURF Breakdown

Table 10: Gasoline Sales: July-May FYs 2020-24

	Gallons YTD	Percent of Statewide
Pima County Sales FY 2024	357,617,317	12.88%
Pima County Sales FY 2023	326,777,390	13.17%
Pima County Sales FY 2022	331,465,142	13.18%
Pima County Sales FY 2021	298,371,237	12.99%
Pima County Sales FY 2020	338,538,364	13.52%
Pima County Sales 5-Year Average	325,521,060	13.27%

Source: ADOT HURF Monthly Distribution Report

Table 11: RTA Revenue Budget and Actuals³

RTA Revenues (\$)					
Month	FY 24 Actual	FY 24 Adopted	Comparison FY 24 Actual to Adopted	FY 23 Actual	Comparison FY 24 to FY 23
July	9,961,459	9,631,532	3.43%	9,621,307	3.54%
August	10,017,256	9,856,876	1.63%	9,846,411	1.74%
September	10,291,109	9,404,507	9.43%	9,394,523	9.54%
October	10,187,212	9,528,182	6.92%	9,518,066	7.03%
November	10,183,766	9,774,463	4.19%	9,764,086	4.30%
December	10,069,231	9,630,283	4.56%	9,620,059	4.67%
January	9,540,987	9,744,049	-2.08%	9,733,704	-1.98%
February	11,660,710	11,931,229	-2.27%	11,918,562	-2.16%
March	9,968,904	9,087,256	9.70%	9,077,608	9.82%
April	9,900,306	9,579,469	3.35%	9,569,299	3.46%
May	10,895,760	10,612,561	2.67%	10,601,294	2.78%
June		10,289,594		10,278,670	
Subtotal (YTD)	112,676,700	108,780,406	3.58%	108,664,919	3.69%
Total		119,070,000		118,943,589	

Source: Arizona Department of Revenue

³ Note: Actual values lag by two months. For example, an actual shown in September reflects taxes collected on taxable goods in July. These taxes in July were deposited into Arizona Department of Revenue accounts in August. They arrive in RTA accounts by September.

SUBJECT: PAG Regional Active Transportation Plan Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
Transportation Planning Committee	July 17, 2024	Information	6

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element, 40, Transportation Activities

SUMMARY

PAG has entered into a contract with Kimley-Horn for the development of the Regional Active Transportation Plan (RATP). As part of this ongoing planning process, staff will bring informational updates to the committee.

A data-driven RATP is key to enhancing RMAP's mobility and accessibility options and will help the region's efforts in reducing carbon emissions and improving air quality by planning for alternative transportation options such as walking, biking and micro mobility. This effort aligns with other regional and local plans' recommended actions for reducing transportation emissions.

Key elements of the RATP include:

- Extensive public outreach including interactive online engagement methods.
- Analysis of existing conditions and needs for active transportation infrastructure.
- Corridor identification for active transportation opportunity areas.
- An online active transportation toolbox for utilization by member jurisdictions.
- Documentation of expected carbon reduction and associated benefits.

PRIOR BOARD AND/OR COMMITTEE ACTION

N/A

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone

Hannah Oden, (520) 792-1093, ext. 4418
Jeanette DeRenne, (520) 792-1093, ext. 4477
David Atler, (520) 792-1093, ext. 4443

SUBJECT: Orthophoto Feature Extraction Contract to Map Active Transportation Infrastructure

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	July 17, 2024	Information	7

REQUESTED ACTION/SUGGESTED MOTION

This item is for information only.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element, 40, Transportation Activities

SUMMARY

Currently GIS data for active mode (walking, biking, rolling and micromobility options such as electric scooters and ebikes) infrastructure are not consistently available across the region. Data gaps need to be filled in order to conduct comprehensive analysis. Active transportation-related geometries will be produced by Ecopia Tech to include in Regional Active Transportation Plan (RATP) analysis.

The Ecopia project extends the value of PAG’s regional orthophoto data from fall 2023. Ecopia is using AI to extract and classify features from orthophotography across eastern Pima County’s urban area including, but not limited to, vector data (i.e., polygons and lines) for sidewalks, crosswalks, bike lanes, medians, driveways, streets, parking, buildings, and vegetation. Attributes for each feature can include active mode facility type width, height, and paved/unpaved. This builds a wall-to-wall coverage and foundation upon which a more effectual plan will be built.

This data will enable a more robust analysis, metrics and performance measures in the RATP including: infrastructure gaps, route connectivity, mode shift potential, level of stress, equity for Justice 40 disadvantaged communities, and carbon reductions for active modes of transportation. The RATP feeds into the Regional Mobility and Accessibility Plan where jurisdictions provide transportation project proposals.

Updates:

Ecopia is fast tracking processing of sidewalks+widths and on-street parking features to keep up with the RATP analysis timeline. Feedback from PAG committees prior to

contract approval was used to shape the workshop discussions.

Ecopia and PAG held a four-hour in person workshop on June 25, 2024, with a virtual attendance option, to encourage developmental feedback on the features to include in the extraction. The invitation to participate was open, and notice was provided to the TPC, RATP Technical Working group, and Regional Data Working Group (orthophoto advisors). Approximately 40 professionals participated including with planning and technical backgrounds, from GIS to transportation and green infrastructure expertise. Feedback was recorded and will be compiled.

To encourage ongoing participation, the workshop participants were introduced to a quality control (QC) platform for open review of the Ecopia data. The pilot dataset was reviewed by the workshop participants and categorical errors will aid the AI machine learning. Ecopia has found that in past projects, this QC platform allowed for widespread feedback with minimal technological/GIS background.

Ecopia’s final feature extraction data will be available to PAG member jurisdictions and the University of Arizona by early 2025 to support many other efforts for increased safety, heat mitigation, climate resilience, tree canopy goals, facility asset monitoring and maintenance inventory efforts, and other multimodal transportation projects.

PRIOR BOARD AND/OR COMMITTEE ACTION

N/A

FINANCIAL CONSIDERATIONS

N/A

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone	<p>Dave Adler, (520) 792-1093, ext. 4443 Jeanette DeRenne, (520) 792-1093, ext. 4477 (RMAP) Mead Mier-Welborn, (520) 792-1093, ext. 4464 (Orthos) Dustin Fitzpatrick, (520) 792-1093, ext. 4417 (CRP) Hannah Oden, (520)792-1093, ext. 1418 (RATP)</p>
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SUBJECT: 2055 Regional Mobility and Accessibility Plan (RMAP) Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
Transportation Planning Committee	July 17, 2024	Information	08

REQUESTED ACTION/SUGGESTED MOTION

This is an information only item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Planning

SUMMARY

PAG is in the process of developing the 2055 Regional Mobility and Accessibility Plan (RMAP), and staff will give an update on the status of the development process for the new long-range transportation plan. A long-range plan is federally required for the Tucson metropolitan area. The last update was adopted by the PAG Regional Council in September 2020. PAG staff will provide updates on the following items:

- 2055 RMAP modeling update
- RMAP Working Group updates
- Project list update
- Finance plan update
- RMAP survey update

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

The 2055 RMAP is a fiscally constrained, long-range transportation plan.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

Transportation projects to be delivered in the greater Tucson region must be shown to be consistent with PAG's adopted RMAP to be eligible to receive federal funding for regional projects.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone	Hannah Oden, (520) 792-1093, ext. 1418 Jeanette DeRenne, (520) 792-1093, ext. 1477 Dave Atler, (520) 792-1093, ext. 1443
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