

Transportation Planning Committee (TPC) Meeting

At or after 1:00 p.m. Thursday, October 23, 2025
1 E. Broadway Blvd., Fourth Floor
Tucson, AZ 85701

Public Access to Meeting Audio/Presentation: <https://www.youtube.com/live/q-vxvL0Ro8c>

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.

In compliance with open meeting laws, PAG-RTA meeting agendas requiring public notice are posted at the official address referenced above and are available for public review during official PAG/RTA business hours, excluding weekends and legal holidays.

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 24 hours 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 Sept. 18, 2025, Meeting Summary

Action: Approval of the Meeting Summary.

4. Review of requests for Carbon Reduction Program (CRP) funds

In early September, a Notice of Funding Availability (NOFA) was issued for FY 2026 Carbon Reduction Program (CRP) funds. Based on the criteria described in the NOFA, TPC members will be asked to consider the funding requests that were submitted.

Possible action: Recommendation to award CRP funding on eligible projects.

5. PAG Dynamic Traffic Assignment (DTA) Model Development Update

PAG staff will provide an update on DTA model development.

This is an information item.

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

The project consultants from Kimley-Horn will provide an update on the RATP.

This is an information item.

7. Transportation Improvement Program (TIP) related updates

PAG staff will provide updates on items related to PAG TIP-related activities, including TIP amendments.

This is an information item.

8. Regional Transportation Revenues Update

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

This is an information item.

9. 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 9 a.m., September 18, 2025, Meeting

The meeting can be viewed in its entirety at: https://www.youtube.com/live/7-w_wKzGlb8

Committee Members

Jose Rodríguez

Town of Oro Valley

Camden Walsh

Tohono O’odham Nation

Fausto Burruel

Town of Marana

Galovale Galovale

Town of Sahuarita

Jeremy Moore

ADOT – Southcentral District

Davita Mueller (Virtual)

Sun Tran

Committee Members Cont.

Mikel Oglesby (Virtual)

Sun Tran

Paul Casertano (Virtual)

Pima County DOT

Josue Licea (Virtual)

City of South Tucson

Scott Robidoux (Virtual)

Tucson Airport Authority

PAG Staff Lead

Jeanette DeRenne

Ex-Officio

Jamie Brown, PAG/RTA

1. Call to Order and Introductions

The Chair 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 members were asked to confirm their estimated in-kind time for the meeting.

3. Approval of the Aug. 20, 2025, Meeting Summary

[Video Timestamp: 2:42](#)

Action: A motion to approve the Aug. 20, 2025, meeting summary was made by Jeremy Moore, ADOT, seconded by Galovale Galovale, Town of Sahuarita, and passed unanimously.

4. ABM Exploratory Tool Development Update

[Video Timestamp: 3:27](#)

PAG staff provided members with an update on the ABM Exploratory Tool project and a brief demonstration. PAG Senior Transportation Data Scientist Coordinator Xiao Li gave a detailed overview of the ABM Exploratory Tool development. Mr. Li shared key updates that included automation to the ABM with Air Quality Model MOVES, as well as adopting the ABM into the 2055 RMAP. Members were informed that the tool would help analyze a range of uncertainties and strategy policies, which had been quantified with certain ranges. Mr. Li indicated that performance measures had been defined and have been used for evaluating the RMAP plans. The performance measures included Transportation Systems Measures, Equity measures, and Air Quality measures. Mr. Li explained that the ABM performance measures and MOVES results were combined into a data frame that could be read by the Exploratory Tool and would be able to identify outlier or any duplicated results. Members were given a demonstration on how the Exploratory Tool works.

Jose Rodríguez, Town of Oro Valley, inquired if it was a new model or if it had been used before. Members were informed that CRP funds received last year were used to develop the tool to do specific analytics; the equity performance pieces as well as the MOVES air quality model functions had been utilized.

This item was for information only.

Presentation can be found here: [Item-4-ABM-Exploratory-Tool-Development-Update.pdf](#)

5. Pavement Data Collection Update

[Video Timestamp: 26:08](#)

RAS Contractor Zak Thomason provided members with an update on PAG's pavement data collection effort. Members were informed of the data collection process. Mr. Thomason shared the results and health metrics of the pavement conditions for each member agency.

John Baskett, Tohono O'odham Nation, inquired what the cost per mile was for the services. Members were informed that the cost was in the range of \$80 for arterial

roadways; there were also optional supplemental services that include residential roadways.

Fausto Burrue, Town of Marana, asked if there was a way to project roadways into the model to account for inflation. Members were informed that the model does not account for growth and was based on the existing cost of materials; the additional funding required for new roads could be calculated as they are added based on the steady state models.

Paul Casertano, Pima County, inquired about attempts to identify pavement rehabilitation needs within the long-range plan and if the model could be targeted toward maintaining a minimum low threshold. Members were informed that models could be run to target backlogs and custom models that have level of service constraints. Mr. Thomason indicated that the time horizon was unlimited, but the biggest factor to take into consideration was inflation.

Jose Rodríguez, Town of Oro Valley, asked what the PCI for the “fix all” scenario was. Members were informed that the fix-all was not a set PCI, but the number required to treat every road and give it what it needs. Mr. Thomason explained that typically fix-all targets between 87 to 93 depending on an agency’s condition distribution index for the network.

This item was for information only.

Presentation can be found here: [Item-5-Pavement-Data-Collection-Update.pdf](#)

6. Transportation Improvement Program (TIP) related updates

[Video Timestamp: 1:13:58](#)

PAG staff provided the members with updates on items related to the PAG Transportation Improvement Program (TIP), including the TIP rollover process, TIP amendment statuses and an overview of CRP Notice of Funding Availability (NOFA) and RTAG Call for Projects (CFP). PAG Program and Policy Coordinator Adam Ledford informed the members that the Air Quality Conformity determination had been received, and the lapse grace period had been lifted. Members were informed that the TIP Amendment backlog was being resolved, and PAG would submit a full TIP project list to ADOT for inclusion in the STIP; which would permit TIP amendment and reimbursement requests.

PAG Program and Policy Analyst Pari Magphanthong provided members with an overview of the CRP NOFA and the RTAG CFP. Members were informed that there were \$3 million of CRP funds available for programming in FY 2026, and the RTA would provide the required 5.7% local match upon programming. Ms. Magphanthong shared with the members that the funds were suballocated by population area and limited for use in the population area

they were assigned to. Members were informed that PAG would release the funds by using a project-driven approach to allow for greater flexibility in allocation. Ms. Magphanthong indicated that funds could be awarded in any way among the population area as long as the awarded amounts by population area did not exceed the maximum available amounts in their respective population area, and the total awarded amount would not exceed the total maximum available amount. Members were informed that the RTAG CFP was a competitive process to award funds to transportation alternatives projects, and \$7.3 million would be available for programming in FY 2027 and 2028. Ms. Magphanthong explained that the funds were federal apportionments comprised of TA funds and STBG funds; the RTA would provide the required 5.7% local match. Members were told to be eligible for RTAG funds, projects would need to meet the criteria for both the FHWA Transportation Alternatives funds and the RTA Category #41. Ms. Magphanthong indicated that it was similar to CRP funds in the method of allocation but would have different criteria that would need to be met when allocating and awarding funds. PAG Director of Strategic Planning, Programming and Policy Jamie Brown shared that the RTA Board approved the RTA Next plan for voter consideration in March, and the outcome would determine the next steps for TIP. Members were informed that there were no major concerns about waiting to start the TIP development process until after the March election but there were planning activities that could be done to prepare, such as funding source adjustments for RTA 1 roadway element projects; ADOT major project amendments; and TIP development process and programming scenarios to work through as a group.

Presentation can be found here: [Item-6-TIP-Related-Updates.pdf](#)

This item was for information only.

7. Adjournment

The meeting was adjourned at 10:35 a.m.

SUBJECT: Review of requests for Carbon Reduction Program (CRP) funds

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	Oct 23, 2025	Discussion / Possible Action	04

REQUESTED ACTION/SUGGESTED MOTION

For discussion, with the potential for recommendations by the committee.

ASSOCIATED OWP WORK ELEMENT/GOAL

- Work Element 40: Transportation Activities

SUMMARY

As authorized by federal surface transportation legislation (i.e., the Infrastructure Investment and Jobs Act), federal formula funds are made available to the region for programming based on constraints. These constraints relate to (1) eligibility criteria and requirements for the individual funding programs, (2) Regional Council and RTA Board direction, and (3) availability of funding by fiscal year, amount, and population region as defined by the U.S. Census Bureau, and other considerations.

On an ongoing basis, PAG coordinates with ADOT to determine the availability of federal transportation funds in the current fiscal year as well as projected amounts available in future fiscal years. Based on this, PAG staff developed a Notice of Funding Availability (NOFA) for FY 2026 Carbon Reduction Program (CRP) funding with a deadline of Oct. 3 for funding requests. Member agencies that submitted funding requests will be asked to provide a brief overview of the requests for consideration by the TPC.

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

Please see the attachments for more details on the available funding and the funding requests.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

Please see the attached Notice of Funding Availability for more details.

ATTACHED ADDITIONAL BACKUP INFORMATION

- CRP NOFA
- Summary of funding requests
- CRP funding requests

Staff Contact/Phone	Jamie Brown, (520) 792-1093, ext. 4473 Adam Ledford, (520) 792-1093, ext. 4434 Pari Magphanthong, (520) 792-1093, ext. 4474
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MEMO

TO: Pima Association of Governments (PAG) Transportation Planning Committee

FROM: Jamie Brown, Strategic Planning, Programming and Policy Director
Adam Ledford, Program and Policy Coordinator
Pari Magphanthong, Program and Policy Analyst

DATE: September 8, 2025
[\[Revised September 12, 2025. Please see revisions on page 3\]](#)

CC: Michael Ortega, Executive Director
Dan Gabiou, Chief of Staff
Jeanette DeRenne, Transportation Planning Director

SUBJECT: Notice of Funding Availability for Fiscal Year (FY) 2026 Carbon Reduction Program (CRP) Funds

Introduction

This memorandum announces a Notice of Funding Availability (NOFA) to program funds to eligible projects as part of Pima Association of Governments' (PAG) Fiscal Year (FY) 2025-2029 Transportation Improvement Program (TIP). A total of approximately \$3 million of federal Carbon Reduction Program (CRP) funds are made available for obligation in FY 2026 through the carryover from FY 2025 and new apportionments in Federal Fiscal Year (FFY) 2026. As discussed with the PAG Transportation Planning Committee (TPC) and Regional Council in July, the process will be expedited and will narrowly limit the types of projects that are eligible to reduce the potential loss of funding due to rescission. Therefore, as described below, **only projects that meet both of the following criteria are eligible:**

- 1. federalized bicycle and pedestrian projects already programmed in the TIP, and**
- 2. that can obligate the funds by May of FY 2026.**

The deadline to submit funding requests is **Friday, Oct. 3.**

Funding Source Details, Amounts, and Fiscal Year Available for Programming

CRP was created under the Infrastructure Investment and Jobs Act (IIJA) to provide formula funds for the purpose of reducing transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. CRP funds are subject to the overall Federal-aid obligation authority (OA). Per 23 U.S.C. 175(e), CRP funds are suballocated within a state based on population areas. In general, the population areas are as follows:

- Urban areas of the State with an urban area population of more than 200,000 (>200k)
- Urban areas of the State with an urban area population of not less than 50,000 and not more than 200,000 (50-200k). ***Note: There are currently no areas from this category within our region and PAG does not receive apportionments for this population region for any federal fund.***
- Urban areas of the State with a population of not less than 5,000 and not more than 49,999 (5-49k)
- Other areas of the State with a population of less than 5,000 (<5k).

The State, by law, determines the proportion of funding suballocated within a state based on population distribution. As of the 2020 Census, only the Tucson Urban Area (which has different boundaries than the City of Tucson and includes portions of other jurisdictions) in Pima County exceeds 200,000 in population.

The following urban areas span the 5,000 – 49,999 population area:

- Marana Urban Area (different boundaries from the Town of Marana)
- Vail Urban Area
- Corona de Tucson Urban Area
- Sahuarita Urban Area (different boundaries from the Town of Sahuarita)
- Green Valley Urban Area

All other areas in Pima County not located in the Urban Areas listed above fall under the <5,000 population area. Consequently, the foremost constraint to these funding sources is the geographic restriction based on the population areas.

Please note that urban area boundaries designated by the Census do not align with jurisdictional boundaries. A map of these urban areas is attached.

The total anticipated federal funding available through this NOFA is \$2,999,540. **Table 1** shows the maximum funding amounts for each population area. Actual allocations will fall at or below the maximum amounts shown, with the combined total equaling \$2,999,540. The flexibility in programmed amounts by population areas allows funds to be made available in the area with greater needs. Please see Appendix A Frequently Asked Questions (FAQs) for examples of how the funds may be distributed among the population areas.

Funding eligibility is determined strictly by the project location, as categorized by population areas shown in the accompanying regional map. Funds assigned to a specific population area may only be used for projects located within that population area.¹

Disclaimer: PAG cannot guarantee the availability of federal funds. The allocation of funds by the federal government is always subject to potential rescission, as demonstrated by a recent congressional action. Thus, the region, through PAG, cannot be held responsible for any project funding shortfalls should the federal funds be rescinded.

Table 1: Anticipated CRP Funds Available for Obligation by Population Areas (subject to change)

Population Areas	Maximum Amount
< 5k	\$619,902
5k – 49k	\$549,743
> 200k	\$2,741,766
All Population Areas' Combined Total May Not Exceed	\$2,999,540

The RTA will provide the required 5.7% non-federal match.

Please note that the amounts in **Table 1** are preliminary and based on the latest information available as of the date of this NOFA. However, since federal apportionments and the obligation limitation rate can vary annually, these amounts are subject to change at any time. Final award amounts will be confirmed at the time of IGA development.

Project Eligibility, Funding Request Requirements, and Process for Awarding Funds

Per the TPC and supported by the Regional Council, the process to identify and award projects should be expedited and focus on projects that can help the RTA meet goals for miles of sidewalks and bicycle paths. Based on this, **only (1) federalized bicycle and pedestrian projects already programmed in the TIP and (2) that can obligate the funds in May of FFY 2026 are eligible.** These projects must meet eligibility criteria for CRP funds according to 23 U.S.C. 175(c) ~~and the Eligible Projects List published by Arizona Department of Transportation (ADOT) attached~~ and also meet the requirements of RTA category 41 Greenways, pathways, bikeways, and sidewalks (see additional details below). **Federalized bicycle and pedestrian projects already programmed in the TIP should already meet the CRP and RTA category 41 eligibility criteria. However, project sponsors should review those requirements to confirm.**

¹ Rare exceptions may occur. Please refer to Appendix A Frequently Asked Questions (FAQs) for more information.

To request funding, please submit the following information, via email or as an attachment, to Jamie Brown (jbrown@pagregion), Adam Ledford (aledford@pagregion.com), and Pari Magphanthong (pmagphanthong@pagregion.com):

1. Project name:
2. Project TIP ID:
3. Population area where the project is located:
4. Is the project already federalized? If not, the project is not eligible to request funds from this NOFA.
5. If awarded the funds, can you obligate by May 2026? If not, the project is not eligible to request funds from this NOFA.
6. Amount of additional funding requested by fiscal year, fund source, amount, and phase (please complete table below):

Fiscal year (i.e., FY 2026)	Project phase (i.e., design or construction)	Amount of CRP funding requested	Maximum non-federal match covered by RTA *	Total of federal and non-federal Match
TOTALS				

*To calculate the 5.7% non-federal match to be covered by the RTA, divide the federal amount by 94.3% and multiple the result by 5.7% (Federal amount / 0.943) * 0.057)

7. Brief project description, including purpose and need:
8. Brief description of how the project will help the RTA meet mileage goals for bicycle and/or pedestrian facilities:
9. Reason additional funding is requested:

As an expedited process, the TPC will be asked to consider the funding requests and make a funding recommendation. Below is an anticipated timeline, which is subject to change.

Date	Action
Sept. 8, 2025	NOFA issued
Oct. 3, 2025	Funding requests due to PAG/RTA
Oct. 15, 2025	TPC meeting to discuss funding requests and make a recommendation. <u>Project sponsors will be asked to provide a brief overview of the funding request.</u>
Oct. 22, 2025 - Nov. 19, 2025	Initiate IGA amendment process and finalize awarded amounts based on new federal ledger
Nov. 12, 2025	Share TPC recommendation with the PAG Management Committee
Dec. 4, 2025	Share TPC recommendation with the Regional Council
Dec. 4, 2025	RTA Board consideration of IGA amendment
May 2026	Sponsor obligates funds for projects in FY 2026

Additional Considerations for Federal and RTA Funding

- Failure to obligate federal funds in the assigned year may result in loss of funding to the region. Therefore, to ensure that federal funding is not lost to the region, the PAG TIP Policies and Procedures (Appendix 3 in the FY 2025-2029 TIP) set forth the procedures that specifically address the use of programmed federal funds. For example, procedure PR26.0 states that “If a project using federal funds in the current fiscal year is not ready to obligate, the sponsoring jurisdiction shall notify PAG immediately so that other plans to obligate those funds can be made.” Please also refer to PR 26.1, 26.2 and 26.3 for additional details.
- Within the Environmental and Economic Vitality Element of the RTA plan, RTA category #41 helps to fund greenways, pathways, bikeways, and sidewalks. According to the RTA Administrative Code available [here](#), the scope of this category is described as: “Identify, design, and construct important sidewalk and bikeway improvements along the regional roadway/riverpark system, in addition to sidewalks and bike lanes included in projects in the Roadway Improvement Element. Project planning and funding will be split into three separate and distinct categories: sidewalks, shared-use paths, and on-street bike lanes.”

If you have questions, please contact Jamie Brown (jbrown@pagregion.com; 520-495-1473), Adam Ledford (aledford@pagregion.com; 520-495-1434), and/or Pari Magphanthong (pmagphanthong@pagregion.com; 520-495-1474).

Appendices

Appendix A: Frequently Asked Questions (FAQs)

1. My jurisdiction is located in the urban area with a population spanning 5,000 – 49,999. However, my project is immediately adjacent to the urban area with a population greater than 200,000, with a portion of the project falling within the >200,000 population area. Which funding pool is my project eligible for?

In consultation with ADOT, your project will be eligible for both funding pools.

2. How are funds distributed among the population areas? Can you provide an example?

Example of Potential Fund Distribution

To make funds available in the population areas that have greater demands, CRP funds made available through this NOFA are flexible in their allocations among population areas. As much funding may be programmed to each population area within its respective maximum amount, such that the total programmed funds across population areas do not exceed the available fund of \$2,999,540 in this NOFA. Two examples below demonstrate two different ways that funds may be programmed among population areas.

Example scenario 1: The reviewers receive the following fund requests.

- A bike path project in the <5k population area requesting \$300,000.
- A bike path project in the <5k population area requesting \$50,000.
- A pedestrian sidewalk project in the 5k – 49k population area requesting \$300,000.
- A bike path project in the 5k – 49k population area requesting \$200,000.
- A bike path project in the >200k population area requesting \$2,149,540.

Example 1 of final programmed amounts

Population Area	Amount Programmed
<5k	\$350,000
5k - 49k	\$500,000
>200k	\$2,149,540
Total	\$2,999,540

In this example, the programmed amounts by population areas are within the maximum amounts for each population area (as listed in **Table 1** in the memorandum)

and the total programmed amount is equal to the total available CRP funds in this NOFA. Therefore, this example is one of the ways that funds may be distributed among population areas.

Example scenario 2: The reviewers receive the following fund requests.

- A bike path project in the <5k population area requesting \$300,000.
- A bike path project in the <5k population area requesting \$300,000.
- A pedestrian sidewalk project in the 5k – 49k population area requesting \$300,000.
- A bike path project in the 5k – 49k population area requesting \$200,000.
- A bike path project in the >200k population area requesting \$1,899,540.

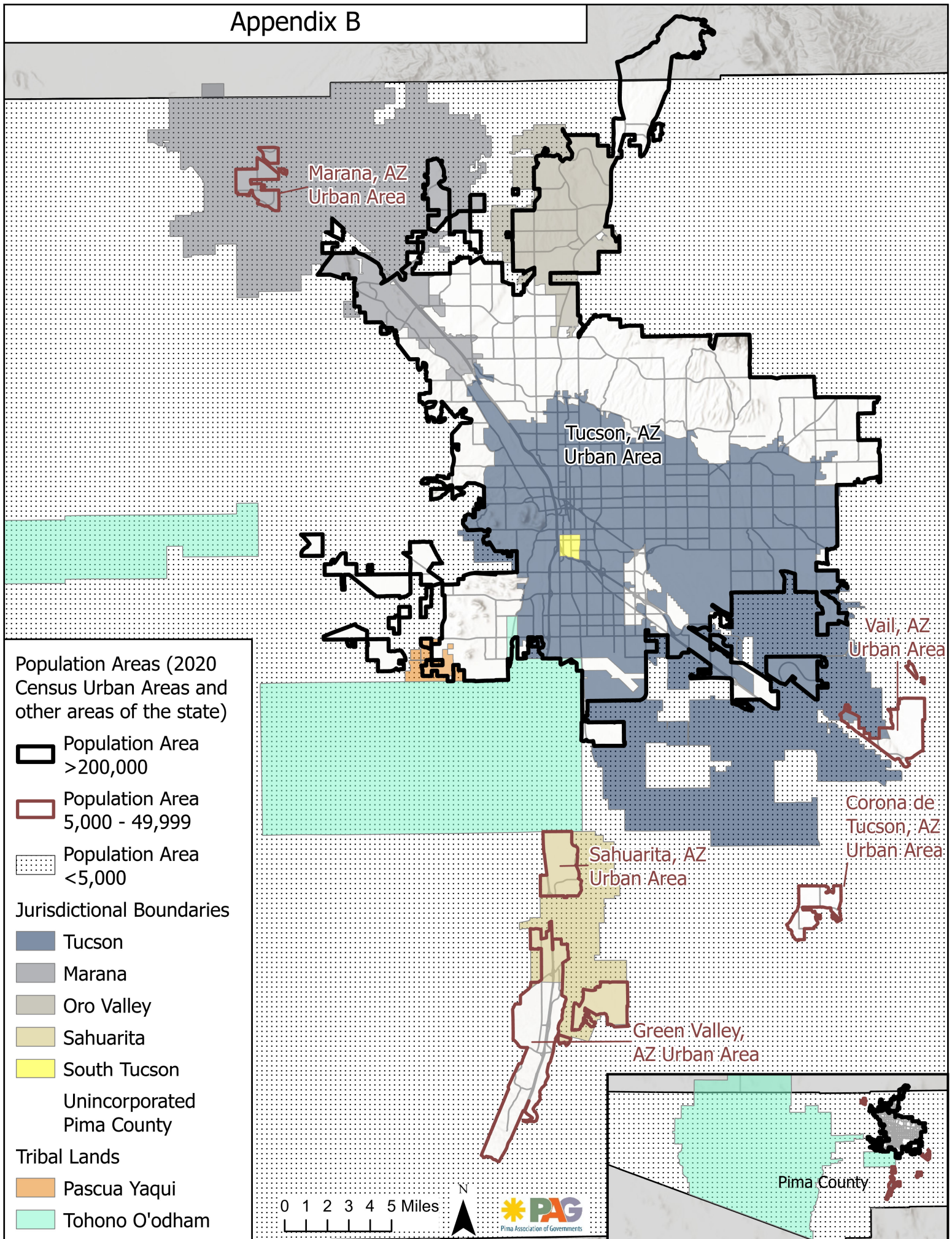
Example 2 of final programmed amounts

Population Area	Amount Programmed
<5k	\$600,000
5k - 49k	\$500,000
>200k	\$1,899,540
Total	\$2,999,540

In this example, the programmed amounts by population areas differ from **Example scenario 1**. However, they still fall under the maximum amounts available for their respective population area (as listed in **Table 1** in the memorandum). The total programmed amount is also equal to the total available CRP funds in this NOFA. Therefore, this example also demonstrates another way that the available funds may be distributed among the population areas.

These examples illustrate different ways CRP funds in this NOFA may be distributed among the population areas. They are not exhaustive options. Both examples demonstrate that the available CRP funds in this NOFA may be distributed in various ways across the population areas as long as the following conditions are met: (1) the programmed amounts for each population area do not exceed their respective maximum amounts as listed in **Table 1** in the memorandum and (2) the total programmed amount across population areas is equal to the amount of CRP funds available through this NOFA.

Appendix B



FY 2026 PAG Carbon Reduction Program Notice of Funding Availability - Application Summary

Jurisdiction	TIP ID	Pop. Area	Project Name	Location	Federal Funds Requested*	
					Phase	Amount
Tucson	5.24	>200k	Blacklidge Bicycle Blvd.	N Oracle Rd. to N Columbus Blvd., running parallel to Fort Lowell Rd.	Construction	\$2,732,858.00
Pima County	4.23	>200k	Palo Verde Road Sidewalks	Palo Verde Rd., between E Gas Rd. to N of E Columbia St.	Construction	\$1,408,906.00
Pima County	24.23	<5k	Florida Canyon Bridge (on Madera Canyon Rd.)**	Madera Canyon Rd.	Design	\$282,900.00
	23.23		Medium Wash Canyon Bridge (on Madera Canyon Rd.)**			\$282,900.00
Pima County	3.24	5k-49k	South Houghton Rd. MUP	East of S Houghton Rd. from Camino Del Toro to Forrest Feezor St., and from Vista Monte Drive to Sahuarita Rd.	Construction	\$400,000.00
San Xavier District of the Tohono O'odham Nation	79.10	<5k	San Xavier Rd.: Little Nagales to I-19	San Xavier Rd.: Little Nogales to I-19	Construction	\$391,345.00
Total						\$5,498,909.00

* These requested amounts refer to the CRP funds only and do not include the non-federal match (5.7%) which will be provided by the RTA. Due to inconsistencies in the non-federal match amount calculation, PAG re-calculated federal fund amounts requested by multiplying the "Total of federal and non-federal match" listed on the requests by 0.943 (Total of federal and non-federal match*0.943).

** Must be considered together.



Samuel A. Credio, P.E.

Director

Sam.Credio@tucsonaz.gov

10/03/2025

Jamie Brown
Strategic Planning, Programming & Policy Director
Pima Association of Governments
1 East Broadway Blvd., Suite 401
Tucson, AZ 85701

Subject: Notice of Funding Availability for Fiscal Year 2026 Carbon Reduction Funds – Blacklidge Bicycle Boulevard.

Mr. Brown:

The City of Tucson is pleased to submit the Blacklidge Bicycle Boulevard project for consideration for funding under the Carbon Reduction Funds 2026 Call for Projects. Project information is provided below:

- 1. Project name:**
Blacklidge Bicycle Boulevard
- 2. Project TIP ID:**
5.24
- 3. Population area where the project is located:**
Urban areas of the State with an urban area population of more than 200,000 (>200k).
- 4. Is the project already federalized? If not, the project is not eligible to request funds from this NOFA.**

Yes. This project was selected by The U.S. Department of Transportation (USDOT) to receive an FY 23 Reconnecting Communities and Neighborhoods (RCN) Program grant and received all clearances directly from Federal Highway Administration (FHWA). However, after the grant was submitted, it was paused and not executed. It was later rescinded due to NAE funding no longer available for obligation. The City of Tucson has already received the major clearances from FHWA and will re-initiate the project with ADOT, who recognizes this and supports the City of Tucson moving forward with the CRP funding.

5. If awarded the funds, can you obligate by May 2026? If not, the project is not eligible to request funds from this NOFA.

Yes

6. Amount of additional funding requested by fiscal year, fund source, amount, and phase (please complete table below):

Fiscal year (i.e., FY 2026)	Project phase (i.e., design or construction)	Amount of CRP funding requested	Maximum nonfederal match covered by RTA *	Total of federal and non-federal Match
FY 2026	construction			
TOTALS		\$2,741,766	\$156,280.66	\$2,898,046.66

**To calculate the 5.7% non-federal match to be covered by the RTA, divide the federal amount by 94.3% and multiple the result by 5.7% (Federal amount / 0.943) * 0.057)*

7. **Brief project description, including purpose and need:**

The City of Tucson envisions an increasingly safe, comfortable, and convenient network of residential streets that support walking and biking as a form of transportation. The bicycle boulevard network will serve as the backbone for multi-modal travel throughout the city. Blacklidge Drive is an east/west neighborhood street that spans approximately 4.5 miles, from N Oracle Road to N Columbus Blvd, running parallel to Fort Lowell Road. The existing roadway provides access to bicycle lanes on other streets, but Blacklidge Drive does not offer safe, convenient east/west access for nonmotorized travelers. Individuals need access to safe infrastructure, and the Blacklidge Bicycle Boulevard will help to connect individuals to five parks and four schools. The project goals for Blacklidge Bicycle Boulevard are to:

- Slow and reduce cut-through traffic.
- Improve safety for all users.
- Provide cross-town connectivity for people walking and biking
- Make it easier for nonmotorized travelers to cross busy streets.

The City of Tucson Department of Transportation and Mobility (DTM) will construct a low-stress route on Blacklidge Boulevard that will improve the safety and connectivity for individuals walking and cycling by slowing and reducing cut-through traffic along the 4.5 miles between N Oracle Road and McCormick Park located at N Columbus Boulevard, connecting individuals to five parks and four schools, particularly expanding access for individuals experiencing historic disinvestment. Approximately five HAWKS will also be installed and/or reconfigured to help PAG meet regional safety targets.

8. Brief description of how the project will help the RTA meet mileage goals for bicycle and/or pedestrian facilities:

The Blacklidge Bicycle Boulevard project will contribute to the Regional Transportation Authority's (RTA) mileage goals by expanding the network of low-stress bikeways across Tucson. By adding 4.5 miles of dedicated bicycle boulevard and other safety enhancements along the corridor, this initiative will enhance the overall connectivity of the City's bicycle infrastructure, promoting safe and efficient nonmotorized travel. This expansion aligns with the RTA's commitment to increasing sustainable transportation options, reducing dependence on motor vehicles, and encouraging healthier, more active lifestyles among Tucson residents. By integrating seamlessly with existing and planned bikeways, the Blacklidge Bicycle Boulevard will help achieve a more comprehensive and accessible transportation network, supporting the RTA's vision for a more connected community.

9. Reason additional funding is requested:

The project received federal funding but due to the changing priorities of the USDOT under the current presidential administration, the funding was rescinded leaving the project short after significant delay and commitments made to the public. Since the project has already been federalized and largely cleared, it is uniquely positioned to be obligated by 2026 while contributing to RTA's mileage goals.

The Blacklidge Bicycle Boulevard will improve and enhance: 1) economic strength and global competitiveness; 2) shared prosperity, 3) safety, mobility (congestion, climate and sustainability); and 4) community connectivity and mobility.

The City of Tucson acknowledges that TPC will be asked to consider funding requests and recommendations based on the tentative timeline below:

Date Action

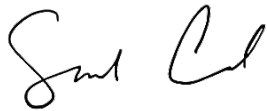
- Sept. 8, 2025 – NOFA issued
- Oct. 3, 2025 – Funding requests due to PAG/RTA
- Oct. 15, 2025 – TPC meeting to discuss funding requests and make a recommendation. Project sponsors will be asked to provide brief overview of the funding request.
- Oct. 22-Nov. 19, 2025 – Initiate IGA amendment process and finalize awarded amounts based on new federal ledger
- Nov. 12, 2025 – Share TPC recommendation with the PAG Management Committee
- Dec. 4, 2025 – Share TPC recommendation with the Regional Council
- Dec. 4, 2025 – RTA Board consideration of IGA amendment
- May 2026 Sponsor obligates funds for projects in FY 2026

The City of Tucson acknowledges the following information:

Additional Considerations for Federal and RTA Funding

- Failure to obligate federal funds in the assigned year may result in loss of funding to the region. Therefore, to ensure that federal funding is not lost to the region, the PAG TIP Policies and Procedures (Appendix 3 in the FY 2025-2029 TIP) set forth the procedures that specifically address the use of programmed federal funds. For example, procedure PR26.0 states that "If a project using federal funds in the current fiscal year is not ready to obligate, the sponsoring jurisdiction shall notify PAG immediately so that other plans to obligate those funds can be made." Please also refer to PR 26.1, 26.2 and 26.3 for additional details.
- Within the Environmental and Economic Vitality Element of the RTA plan, RTA category #41 helps to fund greenways, pathways, bikeways, and sidewalks. According to the RTA Administrative Code available [here](#), the scope of this category is described as: "Identify, design, and construct important sidewalk and bikeway improvements along the regional roadway/river park system, in addition to sidewalks and bike lanes included in projects in the Roadway Improvement Element. Project planning and funding will be split into three separate and distinct categories: sidewalks, shared-use paths, and on-street bike lanes."

Sincerely,



Samuel A. Credio, P.E.

Director, Transportation and Mobility

Cc: Andrew Bemis, DTM Deputy Director
James DeGrood, DTM Deputy Director
Paki Rico, DTM Certification Acceptance Liaison
Kirshana Guy, DTM Grant Writer
Trudi Payne, DTM Finance
Arturo Ledesma, DTM Engineering Project Manager
Collin Chesston, DTM Planning Project Manager
Adam Ledford, Program and Policy Coordinator
Pari Magphanthong, Program and Policy Analyst

*Pima County DOT Application FY 2026 Carbon Reduction Program (CRP) Funds
Palo Verde Road Sidewalks
>200K Population Area*

1. Project name: Palo Verde Road Sidewalks

2. Project TIP ID: 4.23

3. Population area where the project is located: > 200K

4. Is the project already federalized? Yes

5. If awarded the funds, can you obligate by May 2026? Yes

6. Amount of additional funding requested by fiscal year, fund source, amount, and phase (please complete table below):

Fiscal year (i.e., FY 2026)	Project phase (i.e., design or construction)	Amount of CRP funding requested	Maximum non-federal match covered by RTA *	Total of federal and non-federal Match
FY2026	Construction	\$1,408,906	\$85,162	\$1,494,068
TOTALS		\$1,408,906	\$85,162	\$1,494,068

*To calculate the 5.7% non-federal match to be covered by the RTA, divide the federal amount by 94.3% and multiple the result by 5.7% (Federal amount / 0.943) * 0.057)

7. Brief project description, including purpose and need:

The Palo Verde Sidewalks project is located along both sides of Palo Verde Road approximately between E. Gas Road to North of E. Columbia Street. SunTran Route 11 services this section of the Palo Verde Road corridor and is one of the highest volume bus routes in the City and County. Sidewalks will provide connectivity between the bus stops and active businesses and residences within this area. The southern half of this project is located within the City of Tucson limits. The north portion is within unincorporated Pima County.

This corridor is connected to multiple businesses and land uses including the Tanque Verde Swap Meet, the Gospel Rescue Mission, Butterfield Business Park, the Gem and Mineral Show, and several other retail businesses and offices. This project includes sidewalks adjacent to the Gospel Rescue Mission (GRM), located at 4550 S. Palo Verde Road, near the intersection of Michigan Street. The GRM is a large and expanding multi-service outpatient and residential facility that attracts and generates large numbers of pedestrians both day and night.

This corridor has significant pedestrian, bicycle, and vehicle traffic. Consequently, safety risks and conflicts currently exist. This project will allow better separation of uses, and better continuity between businesses and bus stops within this corridor.

This project will tie into the High Intensity Activated Crosswalk (HAWK) at S. Palo Verde Rd. and E. Michigan St. to further improve pedestrian and bicycle safety and accessibility.

October 3, 2025

Pima County, Pima Association of Governments (PAG), and City of Tucson conducted a joint Road Safety Assessment in 2019 which recommended continuous sidewalks in this project area. The project will improve public safety, reduce the number of pedestrian-bicycle-vehicle conflicts, and directly address the results of the forementioned analysis.

The project will construct ADA compliant sidewalks, curb and gutter, and delineated bike lanes along South Palo Verde Road, from the intersection at East Gas Road terminating past the bus stop just north of East Columbia Street. The scope also includes mitigating impacts to pavement drainage, existing utility infrastructure, and two new bus stops.

No curb or sidewalk will be constructed across the existing box culvert at the TDC South Interceptor Canal located south of Columbia Street. Additional delineators may be installed to increase visibility and separation of pedestrian and bicycle users from vehicles. This section of roadway will be a multi-use path because the crossing is not wide enough to accommodate a separate sidewalk.

8. Brief description of how the project will help the RTA meet mileage goals for bicycle and/or pedestrian facilities:

This project will provide 4,300 feet of sidewalk, 5,000 feet of bicycle lane, and 300 feet of multi-use path. This totals to 1.6 miles of pedestrian facilities (including bi-directional travel of sidewalk + multi-use path), 1.2 miles of bicycle facilities (including bi-directional travel of multi-use path + HAWK crossing + adjacent/connecting existing bicycle facilities). (This calculation is ultimately determined by RTA). The multi-use path exists where the roadway crosses a drainage. Sidewalk and bike lane converge for this section of the crossing because the width of the existing culvert is insufficient to allow separation of these two uses. The designated uses directly contribute towards the RTA mileage goals for expanding bicycle and pedestrian facilities.

9. Reason additional funding is requested:

The available construction funding is \$2.10M for Palo Verde Road Sidewalks with anticipated construction in FY 27. The project construction is funded partially by the federal Regional Transportation Alternatives Grant (RTAG) funds for which Pima County is an LPA subrecipient.

The available funding for this project is insufficient to construct all improvements required to enhance this corridor. The Engineer's Estimate of Probable Costs provided with the 15%, 30%, and 60% submittals indicates a shortage of almost \$1.5 million. Additional funding will allow all safety improvements to be incorporated in one construction project. Alternatively, the project could be phased over multiple years. We are requesting additional funding to prevent critical sections of sidewalk from being eliminated or deferred to a future date. Sections of sidewalk identified in the original RTAG application (2022) were already eliminated from the project due to limited funding availability. Reducing sidewalk sections even further would negatively impact the project and its associated safety and accessibility benefits.

*Pima County DOT Application FY 2026 Carbon Reduction Program (CRP) Funds
Florida Canyon Bridge | Medium Wash Bridge – Madera Canyon Rd
<5K Population Area*

1. Project name: Florida Canyon Bridge (on Madera Canyon Rd)
Medium Wash Canyon Bridge (on Madera Canyon Rd)

2. Project TIP ID: 24.23 (State ID: T0540 FC)
23.23 (State ID: T0541 MW)
Being administered as combined project

3. Population area where the project is located: < 5K

4. Is the project already federalized? Yes

5. If awarded the funds, can you obligate by May 2026? Yes

6. Amount of additional funding requested by fiscal year, fund source, amount, and phase (please complete table below):

Fiscal year (i.e., FY 2026)	Project phase (i.e., design or construction)	Amount of CRP funding requested	Maximum non-federal match covered by RTA *	Total of federal and non-federal Match
FY2026	Design T0540	\$282,900	\$17,100	\$300,000
FY2026	Design T0541	\$282,900	\$17,100	\$300,000
TOTALS		\$565,800	\$34,200	\$600,000

*To calculate the 5.7% non-federal match to be covered by the RTA, divide the federal amount by 94.3% and multiple the result by 5.7% (Federal amount / 0.943) * 0.057)

7. Brief project description, including purpose and need:

This application includes two federalized projects that must be considered together. The crossing being submitted in this application is equidistant to the Florida Canyon and Medium Wash bridge replacements. Therefore, the scope would be divided between these two projects.

Madera Canyon Road is the only access to the Madera Canyon Recreation Area, located within the Coronado National Forest. This is a year-round destination with many amenities for picnicking, bird watching, hiking, cycling, and camping. Pima County owns and maintains the four miles of roadway leading into the Recreation Area. Along this roadway there are three single-lane, deteriorating wash crossings that were constructed in the 1930's. Pima County received federal funding to address the replacement of two of the three crossings to allow for two-lane vehicular travel and bicycle lanes on each side of the roadway, through the Off System Bridge (OSB) program.

The remaining crossing, in this application, is not eligible for the OSB program. The crossing in its existing condition creates a conflict for bicyclists and motorists. Replacing the bridges without addressing this middle crossing will increase the safety risk along this heavily used, scenic corridor. The three crossings are currently undersized for the volume of bicycle and vehicle traffic. This application would expand the current design scope for the two bridges to include the culvert section and continuation of bicycle amenities and thereby prevent a potentially hazardous condition.

October 3, 2025

8. Brief description of how the project will help the RTA meet mileage goals for bicycle and/or pedestrian facilities:

The projects would help the RTA meet mileage goals for bicycle facilities by providing separate bicycle lanes on each side of the bridges to include the culvert section. The section of Madera Canyon Road impacted by these improvements is just over ½ mile in length, effectively adding 1.02 miles of bike lane to a roadway leading into a heavily used recreation area. (This calculation is ultimately determined by RTA).

9. Reason additional funding is requested:

The middle crossing is not eligible for OSB funding because the span of crossing is less than twenty feet. This categorizes the crossing as a culvert. Consequently, there are insufficient funds and this scope cannot be included with the two federalized projects on each side of the culvert. This funding is requested to develop plans for what will likely be a more hazardous condition created by replacing the bridges without considering the single-lane restriction that would remain in the middle section. The approach speeds to this culvert will be increased, with reduced visibility (distance). This application would provide funds to expand contracted design services to resolve the safety and accessibility concerns. CRP funding for this project will help ensure that we qualify for construction funding from the Federal Lands Access Program (FLAP) and Local fund sources for construction of the culvert section of the project.

*Pima County DOT Application FY 2026 Carbon Reduction Program (CRP) Funds
South Houghton Multi-Use Path
5K-49K Population Area*

1. Project name: South Houghton Road Multi-Use Path (MUP)

2. Project TIP ID: 3.24

3. Population area where the project is located: 5K – 49K

4. Is the project already federalized? Yes

5. If awarded the funds, can you obligate by May 2026? Yes

6. Amount of additional funding requested by fiscal year, fund source, amount, and phase (please complete table below):

Fiscal year (i.e., FY 2026)	Project phase (i.e., design or construction)	Amount of CRP funding requested	Maximum non-federal match covered by RTA *	Total of federal and non-federal Match
FY2026	Construction	\$400,000	\$24,178	\$424,178
TOTALS		\$400,000	\$24,178	\$424,178

*To calculate the 5.7% non-federal match to be covered by the RTA, divide the federal amount by 94.3% and multiple the result by 5.7% (Federal amount / 0.943) * 0.057)

7. Brief project description, including purpose and need:

The South Houghton Road MUP will construct a 10-ft. wide path along the east side of South Houghton Road from Camino del Toro to Forrest Feezor St, and from Vista Monte Drive to Sahuarita Road. The proposed multi-use path will connect to a previously constructed multi-use path middle segment between Forrest Feezor Street and Vista Monte, thus creating a continuous multi-use path along South Houghton Road. The project will provide pedestrian and bicycle access from residential neighborhoods to Sycamore Elementary and Corona Foothills Middle School. It will also connect to markets, restaurants and hardware stores in the commercial center of Corona de Tucson.

8. Brief description of how the project will help the RTA meet mileage goals for bicycle and/or pedestrian facilities:

The South Houghton Road MUP will add 0.68 miles to an existing 0.32-mile segment. Due to the connectivity of the entire one-mile MUP and allowable bi-directional travel for both cyclists and pedestrians, we believe that RTA will benefit from the addition of two (2) miles of bicycle travelway and two (2) miles of pedestrian travelway. (This calculation is ultimately determined by RTA). As a result, the project will better connect existing neighborhoods, elementary and middle schools and business and commercial areas with a separate pedestrian and cycling facility. Additionally, the project will add ADA improvements, improve and reconfigure existing driveways to be ADA compliant. The project will also address flooding, drainage, and safety issues along the multi-use path.

9. Reason additional funding is requested:

As identified in the 30% design (Local funded) and cost estimate, the project is simultaneously addressing both pedestrian and localized flooding issues occurring at three wash crossings. As a result, both the design and flood control structures require additional design, elevated and armored pathway crossings and additional pedestrian safety features to establish a safe, continuous multi-use path.

Pima Association of Governments CRP Funding Request

San Xavier District of the Tohono O'odham Nation

September 23rd, 2025

NOTE: Please see the attached email communications between San Xavier District staff and PAG staff for clarifications on this funding request.

1. **Project Name:** San Xavier Rd: Little Nogales to I-19
2. **Project TIP ID:** 79.10
3. **Population Area:** 0-15k
4. **Federalized:** Yes, project is federalized
5. **Can funds be obligated by May 2026:** Yes, funds can be absolutely obligated by May 2026
6. **Amount of Additional Funding**

FY26	Design Phase	\$65,000 Request	\$3,928.95 Non-Federal Match	\$61,071.05 Federal Match
Obligated FY26	Construction Phase	\$350,000 Request	\$21,155.89 Non-Federal Match	\$328,844.11 Federal Match

7. Project Description, Purpose and Need:

The San Xavier Pedestrian Pathway Project is a project which intends to reduce pedestrian accidents and fatalities on one of the most arterial roads within the San Xavier District limits. The San Xavier District Pedestrian Pathway project aims to connect the pedestrian walkway from the bridge at I-19 and extend it along San Xavier Road to the terminus at Little Nogales Drive. This project was federalized and put out for bid in 2017; however, complications with Right of Way paperwork occurred which caused project to go critically inactive. Thankfully, ROW documentation was recovered, and the project is ready to move forward. Unfortunately, the timeframe which project hibernated, costs drastically increased causing a need for funding supplementation to make full connection from beginning to terminus.

8. RTA Mileage Goals for Bicycle and Pedestrians

The San Xavier Pedestrian Pathway Project not only provides a pedestrian corridor as an important safety countermeasure that will save lives, but the project also brings the benefit of creating full multimodal connectivity from the San Xavier District community residing to the East of I-19 to the central hub of the Tribal community. With this continuity, mileage goals for bicycle and pedestrian activity can be actuated.

9. Reason for Additional Funding

This project was federalized and put out for bid in 2017; however, complications with Right of Way paperwork occurred which caused project to go critically inactive. Thankfully, ROW documentation was recovered, and the project is presently ready to move forward. Unfortunately, the timeframe which project hibernated, costs drastically increased causing a need for funding supplementation to make full connection from beginning to terminus. This supplemental funding will be needed to complete full connection to Little Nogales Road with the current state of heightened construction costs. As the original design plans have sat for an extended period of time, there will need to be a redesign due to features that have been added in the corridor since last design. San Xavier District will be requesting additional funds to offset the cost needed for this mandatory redesign activity.



Subject: RE: CRP Funding Request - San Xavier District Pedestrian Pathway
Date: Thursday, October 16, 2025 at 10:16:59 AM Mountain Standard Time
From: John Baskett
To: Pari Magphanthong
CC: Mark Pugh, Austin Nunez, Sally Pablo, Sandi Alvarez, Jamie Brown, Adam Ledford
Attachments: image001.jpg

EXTERNAL: This email is from outside of PAG. Do not click links or open attachments if you do not recognize the sender.

Pari,

As per our phone call yesterday with Jamie, I am just wanting to recap on clarification of the items below.

1. The San Xavier District does follow within the prescribed **<5k population area**. I had meant to list "0-5k" as the population area and had a typo.
2. As was discussed yesterday, the Design Phase funding was delineated separately from the Construction Phase as we will be reprogramming some of the current construction funds and allocating them toward the necessary re-design. The idea was to replenish those funds that will be reprogrammed with this potential supplemental CRP Funding. After our discussion, I believe it is better to lump the two requests together into one **Construction Phase** funding request, which would have a total **\$415,000**.
3. According to our GIS measurements, this project would consist of **0.7** miles of pedestrian/bicycle pathway.

I hope this follow-up is helpful. We look forward to presenting our project to the TPC Committee Thursday, October 23rd at 1pm!

Sincerely,

John R. Baskett
Principal Planner

San Xavier District
2018 W. San Xavier Rd.
Tucson, AZ 85746
Office: (520) 573-4075
Cell: (928) 220-1584
jbaskett@waknet.org



From: Pari Magphanthong <PMagphanthong@pagregion.com>
Sent: Friday, October 10, 2025 12:14 PM
To: John Baskett <jbaskett@waknet.org>
Cc: Mark Pugh <mpugh@Waknet.org>; Austin Nunez <anunez@waknet.org>; Sally Pablo <spablo@Waknet.org>; Sandi Alvarez <salvarez@Waknet.org>; Jamie Brown <jbrown@pagregion.com>; Adam Ledford <aledford@pagregion.com>
Subject: Re: CRP Funding Request - San Xavier District Pedestrian Pathway

Warning: Unusual sender <pmagphanthong@pagregion.com>

You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Good afternoon John,

Thank you for submitting the funding request. After reviewing your submission, I have a few follow-up questions.

1. **With reference to the map in Appendix B of the NOFA, in which population area is the project located?** The application listed "0-15k" which is not one of the population areas according to the federal fund population suballocation. It appears that the project is in the <5k population area, but it would be helpful to confirm.
2. **What is the total requested funding amount through the CRP NOFA?** The application listed two different amounts: one for the design phase and one for the construction phase. Based on the conversation between PAG, ADOT, and SXD prior to the application submission, SXD already has local funds for design phase with ADOT and did not plan to apply for the design funds through CRP NOFA.
3. **How many miles of bicycle and/or pedestrian pathway will this project provide?** The application did not list the number of miles.

Please let me know if you have any questions. If possible, I'd appreciate your responses by **noon on Monday, October 13**, but please let me know if you need additional time.

Thank you!

Best,
Pari

From: John Baskett <jbaskett@waknet.org>

Date: Friday, October 3, 2025 at 2:20 PM

To: Pari Magphanthong <pmagphanthong@pagregion.com>, Jamie Brown <jbrown@pagregion.com>, Adam Ledford <aledford@pagregion.com>

Cc: Mark Pugh <mpugh@Waknet.org>, Austin Nunez <anunez@waknet.org>, Sally Pablo <spablo@Waknet.org>, Sandi Alvarez <salvarez@Waknet.org>

Subject: CRP Funding Request - San Xavier District Pedestrian Pathway

You don't often get email from jbaskett@waknet.org. [Learn why this is important](#)

EXTERNAL: This email is from outside of PAG. Do not click links or open attachments if you do not recognize the sender.

Good afternoon, Jami & Pari,

I would like to thank you for your assistance and taking my phone calls today. I am submitting our request for the supplemental funding available in the CRP, in hopes we can provide full connectivity of our pedestrian pathway project from beginning to terminus. As prices have drastically increased for construction, we are hoping to be considered for this supplemental funding which will allow our already federalized project to be constructed as originally designed.

I believe I have laid out the funding calculations correctly, via your calculation formula in the attached request. Please let me know if there is anything more you need from me!

Sincerely,

John R. Baskett
Principal Planner

San Xavier District
2018 W. San Xavier Rd.
Tucson, AZ 85746
Office: (520) 573-4075
Cell: (928) 220-1584
jbaskett@waknet.org

SUBJECT: PAG Dynamic Traffic Assignment Model Development

Meeting	Meeting Date	Agenda Category	Agenda Item #
Transportation Planning Committee	October 23, 2025	Information	05

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 63, Regional Modeling

SUMMARY

As part of an ongoing effort to enhance the PAG data science team's modeling capability, PAG developed a regional dynamic traffic assignment (DTA) model using TransModeler. In 2024, PAG completed a model development project with Caliper Corp, reviewing the model and developing additional analysis modules to produce outputs to be used to improve the existing EPA MOVES analysis and national emission inventory (NEI) update and to provide additional capabilities and insights to PAG's existing travel demand modeling efforts.

PRIOR BOARD AND/OR COMMITTEE ACTION

The Regional Council approved a contract amendment with Caliper Corp. for developing PAG's DTA model development.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone	Hyunsoo Noh, (520) 792-1093, ext. 4457 James Tokishi, (520) 792-1093, ext 4456
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SUBJECT: PAG Regional Active Transportation Plan Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	October 23, 2025	Information	06

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

PAG has 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 including occasional presentations from the consultant, Kimley-Horn.

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

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 and recommended projects to address active transportation needs
- An online active transportation toolbox for utilization by member jurisdictions
- Documentation of expected overall benefits

The consultant will provide an update on the following to the committee:

- Project and working group progress
- Completed public engagement
- Draft RATP including recommended projects
- Finalizing the RATP

PRIOR BOARD AND/OR COMMITTEE ACTION

FY 2024 and FY 2025 PAG OWP Approval, May 25, 2023

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
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SUBJECT: Transportation Improvement Program (TIP)-related updates

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	Oct. 23, 2025	Information	07

REQUESTED ACTION/SUGGESTED MOTION

None. Information only.

ASSOCIATED OWP WORK ELEMENT/GOAL

- Work Element 40: Transportation Activities

SUMMARY

As the region's designated metropolitan planning organization (MPO), PAG is responsible for developing and maintaining the federally required transportation improvement program (TIP). Staff will be available to provide updates on TIP-related activities, such as TIP amendments, reminders about deadlines for obligating federal funds, calls for projects, etc.

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

PAG develops the TIP consistent with federal regulations for metropolitan transportation planning as described in 23 CFR §450.326.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone	Jamie Brown, (520) 792-1093, ext. 4473 James Towe, (520) 792, 1093, ext. 4471 Adam Ledford, (520) 792-1093, ext. 4434 Pari Magphanthong, (520) 792-1093, ext. 4474
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SUBJECT: Regional Transportation Revenues Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	Oct 23, 2025	Information	08

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 Bureau 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 the 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	Jamie Brown, (520) 495-1473 James Towe, (520) 495-1471 Adam Ledford, (520) 495-1434 Pari Magphanthong, (520) 495-1474
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Transportation Planning Committee

October 23, 2025

Regional Transportation Revenues Report - through FY 2026 Period 2 (August 2025)

This report displays regional funding for roadway projects programmed 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 directly to local jurisdictions is also shown as a courtesy but is not programmed by PAG.

Summary

Table 1: FY 2026 YTD Actuals and Annual STBG Apportionments¹

Regional HURF 12.6% Actual Revenue YTD	Regional HURF 2.6% Actual Revenue YTD	RTA Actual Revenue YTD	Annual STBG Apportionments
\$5,511,650	\$1,204,310	\$20,674,213	\$21,061,321

Table 2: FY 2026 Projected Revenues and Annual STBG Apportionments

Regional HURF 12.6% Projected Revenue	Regional HURF 2.6% Projected Revenue	RTA Projected Revenue	Annual STBG Apportionments
\$29,383,000	\$6,043,000	\$130,969,000	\$21,061,321

Source: FY 2025–FY 2029 PAG TIP

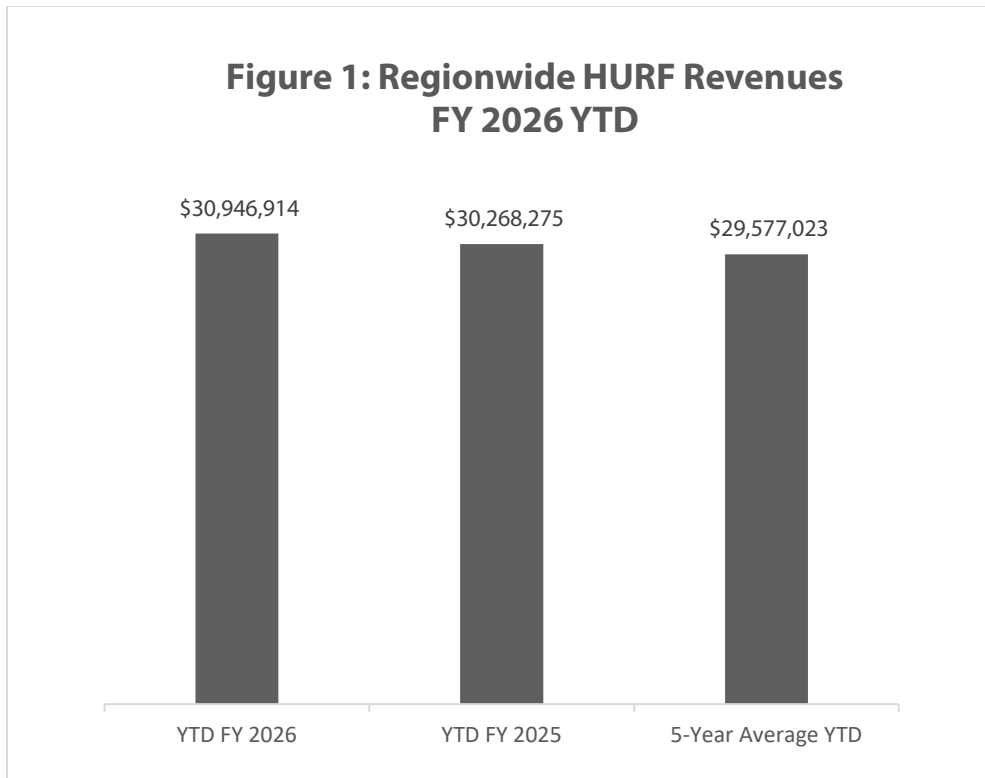
¹ See tables below in this report for detailed view. STBG Apportionment is from FFY 2025 and will be updated with the release of FFY 2026 Apportionments.

Highway User Revenue Funds (HURF)

**Table 3: Comprehensive HURF Distributions in the PAG Planning Area
July 2024 – June 2025 – County, City, Town, 12.6, 2.6 and County VLT**

	YTD FY 2026	Compared to YTD FY 2025	Compared to 5-year Average
Regional Total	\$30,946,914	2.24%	4.63%

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



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

Table 4: HURF 12.6% Revenues

Month	FY 26 Actual	FY 26 Projected*	FY 26 Actual vs FY 26 Projected	FY 25 Actuals	FY 26 vs FY 25 Actuals
July	\$2,813,026	\$2,462,915	14.2%	\$2,861,798	-1.7%
August	\$2,698,624	\$2,320,961	16.3%	\$2,572,128	4.9%
September		\$2,349,836		\$2,596,530	
October		\$2,408,737		\$2,678,309	
November		\$2,395,278		\$2,691,077	
December		\$2,282,683		\$2,666,083	
January		\$2,594,466		\$2,879,065	
February		\$2,452,432		\$2,794,572	
March		\$2,282,461		\$2,599,810	
April		\$2,526,168		\$2,878,421	
May		\$2,772,029		\$3,013,850	
June		\$2,535,035		\$3,089,487	
SUBTOTAL (YTD)	\$5,511,650	\$4,783,876	15.2%	\$5,433,926	1.4%
TOTAL		\$29,383,000		\$33,321,127	

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.

Table 5: HURF 2.6% Revenues²

Month	FY 26 Actual	FY 26 Projected*	FY 26 Actual vs FY 26 Projected	FY 25 Actuals	FY 26 vs FY 25 Actuals
July	\$580,466	\$506,531	14.6%	\$590,530	-1.7%
August	\$623,844	\$477,336	30.7%	\$585,069	6.6%
September		\$483,275		\$593,438	
October		\$495,388		\$607,597	
November		\$492,620		\$609,213	
December		\$469,464		\$600,552	
January		\$533,586		\$645,282	
February		\$504,375		\$626,850	
March		\$469,418		\$585,331	
April		\$519,540		\$650,330	
May		\$570,104		\$673,743	
June		\$521,363		\$756,451	
SUBTOTAL (YTD)	\$1,204,310	\$983,867	22.4%	\$1,175,599	2.4%
TOTAL		\$6,043,000		\$7,524,387	

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.

² HURF 2.6% is limited to projects on the state system (TIP Policies and Procedures PO10.0)

Table 6: HURF 12.6% Balances³

PAG HURF 12.6% Balances	
August 2024	\$101,194,623
September 2024	\$103,791,153
October 2024	\$106,469,462
November 2024	\$109,160,538
December 2024	\$111,399,200
January 2025	\$114,278,265
February 2025	\$117,072,837
March 2025	\$119,672,646
April 2025	\$122,351,067
May 2025	\$108,636,321
June 2025	\$109,815,463
EOY Adjustment	\$110,195,551
July 2025	\$113,008,577
August 2025	\$115,707,201
Year-over-year	14.34%

Source: ADOT Monthly Receipts and Expenditures Report

³ For up-to-date information regarding projects to which this HURF balance is programmed, please refer to the latest project list available on the TIP page of the PAG website [here](#). Exact values from official ADOT reports are rounded to the nearest dollar.

Table 7: FY 2025 City and Town HURF Distributions

Month	Marana	Oro Valley	Sahuarita	South Tucson	Tucson	City/Town Total
July	\$375,081	\$340,190	\$246,685	\$33,429	\$4,821,596	\$5,816,982
August	\$370,384	\$335,930	\$243,595	\$33,011	\$4,767,983	\$5,750,903
September						
October						
November						
December						
January						
February						
March						
April						
May						
June						
TOTAL	\$745,465	\$676,121	\$490,280	\$66,440	\$9,589,579	\$11,567,885
YTD (26 / 25)	2.54%	2.54%	2.54%	2.54%	2.69%	2.66%
YTD (26 / 24)	2.64%	2.64%	2.64%	2.64%	3.14%	3.05%
YTD (26 / 23)	4.11%	5.29%	6.39%	10.97%	10.23%	9.35%
YTD (26 / 22)	6.88%	3.25%	9.66%	-18.38%	0.98%	1.67%
YTD (26 / 21)	15.26%	11.35%	18.26%	-11.98%	8.84%	9.60%
YTD (26 / 20)	23.80%	16.25%	26.43%	-8.97%	12.95%	14.14%
YTD (26/5 yr avg)	3.18%	2.72%	4.14%	-1.49%	3.29%	3.25%

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

Table 8: FY 2025 PAG and Pima County HURF and VLT

Month	12.6% Funds	2.6% Funds	PC HURF	PC VLT	Regional Totals
July	\$2,813,026	\$580,466	\$4,658,270	\$1,725,770	\$9,777,531
August	\$2,698,624	\$623,844	\$4,577,275	\$1,701,754	\$9,601,498
September					
October					
November					
December					
January					
February					
March					
April					
May					
June					
TOTAL	\$5,511,650	\$1,204,310	\$9,235,545	\$3,427,524	\$19,379,029
YTD (26 / 25)	1.43%	2.44%	2.83%	0.53%	1.99%
YTD (26 / 24)	6.34%	7.50%	2.91%	8.32%	5.08%
YTD (26 / 23)	14.03%	18.68%	9.35%	9.26%	11.17%
YTD (26 / 22)	22.56%	29.46%	0.63%	13.84%	10.01%
YTD (26 / 21)	45.88%	52.32%	8.57%	-1.92%	16.95%
YTD (26 / 20)	27.53%	32.26%	14.00%	17.72%	19.29%
YTD (25/5 yr avg)	8.25%	10.58%	3.04%	6.12%	5.47%

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

Table 9: Historical HURF and VLT to PAG Member Jurisdictions

FY	Marana HURF	Oro Valley HURF	Sahuarita HURF	South Tucson HURF	Tucson HURF	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
2024	\$4,654,046	\$4,221,036	\$3,060,851	\$414,762	\$58,496,040	\$57,608,072	\$19,462,476
2025	\$4,699,879	\$4,262,644	\$3,091,012	\$418,863	\$60,315,445	\$58,110,431	\$20,655,809
Total	\$29,733,486	\$27,565,143	\$19,360,820	\$3,264,350	\$391,014,315	\$377,669,769	\$127,417,882

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

Table 10: YTD Comparison of Gasoline Sales⁴

Pima County Sales	Gallons YTD	Percent of Statewide
FY 2026	62,793,020	12.38%
FY 2025	63,786,994	12.58%
FY 2024	62,722,944	12.58%
FY 2023	61,771,222	12.78%
FY 2022	65,682,392	13.01%
5-Year Average	63,351,314	12.99%

Source: ADOT HURF Monthly Distribution Report

⁴ Figures shown represent the same year-to-date period for each of the previous four fiscal years.

Table 11: RTA Revenue Budget and Actuals⁵

RTA Revenues					
Month	FY 26 Actual	FY 26 Adopted	FY 26 Actual vs FY 25 Adopted	FY 25 Actual	FY 26 vs FY 25 Actual
July	\$10,291,606	\$10,464,867	-1.66%	\$10,052,110	2.38%
August	\$10,382,607	\$10,612,851	-2.17%	\$10,194,257	1.85%
September		\$10,577,860		\$10,160,647	
October		\$10,686,624		\$10,265,121	
November		\$10,605,075		\$10,186,788	
December		\$11,288,532		\$10,843,289	
January		\$12,361,231		\$11,873,677	
February		\$10,642,354		\$10,222,597	
March		\$10,457,615		\$10,045,144	
April		\$11,648,088		\$11,188,663	
May		\$10,732,172		\$10,308,872	
June		\$10,891,731		\$10,462,138	
Subtotal	\$20,674,213	\$21,077,717	-1.91%	\$20,246,367	2.11%
Total	\$20,674,213	\$130,969,000		\$125,803,304	

Source: Arizona Department of Revenue

⁵ Monthly values for FY 2024 Actual and FY 2025 Actual have been updated to align with the ADOR reporting conventions. Actual values shown in August reflect taxes collected on taxable goods in July. They arrive in RTA accounts by September. Exact values from official ADOR reports are rounded to the nearest dollar.