

Transportation Planning Committee (TPC) Meeting

At or after 9:00 a.m., August 19, 2026

1 E. Broadway Blvd., Fourth Floor
Tucson, AZ 85701

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

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 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 July 15, 2026, Meeting Summary

Action: Approval of the Meeting Summary.

4. Updates from the Local Public Agency (LPA) Section with regards to local federal-aid project/process

ADOT staff will provide updates from the Local Public Agency (LPA) Section with regards to Local Fed-aid project/process.

This is an information item.

5. FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.060

PAG staff will provide details on draft TIP Amendment #2025.060 as provided in the meeting materials.

Action: The TPC will be asked to recommend approval of an amendment to the PAG FY 2025–FY 2029 Transportation Improvement Program.

6. FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.080

PAG staff will provide details on draft TIP Amendment #2025.080 as provided in the meeting materials.

Action: The TPC will be asked to recommend approval of an amendment to the PAG FY 2025–FY 2029 Transportation Improvement Program.

7. FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.090

PAG staff will provide details on draft TIP Amendment #2025.090 as provided in the meeting materials.

Action: The TPC will be asked to recommend approval of an amendment to the PAG FY 2025–FY 2029 Transportation Improvement Program.

8. Potential Carbon Reduction Program (CRP) funding availability in FFY 2027 and options for programming

PAG staff will provide information on potential CRP funding availability and will facilitate discussion on options for programming the funding.

For discussion and possible action: TPC members may take action to recommend how FFY 2027 CRP funding, if it becomes available, should be programmed.

9. Updates related to the Transportation Improvement Program (TIP), including those related to RTA Next transit.

Updates will be provided on items related to PAG TIP-related activities.

This is for information.

10. Request for Future Agenda Items and Announcements

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

Committee members will be given the opportunity to share announcements from their organizations that are relevant to the business of the committee.

****Pursuant to Arizona open meeting laws, the committee cannot discuss or take action today 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 concluded earlier in this meeting*

11. 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., July 15, 2026, meeting

The meeting can be viewed in its entirety at: <https://www.youtube.com/live/0kCB7M0YCaQ>

Committee Members

Jennifer Flood
Town of Marana

Jose Rodríguez
Town of Oro Valley

Paul Casertano
Pima County DOT

Sam Credio
City of Tucson

Alexander Yazza (Virtual)
Tohono O'odham Nation

Davita Mueller (Virtual)
Sun Tran

Committee Members Cont.

Galovale Galovale (Virtual)
Town of Sahuarita

Jennifer Hobert (Virtual)
ADOT

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 9:01 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 June 2, 2026, Meeting Summary

[Video Timestamp: 2:42](#)

Action: A motion to approve the June 2, 2026, meeting summary was made by Sam Credio, City of Tucson, seconded by Jose Rodríguez, Town of Oro Valley, and passed unanimously.

4. FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.070

[Video Timestamp: 3:21](#)

PAG staff provided details on draft TIP Amendment #2025.070 as provided in the meeting materials. PAG Program and Policy Manager Adam Ledford shared with members that the amendment addressed projects primarily funded through ADOT Regional Allocation Advisory Committee (RACC) allocations of the federal National Highway Performance Program (NHPP) and the associated matching state funds. To meet RTA Next plan period compliance, the amendment would add the Moore Road TI to the TIP since the RTA Next plan had passed. Mr. Ledford indicated that the amendment would add funding and scope for the project informally referred to as Barraza, but ADOT requested it be changed to I-10 Alvernon to Valencia. The amendment would slightly adjust the funding for the Country Club and Kino TI project in its last year to match the whole dollar amounts in the STIP, instead of truncating and rounding which was now possible in the TIP.

Mr. Ledford shared with members that the amendment would defer three projects: the Park TI ramp reconstruction, the 6th Avenue TI widening and the I-19 phase 3 widening. Members were informed that the amendment only affected programming through fiscal year 2029. So, determining the sequence of the deferred projects and others would be part of the next TIP development process. With regard to the proposed TIP amendment, Sam Credio, City of Tucson, shared that there had been productive conversations with ADOT regarding the investments in the City of Tucson and was in support of the amendment, but noted that in those outer years beyond the TIP, the City of Tucson would want to see those investments that are getting deferred sooner rather than later.

Jose Rodríguez, Town of Oro Valley, asked about the reason for deferring some of the projects. Mr. Credio indicated that after meeting with ADOT and seeing what I-10 widening would look like, it made more sense to bundle the Park Avenue TI and the 6th Avenue TI projects with the mainline widening, rather than have the two TI projects completed separately as standalone projects. Members were informed that it would have to be done in later years since there would not be enough money in the first five years. It would be more efficient to deliver the projects as ADOT recommends.

Action: A motion to approve TIP Amendment #2025.070 was made by Sam Credio, City of Tucson, seconded by Jennifer Flood, Town of Marana, and passed unanimously.

5. Transit Safety and Security Action Plan

[Video Timestamp: 7:50](#)

City of Tucson staff presented the Transit Safety and Security Action Plan (TSSAP) and efforts underway to enhance safety of the transit system. Sam Credio, City of Tucson DTM, provided members with a timeline history and an overview of the TSSAP. Mr. Credio informed the members that the plan had been split into three areas that required immediate attention at no additional cost. In December 2025, the City of Tucson Mayor and Council had approved a half million-dollar safety allocation, which included \$350,000 off duty deployment of special duty police officers assigned to the transit system and \$150,000 for targeted safety interventions. Mr. Credio indicated that the deployment of police officers had been very successful and effective issuing 1,328 warnings; 131 citations; 225 arrests; and 19 deflections.

Members were informed that the targeted safety interventions such as physical improvements at bus stops including large rocks around bus stops to prevent loitering, lighting upgrades, relocating bus stops that were in problematic areas and upgrades to the bus stops were completed. This work was done in collaboration with City of Tucson street maintenance, SunTran and the Tucson Police Department. Members were informed that since the RTA Next passed, the City had been developing a budget for their allocation of the \$43 million of transit safety and security dollars that would be based on the TSSAP and feedback received. Mr. Credio shared with members the City's draft budget for different aspects of the plan. Elements included outreach ambassadors, continued growth for special duty police officers, operator safety enhancements to the entire fleet, bus stop cleaning and crime prevention through environmental design improvements.

PAG Transportation Planning Director Jeanette DeRenne inquired if there had been any impact with ridership since the safety improvements had been deployed at the start of the year. Members were informed that their team would research if there had been any correlation since the improvements have been in place to see if there had been an increase in ridership or not; but the feedback received from riders was positive. PAG Director of Transportation Services Rick Ellis asked if there was an expected time frame to see improvements from the long-term action items. Members were informed that it was to be expected to have everything going before the end of the fiscal year.

Paul Casertano, Pima County, inquired if there were any other pieces of the short-range transit plan within the TSSAP and how additional investment needs would be anticipated that may be beyond the budget laid out by the RTA. Mr. Credio indicated that the TSSAP should be a bullet within the short-range transit plan and those investments were being made in safety and security. The City completed a comprehensive operational analysis in 2024 from a cost neutral perspective and knows where the people want to see the investments made.

This item was for information only.

Presentation can be found here: [Item-5-COT-RTA-Next-Transit-Safety-and-Security-Draft-Budget-Presentation.pdf](#)

6. Pima County Safety Action Plan

[Video Timestamp: 29:53](#)

Staff from Pima County presented the Safe Streets for All funded Safety Action Plan. Paul Casertano, Pima County DOT, informed members that the Pima County Department of Transportation in coordination with the Pima County Health Department, regional jurisdictions and tribes, were awarded with \$1.52 million for a Safe Streets for All Safety Action Plan Grant. The funding would support the development of the Safety Action Plan which would focus on reducing roadway fatalities and serious injuries for users throughout Pima County. Mr. Casertano indicated that Pima County's safe system approach was established through the SS4A collaboration and was structured around the six goals laid out by the federal model to reduce fatal and serious injury crashes. That mode carried national principals ahead while tailoring them to the County's needs.

Members were informed that the 360 Vision reflected a full circle view of safety and would include the data needed to make lasting safety improvements. Mr. Casertano shared with members that there had been extensive public engagement May – October 2025 and valuable information was obtained from the analyzed online responses in relation to the crash data. Members were informed that there was a safety analysis and a high injury network had been established. Mr. Casertano indicated that the County had identified projects tied to the high-injury network for all jurisdictions and had selected crash modification factors that apply to the crash types that are experienced at those high injury network locations.

Members were informed that different funding sources were being considered, which have different rules and regulations including the Highway Safety Improvement Program, a potential bond program with Pima County and federal funding. Mr. Casertano indicated that RTA Safety and ADA Active Transportation categorical funds would be a good place for those types of targeted projects to address safety improvements. Members were informed that guidelines had been developed and process recommendations were in development to strengthen incorporation of safety awareness in planning project development operations and decisions. Roadside design manuals, signing manuals and street design guides were being reviewed to create consistency and place safe practices in all jurisdictions.

Mr. Casertano informed members that a public facing transportation safety dashboard will be created with transportation safety information for the community. Members were

informed of the project timeline with the targeted final report completion to the Federal Highway Administration by June of 2027.

Rick Ellis, PAG Director of Transportation Services, inquired if there was an annual or total target investment level that would achieve the goal for zero fatalities. Members were informed that they did not have a dollar value for achieving zero fatalities, but there was a targeted value for the safety recommendations to target the high-injury network locations. Sam Credio, City of Tucson, commented that policy was something to consider when addressing fatalities and shared that the City had begun to discuss opportunities to bring back photo radar enforcement.

Jose Rodríguez, Town of Oro Valley, asked if the action plan needed to be approved or endorsed by each jurisdiction. Members were informed that the grant did not need to be endorsed but the jurisdictions are invited to bring the plan forward for approval by their individual boards. Mr. Casertano stated they would be targeting the Pima County Board of Supervisors, and the important part was to institutionalize a new process. Mr. Rodríguez inquired how often the plan was intended to be updated. Members were informed that plan was not anticipated to be updated, more so providing updated information about the progress on the public facing dashboard and in a regular update of the network screening.

This item was for information only

Presentation can be found here: [Item-6-PCDOT-Safety-Action-Plan-Presentation.pdf](#)

7. Updates related to the Transportation Improvement Program (TIP)

[Video Timestamp: 49:32](#)

PAG staff provided updates on TIP-related activities. PAG Program and Policy Manager Adam Ledford shared with members that the approved RAAC amendment would introduce the Moore TI in a nonattainment area that would require a conformity determination, so the next step would be to begin the comment period related to the process. Members were informed that the defederalization amendment along with the year one roadway and categorical requests that had been previewed would be ready for action by the committee on August 19. Mr. Ledford shared a list of projects and explained that those were new projects that would be introduced outside of the TIP development process. It was mentioned that the conformity determination qualified as a formal amendment and would require a public comment process to comply with federal requirements for introduction into the TIP.

Members were told that July 31 was the cut off for submitting reimbursements for RTA and HURF 12.6. Mr. Ledford reminded members that the defederalization amendment incorporates some estimates for the last quarter using expense data from the first three

quarters of the year. PAG Director of Strategic Planning, Programming and Policy Jamie Brown shared an update on the federal Carbon Reduction Program (CRP). Mr. Brown indicated that the estimated amount of CRP funding available for fiscal year 2027 totaled in apportionments of \$2.3 million but would only be able to spend \$2.2 million based on obligation authority. The majority of that (~\$1.9 million) was within the greater than 200,000 population band; within the 5 to 49,000 population there would be \$190,000; and in less than 5,000 in population \$182,000.

Mr. Brown shared that the current five-year surface transportation authorization bill would expire on September 30th but there had been no significant new progress on the new surface transportation authorization bill since the last update received from PAG's legislative liaison Michael Racy. Members were informed that there was uncertainty about the continuation of the CRP program and availability of CRP funding for fiscal year 2027 starting in October and they were asked to share any ideas on how possible available funding should be programmed.

Mr. Brown informed members that CRP funds may be obligated for projects that support the reduction of transportation emissions including, but not limited to establishing or operating a traffic monitoring, management, and control facility or program; electrification systems, construction, planning and design of on-road and off-road trail facilities for pedestrians and non-motorized forms of transportation; advanced transportation and congestion management technologies, deployment of infrastructure based intelligent transportation systems, capital improvements and installation of vehicle to infrastructure communications equipment; a project to replace street lighting and traffic control devices with energy efficient alternatives; a project or strategy to support congestion pricing; a project that supports the deployment of alternative fuel vehicles including acquisitions, installation and operation of publicly accessible electrical vehicle charging infrastructure; and a purchase or lease of zero emission construction equipment and vehicles.

Paul Casertano, Pima County, inquired if there had been any discussion with other MPOs facing the similar dilemma of potentially having CRP funds go away. Members were informed that there had been conversation at the COG MPO directors' level and were looking at what others were doing, along with listening to what ADOT wanted. PAG Transportation Planning Director Jeanette DeRenne indicated that they had come together with the directors of the western states. PAG's recommendations included distribution of funds that reflect the population, so that the federal funds go to states with growing populations. Ms. DeRenne shared that the guidance from ADOT was to continue to program the CRP funds, but not to expect them in the reauthorization bill.

This item was for information only.

8. Request for Future Agenda Items and Announcements

[Video Timestamp: 1:06:14](#)

A request was made for an update on the short-range transit plan.

****Pursuant to Arizona open meeting laws, the committee cannot discuss or take action today 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 concluded earlier in this meeting.*

9. Adjournment

The meeting was adjourned at 10:08 a.m.

SUBJECT: FY 2025 – FY 2029 PAG TIP Amendment #2025.060

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	Aug. 19, 2026	Action	05

REQUESTED ACTION/SUGGESTED MOTION

The Transportation Planning Committee (TPC) will be asked to recommend approval of a formal amendment to the PAG FY 2025 – FY 2029 Transportation Improvement Program.

ASSOCIATED OWP WORK ELEMENT/GOAL

- Work Element 40: Transportation Activities

SUMMARY

As the region’s designated metropolitan planning organization (MPO), PAG is responsible for maintaining the transportation improvement program (TIP), including processing amendments to the FY 2025- FY 2029 TIP.

Broadly speaking, Item A rebalances programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan.

More specifically, this amendment serves to bridge the transition between the original RTA Plan and RTA Next in the following ways:

1. It introduces “RTA2” as a fund type, representing the Transaction Privilege Tax (TPT) associated with the successful passage of RTA Next.
2. It swaps STBG >200K and HURF 12.6 between select projects in Element 1A and Element 1B of the RTA Next plan, thereby reducing the number of federalized roadway projects overall.
3. It consolidates funding sources by program year whenever possible, so that either RTA TPT or HURF 12.6 is the only fund source programmed in one fiscal year. This aligns with an ongoing effort to streamline and simplify the reimbursement process.

PRIOR BOARD AND/OR COMMITTEE ACTION

The TPC was previously asked to review a draft project list and provide comments. A table is attached that shows those comments and responses, as well as a record of changes that were made between that version and what is included in this packet.

FINANCIAL CONSIDERATIONS

- The sum of RTA2 TPT that will be programmed as a result of Amendments 2025.060 and 2025.080 exceeds the forecasted revenues for FY 2027 and FY 2028. As described in the Administrative Code, the existing fund balance of RTA TPT collected during the original plan will be used as a loan source if the delivery and corresponding reimbursements follow the schedule outlined by the programming in the TIP.
- A narrative redemonstration of financial constraint will be provided to address the combined impact of these amendments and will be presented alongside the project lists for a 30-day public comment period.
- Federal regulations require a four-year TIP but allow for a fifth year that is considered informational and not subject to a demonstration of financial constraint. For projects that are planned to continue beyond FY 2029, funding in the fifth year of the PAG FY 2025 – FY 2029 TIP reflects the remaining amount of funding identified for those projects as identified by cost-to-complete exercises that were conducted in the summer of 2025. This funding will be programmed to match delivery expectations in the FY 2028 – FY 2032 TIP Development Cycle, and adjustments will be made annually thereafter in subsequent cycles.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

This TIP amendment complies with PAG's TIP policies and procedures in Appendix 3 of the [approved FY 2025 – FY 2029 TIP](#).

ATTACHED ADDITIONAL BACKUP INFORMATION

- Proposed Formal Amendment No. 2025.060 to the PAG FY 2025 – FY 2029 TIP
- Comments and responses from the previous draft
- Edit log from the previous draft

Staff Contact/Phone

Jamie Brown, (520) 792-1093, ext. 4473
Adam Ledford, (520) 792-1093, ext. 443

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
13.26	266__	Tangerine Rd: Marana Tech Park Dr to Dove					
	2.5	Marana Tech Park Dr to Dove Mountain Blvd					
	2	Widen to 4-lane, drainage., bike Ins, turn Ins					
	4	Conforms - R					
Proposed Request							
13.26	266__	Tangerine Rd: Marana Tech Park Dr to Dove			7,200,000 RTA2 C	6,993,000 HURF12R C	
	2.5	Marana Tech Park Dr to Dove Mountain Blvd			12,800,000 RTA2 C	14,601,000 RTA2 C	
	2	Widen to 4-lane, drainage., bike Ins, turn Ins			20,000,000 TOTAL	21,594,000 TOTAL	
	4	Conforms - R					
		41,594,000					
SPONSOR: Marana			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
86.06	01_a	Tangerine Rd: I-10 to La Canada Dr	7,684,000	HURF12R	C	340,000	HURF12R C
ST098	10.0	Twin Peaks Rd to La Canada Dr	115,000	RTA	C	1,008,000	HURF12R C
		Widen to 4 lanes with sidewalks & multi-use la	17,744,000	MAR	C	16,486,000	RTA C
		Conforms - R	25,543,000	TOTAL		17,834,000	TOTAL
	2						
	4						
Proposed Request							
86.06	01_a	Tangerine Rd: I-10 to La Canada Dr	7,684,000	HURF12R	C	987,467	HURF12R C
ST098	10.0	Twin Peaks Rd to La Canada Dr	115,000	RTA	C	16,486,000	RTA C
		Widen to 4 lanes with sidewalks & multi-use la	17,744,000	MAR	C	17,473,467	TOTAL
		Conforms - R	25,543,000	TOTAL		13,100,533	TOTAL
	2						
	4	94,274,000					
SPONSOR: Marana			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
8.26	261__	Silverbell Rd: Camino del Cerro to Ina Rd					
	4.0	El Camino del Cerro to Ina Rd					
	2	Widen to 4-lane, bike/ped, drainage					
	4	Conforms					
Proposed Request							
8.26	261__	Silverbell Rd: Camino del Cerro to Ina Rd			2,637,002 HURF12R D	11,915,208 HURF12R D	1,444,224 HURF12R D
	4.0	El Camino del Cerro to Ina Rd			2,637,002 TOTAL	1,639,446 HURF12R R	3,767,993 HURF12R R
	2	Widen to 4-lane, bike/ped, drainage				816,000 HURF12R C	676,786 HURF12R R
	4	Conforms				14,370,654 TOTAL	22,810,639 HURF12R C
		135,205,000					18,837,702 HURF12R C
							20,519,604 RTA2 C
							50,140,396 RTA2 C
							118,197,344 TOTAL
SPONSOR: Pima County			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
9.26	262__	First Ave: Orange Grove Rd to Ina Rd					
4RTFIR	1.0	Orange Grove Rd to Ina Rd					
	2	Modernize 3-In, bike/ped, drainage					
	3	Conforms					
Proposed Request							
9.26	262__	First Ave: Orange Grove Rd to Ina Rd			748,712 HURF12R D	786,438 HURF12R D	36,375 HURF12R R
4RTFIR	1.0	Orange Grove Rd to Ina Rd			54,805 HURF12R R	218,820 HURF12R R	3,176,649 HURF12R C
	2	Modernize 3-In, bike/ped, drainage			803,517 TOTAL	556,201 HURF12R C	5,549,442 RTA2 C
	3	Conforms				1,561,459 TOTAL	740,558 RTA2 C
		11,868,000					9,503,024 TOTAL
SPONSOR: Pima County			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
82.06	13__	1st Ave: Orange Grove Rd to Ina Rd		700,000 LOCAL D	1,000,000 HURF12R D	1,583,000 HURF12R C	
4RTFIR	1.0	Orange Grove Rd to Ina Rd		700,000 TOTAL	1,000,000 TOTAL	6,506,000 STP C	
	2	Widen to 4 lanes w/bike lanes				8,089,000 TOTAL	
	4	Conforms					
Proposed Request							
82.06	13__	1st Ave: Orange Grove Rd to Ina Rd					
4RTFIR	1.0	Orange Grove Rd to Ina Rd					
	2	Widen to 4 lanes w/bike lanes					
	4	Conforms	0				
SPONSOR: Pima County			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
10.26	263__	First Ave: Grant Rd to River Rd					
SR11	3.1	Grant Rd to River Rd					
	4	Reconstr. to 4-ln, bike/ped, inter., drainage					
	4	Conforms					
Proposed Request							
10.26	263__	First Ave: Grant Rd to River Rd		1,970,256 RTA D	1,329,744 HURF12R D	3,000,000 HURF12R D	600,000 HURF12R D
SR11	3.1	Grant Rd to River Rd		1,970,256 TOTAL	1,000,000 HURF12R R	15,000,000 HURF12R R	2,210,000 HURF12R D
	4	Reconstr. to 4-ln, bike/ped, inter., drainage			2,329,744 TOTAL	18,000,000 TOTAL	6,000,000 HURF12R R
	4	Conforms					1,360,000 HURF12R R
							13,275,000 HURF12R C
							17,000,000 HURF12R C
							12,125,000 RTA2 C
							58,630,000 RTA2 C
							111,200,000 TOTAL
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval													
11.26	264__	22nd St: I-10 to Kino Pkwy											
	1.5	I-10 to Kino Pkwy											
	5	Reconstr. to 4-ln, bike/ped, drainage, RR grade											
	4	Conforms											
Proposed Request													
11.26	264__	22nd St: I-10 to Kino Pkwy			3,000,000	RTA2	D	3,000,000	RTA2	D	2,000,000	RTA2	D
	1.5	I-10 to Kino Pkwy			1,000,000	RTA2	R	1,000,000	RTA2	R	5,601,000	RTA2	R
	5	Reconstr. to 4-ln, bike/ped, drainage, RR grade			4,000,000	TOTAL	4,000,000	TOTAL	4,399,000	RTA2	R		
	4	Conforms					2,000,000	RTA2	R				
							38,601,000	HURF12R	C				
							7,632,000	RTA2	C				
							11,000,000	RTA2	C				
		79,233,000							71,233,000	TOTAL			
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan										

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
12.26	265__	Houghton Rd: Broadway Blvd to Tanque Ver					
	1.0	Houghton Rd from Broadway to Tanque Verde					
	2	Widen to 2- to 4-ln, bike/ped, inter., drainage					
	4	Conforms					
Proposed Request							
12.26	265__	Houghton Rd: Broadway Blvd to Tanque Ver			1,000,000 HURF12R D	1,500,000 HURF12R D	1,500,000 HURF12R D
	1.0	Houghton Rd from Broadway to Tanque Verde			1,000,000 TOTAL	500,000 HURF12R R	4,000,000 HURF12R R
	2	Widen to 2- to 4-ln, bike/ped, inter., drainage				2,000,000 TOTAL	500,000 HURF12R R
	4	Conforms					13,557,000 HURF12R C
		47,992,000					443,000 RTA2 C
							2,000,000 RTA2 C
							22,992,000 RTA2 C
							44,992,000 TOTAL
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
14.26	267__ 2.0 4 6	Grant Rd: Fremont Ave to Sparkman Blvd Fremont Ave to Sparkman Blvd Widen to 6-lane, streetscaping, bike lns, sidew Conforms					
Proposed Request							
14.26	267__ 2.0 4 6	Grant Rd: Fremont Ave to Sparkman Blvd Fremont Ave to Sparkman Blvd Widen to 6-lane, streetscaping, bike lns, sidew Conforms 73,009,000			500,000 HURF12R D 15,489,000 RTA R 4,511,000 RTA2 R 20,500,000 TOTAL	500,000 HURF12R D 2,615,000 HURF12R R 18,385,000 RTA R 21,500,000 TOTAL	9,000,000 HURF12R R 2,000,000 HURF12R C 21,729,000 HURF12R C 36,665,000 RTA2 C 69,394,000 TOTAL
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
16.15 SR1J	32_j	Houghton Rd: 22nd St to Irvington Rd	0 RTA D	100,000 HURF12R D	8,000,000 HURF12R C	6,461,000 HURF12R C	9,691,000 HURF12R C
		Houghton Rd from 22nd St to Irvington Rd	0 RTA R	296,000 RTA D	8,000,000 TOTAL	6,461,000 TOTAL	9,691,000 TOTAL
		Widen Houghton Road	0 HURF12R C	300,000 HURF12R R			
		Conforms	0 RTA C	500,000 RTA R			
				9,562,000 HURF12R C			
				19,812,000 RTA C			
				5,982,000 PCDIFO C			
				36,552,000 TOTAL			
Proposed Request							
16.15 SR1J	32_j	Houghton Rd: 22nd St to Irvington Rd	0 RTA D	100,000 HURF12R D	400,000 HURF12R R	25,000,000 RTA C	25,000,000 RTA C
		Houghton Rd from 22nd St to Irvington Rd	0 RTA R	500,000 HURF12R R	4,527,112 HURF12R C	25,000,000 TOTAL	1,413,000 RTA C
		Widen Houghton Road	0 HURF12R C	5,982,000 PCDIFO C	4,434,888 RTA C		6,590,000 RTA C
		Conforms	0 RTA C	6,582,000 TOTAL	1,038,000 RTA C		33,003,000 TOTAL
							10,400,000 TOTAL
		69,003,000					
SPONSOR: Tucson		ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan					

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
32.00	30__	22nd St: Camino Seco to Houghton Rd	465,000 RTA	D	235,000 RTA	D	17,251,000 HURF12R C
		Camino Seco to Houghton Rd	1,000,000 TUC	D	800,000 TUC	D	17,251,000 TOTAL
	2.0	Widen to 4-lane roadway	0 HURF12R	R	1,519,000 HURF12R	R	
	2	Conforms	2,000 RTA	R	479,000 RTA	R	
			0 RTA	C	11,115,000 HURF12R	C	
	4		1,467,000 TOTAL		50,000 RTA C		
					200,000 TUC C		
					14,398,000 TOTAL		
Proposed Request							
32.00	30__	22nd St: Camino Seco to Houghton Rd	465,000 RTA	D	12,979 RTA	D	888,392 HURF12R R
		Camino Seco to Houghton Rd	1,000,000 TUC	D	800,000 TUC	D	10,134,000 RTA C
	2.0	Widen to 4-lane roadway	0 HURF12R	R	74,462 HURF12R	R	1,537,147 RTA R
	2	Conforms	2,000 RTA	R	24,690 RTA	R	9,828,331 RTA C
			0 RTA	C	200,000 TUC	C	17,285,000 RTA C
	4	42,252,001	1,467,000 TOTAL		1,112,131 TOTAL		17,285,000 TOTAL
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
38.00	31__	Harrison Rd: Irvington Rd to Golf Links Rd	0 HURF12R	D	1,169,000 HURF12R	D	
		Irvington Rd. to Golf Links Rd.	0 RTA	R	1,831,000 HURF12R	D	
	3.0	Bridge over the Pantano Wash only	0 RTA	C	700,000 RTA	R	
	2	Conforms			10,261,000 HURF12R	C	
	6				289,000 RTA	C	
			14,250,000 TOTAL				
Proposed Request							
38.00	31__	Harrison Rd: Irvington Rd to Golf Links Rd	0 HURF12R	D	1,250,000 RTA	D	13,000,000 RTA
		Irvington Rd. to Golf Links Rd.	0 RTA	R	1,250,000 TOTAL		C
	3.0	Bridge over the Pantano Wash only	0 RTA	C			13,000,000 TOTAL
	2	Conforms					
	6						
14,250,000							
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
55.06	18__	Grant Rd: Oracle Rd to Swan Rd	0 HURF12R D	2,166,000 HURF12R D			
SR2A	5.0	Oracle Rd to Swan Rd	390,000 HURF12R R	1,964,000 HURF12R R			
		Widen to 6 lanes + bike lanes & sidewalks	8,446,000 HURF12R C	40,000,000 RTA R			
	4	Conforms	2,000 RTA C	20,801,000 HURF12R C			
	6		8,838,000 TOTAL	22,360,000 RTA C			
				87,291,000 TOTAL			
Proposed Request							
55.06	18__	Grant Rd: Sparkman Blvd to Swan Rd	0 HURF12R D	18,701,362 HURF12R C	7,500,000 RTA C		
SR2A	5.0	Oracle Rd to Swan Rd	390,000 HURF12R R	36,841,969 RTA C	7,500,000 TOTAL		
		Widen to 6 lanes + bike lanes & sidewalks	8,446,000 HURF12R C	6,669 RTA C			
	4	Conforms	2,000 RTA C	55,550,000 TOTAL			
	6	224,438,000	8,838,000 TOTAL				
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
56.06	05__	Silverbell Rd: Grant to Ina	0 HURF12R D	200,000 HURF12R S			
		Grant to Ina	9,000 RTA D	202,000 HURF12R D			
SR6A	7.6	Widen to 4 lanes w/ bike lanes	0 HURF12R R	1,809,000 RTA D			
	2	Conforms	0 HURF12R C	127,000 HURF12R R			
	4		0 HURF12R C	6,326,000 HURF12R C			
			0 RTA C	27,660,000 HURF12R C			
			9,000 TOTAL	6,649,000 RTA C			
				42,973,000 TOTAL			
Proposed Request							
56.06	05__	Silverbell Rd: Grant Rd to El Camino del Cerr	0 HURF12R D	200,000 HURF12R S	400,000 RTA S	400,000 RTA S	471,000 RTA S
		Grant to Ina	9,000 RTA D	179,404 HURF12R D	11,739,066 RTA C	20,000,000 RTA C	19,149,000 RTA C
SR6A	7.6	Widen to 4 lanes w/ bike lanes	0 HURF12R R	1,380 HURF12R R	12,139,066 TOTAL	20,400,000 TOTAL	3,779,000 RTA C
	2	Conforms	0 HURF12R C	39,150 HURF12R C			23,399,000 TOTAL
	4		0 RTA C	419,934 TOTAL			
		64,138,000	9,000 TOTAL				
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
59.06	25__	Valencia Rd: Kolb Rd to Houghton Rd	133,000 RTA	D	625,000 RTA	D	
SR14	4.7	Kolb Rd to Houghton Rd	4,000 RTA	R	2,009,000 RTA	R	
		Widen to 6 lanes	9,304,000 RTA	C	35,681,000 RTA	C	
	4	Conforms	1,500,000 TUC	C	38,315,000 TOTAL		
	6		10,941,000 TOTAL				
Proposed Request							
59.06	25__	Valencia Rd: Kolb Rd to Houghton Rd	133,000 RTA	D	7,462,522 RTA	C	22,263,147 HURF12R C
SR14	4.7	Kolb Rd to Houghton Rd	4,000 RTA	R	7,462,522 TOTAL		8,365,331 RTA C
		Widen to 6 lanes	9,304,000 RTA	C			30,628,478 TOTAL
	4	Conforms	1,500,000 TUC	C			
	6		10,941,000 TOTAL				
		39,591,000					
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
60.06	23__	Valencia Rd: I-19 to Alvernon	0 HURF12R D	208,000 HURF12R D	1,046,000 HURF12R C		
		I-19 to Alvernon		992,000 HURF12R D	7,554,000 STP C		
	4.4	Construct controlled access improvements		1,200,000 TOTAL	8,600,000 TOTAL		
	6	Conforms					
	6						
Proposed Request							
60.06	23__	Valencia Rd: I-19 to Alvernon	0 HURF12R D	484,283 HURF12R D	1,761,717 HURF12R D		
		I-19 to Alvernon		484,283 TOTAL	7,554,000 STP C		
	4.4	Construct controlled access improvements			9,315,717 TOTAL		
	6	Conforms					
	6	9,800,000					
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
81.04	16_a	Downtown Links: Broadway to I-10	5,000 RTA C	163,000 RTA C			
S30N	0.5	Broadway to I-10	5,000 TOTAL	14,906,000 RTA C			
		Construct new 4 lane roadway		164,000 HURF26 C			
	0	Conforms		15,233,000 TOTAL			
	4						
Proposed Request							
81.04	16_a	Downtown Links: Broadway to I-10	5,000 RTA C	3,904,135 RTA C			
S30N	0.5	Broadway to I-10	5,000 TOTAL	10,767,865 RTA C			
		Construct new 4 lane roadway		14,672,000 TOTAL			
	0	Conforms					
	4	125,816,000					
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
81.06	14__	1st Ave: Grant to River	318,000	HURF12R	D	3,000	HURF12R D
SR11		Grant Rd. to River Rd.	1,050,000	RTA	D	21,350,000	RTA D
	3.1	Widen to 6 lanes	0	RTA	D	6,000,000	RTA R
	4	Conforms	0	RTA	R	19,348,000	RTA C
	6		0	RTA	C	16,000,000	RTA C
			1,368,000	TOTAL		62,701,000	TOTAL
Proposed Request							
81.06	14__	1st Ave: Grant to River	318,000	HURF12R	D		
SR11		Grant Rd. to River Rd.	1,050,000	RTA	D		
	3.1	Widen to 6 lanes	0	RTA	D		
	4	Conforms	0	RTA	R		
	6		0	RTA	C		
			1,368,000	TOTAL			
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
84.06	15__	Grant Rd: RR Underpass Reconstruction	22,000 RTA D	4,035,000 RTA D			
SR16	0.0	Grant Rd near I-10	0 HURF12R C	16,426,000 HURF12R C			
		Reconstruct existing RR underpass	0 HURF12R C	1,311,000 RTA C			
		Conforms	3,000 RTA C	3,000,000 HURF26 C			
			25,000 TOTAL	24,772,000 TOTAL			
Proposed Request							
84.06	15__	Grant Rd: RR Underpass Reconstruction	22,000 RTA D	149,983 RTA D	100,017 RTA D	250,000 RTA D	500,000 RTA D
SR16	0.0	Grant Rd near I-10	0 HURF12R C	149,983 TOTAL	7,500,000 HURF12R C	250,000 TOTAL	1,340,000 HURF12R C
		Reconstruct existing RR underpass	3,000 RTA C		7,600,017 TOTAL		6,060,000 RTA C
		Conforms	25,000 TOTAL				7,900,000 TOTAL
	6	15,925,000					
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	PROJECT DESCRIPTION	2025	2026	2027	2028	2029
		PROJECT DESCRIPTION	TOTAL COST				
		PROJECT DESCRIPTION	TOTAL COST				

ITEM A

Existing Approval							
131.00	19_a	22nd St: I-10 to Tucson Blvd	1,642,000 HURF12R D	33,000 HURF12R D	3,081,000 HURF12R C	15,069,000 HURF12R C	2,318,000 HURF12R C
		I-10 to Tucson Blvd	57,000 HURF12R R	4,704,000 RTA D	8,402,000 STP C	9,450,000 STP C	15,956,000 STP C
SR5A	3.7	Widen to 6 lanes	0 HURF12R C	743,000 HURF12R R	11,483,000 TOTAL	24,519,000 TOTAL	18,274,000 TOTAL
T0760	5	Conforms	0 RTA C	1,940,000 HURF12R C			
TUC-0(291)D	6		15,643,000 STP C	6,177,000 HURF12R C			
			25,000,000 RAISE C	44,422,000 RTA C			
			42,342,000 TOTAL	15,956,000 STP C			
				6,758,000 HURF26 C			
				80,733,000 TOTAL			
Proposed Request							
131.00	19_a	22nd St: Kino Pkwy to Tucson Blvd	1,642,000 HURF12R D	4,704,000 RTA D	10,592,000 RTA C	33,448,634 RTA C	29,433,000 RTA C
		I-10 to Tucson Blvd	57,000 HURF12R R	2,366 RTA C	8,402,000 STP C	15,956,000 STP C	15,956,000 STP C
SR5A	3.7	Widen to 6 lanes	0 HURF12R C	15,956,000 STP C	18,994,000 TOTAL	49,404,634 TOTAL	45,389,000 TOTAL
T0760	5	Conforms	0 RTA C	6,758,000 HURF26 C			
TUC-0(291)D	6		25,000,000 RAISE C	27,420,366 TOTAL			
			15,643,000 STP C				
			42,342,000 TOTAL				
SPONSOR: Tucson			ACTION: Rebalancing programming across 20 new and existing TIP IDs for the purpose of initiating the RTA Next Plan				

Edit log from previous draft - 2025.060		
15.26	Sonoran Corridor: I-19 to I-10	Removed from amendment - more discussion needed
16.15	Houghton Rd: 22nd St to Irvington Rd	2025 Rollover totals, added PCDIFO back in for 2026 (currently left unchanged at \$5,982,000, recognizing that more discussion is needed)
32.00	22nd St: Camino Seco to Houghton Rd	2025 Rollover totals, added TUC contribution 2026
22.05	Broadway Blvd: Euclid Ave to Country Club Rd	Removed from amendment - more discussion needed
38.00	Harrison Rd: Irvington Rd to Golf Links Rd	2025 Rollover totals
55.06	Grant Rd: Sparkman Blvd to Swan Rd (Grant Rd: Oracle Rd to Swan Rd)	2025 Rollover totals
56.06	Silverbell Rd: Grant Rd to El Camino del Cerro (Silverbell Rd: Grant to Ina)	2025 Rollover totals
60.06	Valencia Rd: I-19 to Alvernon	2025 Rollover totals
81.06	1st Ave: Grant to River	2025 Rollover totals
84.06	Grant Rd: RR Underpass Reconstruction	2025 Rollover totals
131.00	22nd St: Kino Pkwy to Tucson Blvd (22nd St: I-10 to Tucson Blvd)	2025 Rollover totals
ALL		funding expanded to show whole dollar amounts, updated total cost

	Comment	Response
1.	TIP ID 22.05: \$7,263 is being added to Broadway Blvd, Euclid Ave to Country Club in FY2027. Is this to cover deferred expenses? Was this included in the 2025 “cost to complete” exercise?	Project was removed from this amendment. More discussion needed.
2a.	1. TIP ID -16.15 Houghton Rd: 22nd St to Irvington Rd: The \$5,982 of PCDIFO identified in the Existing Approval for the project will be limited to \$4,162 that is approved in Pima County’s Street Facilities Development Impact Fee Study and budgeted from the Southeast Region Impact Fee. The \$5,982,000 is not accurate. That said, the PCDIFO does not appear in the Proposed Request for the TIP Amendment so it ultimately may not need to be changed. However, Tucson may likely come to the RTA to help make up the difference.	A meeting is planned for later this week between Pima County, City of Tucson, and PAG/RTA to discuss this issue
2b.	TIP ID -16.15 How will the \$6,590 of RTA funding in FY 2029 which has been described as “beyond the cost to complete” be presented to the RTA Board? Is there concern about establishing a new precedent for funding RTA projects “above the identified ballot and beyond the cost to complete”?	In the “Defed Amendment” draft that was shared with jurisdictions for comment and review, a note was added to these two projects stating: “Highlighted amount is pending an IGA amendment reflecting additional funding needs that will be presented to the RTA Board on 6/04/2026. These projects were addressed as consent items through the IGA Amendment process in Agenda Item #4 of the June 4, 2026 RTA Board meeting, where they were approved. Future cost increases are intended to be captured in the upcoming quarterly reports, where changes are discussed and RTA Board action is solicited. We intend for that to be the precedent for project costs that exceed ballot amounts.
3.	TIP ID - 56.06 – RTA ID - 05__ - Silverbell Rd: Grant Rd to El Camino del Cerro: How will the \$3,779 of RTA funding in FY 2029 which has been described as “beyond the cost to complete” be presented to the RTA Board? Is there concern about establishing a new precedent for funding RTA projects “above the identified ballot and beyond the cost to complete”?	Please see response to question 2b.
4.	The Excel spreadsheet that was a companion to this amendment had an annual HURF 12R projects of \$31,526,600 for FY2026-2031, this amount exceeds the HURF 12R projections that were used for the fiscal constraint analysis in the FY 2025-2026 TIP. We are unsure whether there are any requirements to formally amend the revenue projections, please advise.	The \$31,516,600 amount shown across all years of the HURF revenue forecast row in the companion worksheet was erroneously included FY 2026. The value for that fiscal year should have been entered as \$29,283,000, to match the FY 2025 - FY 2029 TIP. However, the programming amounts listed in this amendment do not exceed what can be demonstrated using the ADOT forecast, fund balance, and anticipated interest accrual. PAG will provide a narrative redemonstration of financial constraint which will utilize existing projections found in the FY 2025 - FY 2029 TIP at the time that the Public Comment period is initiated for this Amendment.

SUBJECT: FY 2025 – FY 2029 PAG TIP Amendment #2025.080

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	Aug. 19, 2026	Action	06

REQUESTED ACTION/SUGGESTED MOTION

The Transportation Planning Committee (TPC) will be asked to recommend approval of a formal amendment to the PAG FY 2025 – FY 2029 Transportation Improvement Program (TIP).

ASSOCIATED OWP WORK ELEMENT/GOAL

- Work Element 40: Transportation Activities

SUMMARY

As the region’s designated metropolitan planning organization (MPO), PAG is responsible for maintaining the transportation improvement program (TIP), including processing amendments to the FY 2025- FY 2029 TIP.

Item A introduces RTA Next projects that are intended to start in FY 2027, at the request of sponsoring jurisdictions. These projects were issued an advanced Notice to Proceed by the PAG/RTA Executive Director.

PRIOR BOARD AND/OR COMMITTEE ACTION

No previous action

FINANCIAL CONSIDERATIONS

- The sum of RTA2 TPT that will be programmed as a result of Amendments 2025.060 and 2025.080 exceeds the forecasted revenues for FY 2027 and FY 2028. As described in the Administrative Code, the existing fund balance of RTA TPT collected during the original plan will be used as a loan source if the delivery and corresponding reimbursements follow the schedule outlined by the programming in the TIP.
- A narrative redemonstration of financial constraint will be provided to address the combined impact of these amendments and will be presented alongside the project lists for a 30-day public comment period.
- Federal regulations require a four-year TIP but allow for a fifth year that is considered informational and not subject to a demonstration of financial constraint. For projects

that are planned to continue beyond FY 2029, funding in the fifth year of the PAG FY 2025 – FY 2029 TIP reflects the remaining amount of funding identified for those projects as identified by cost-to-complete exercises that were conducted in the summer of 2025. This funding will be programmed to match delivery expectations in the FY 2028 – FY 2032 TIP Development Cycle, and adjustments will be made annually thereafter in subsequent cycles.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

This TIP amendment complies with PAG's TIP policies and procedures in Appendix 3 of the [approved FY 2025 – FY 2029 TIP](#).

ATTACHED ADDITIONAL BACKUP INFORMATION

- Proposed Formal Amendment No. 2025.060 to the PAG FY 2025 – FY 2029 TIP

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

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
52.26	204__	Shannon Rd: Lambert Ln to Tangerine Rd					
	2.0	Shannon Rd: Lambert Ln to Tangerine Rd					
	2	3In roadway, bike/ped, drng. improv.					
	3	Conforms					
Proposed Request							
52.26	204__	Shannon Rd: Lambert Ln to Tangerine Rd			600,000 LOCAL D	500,000 LOCAL D	8,670,000 RTA2 C
	2.0	Shannon Rd: Lambert Ln to Tangerine Rd			500,000 RTA2 C	610,000 RTA2 C	7,293,000 RTA2 C
	2	3In roadway, bike/ped, drng. improv.			1,100,000 TOTAL	8,700,000 RTA2 C	15,963,000 TOTAL
	3	Conforms				9,810,000 TOTAL	
		26,873,000					
SPONSOR: Oro Valley			ACTION: Program funding for projects in the RTA Next (RTA2) plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
53.26	240__	Traffic Signal: Tangerine Rd / Musette Dr Tangerine Rd / Musette Dr Traffic signal at Tangerine and Musette N/A					
Proposed Request							
53.26	240__	Traffic Signal: Tangerine Rd / Musette Dr Tangerine Rd / Musette Dr Traffic signal at Tangerine and Musette N/A			750,000 RTA2 C 750,000 TOTAL		
		750,000					
SPONSOR: Oro Valley			ACTION: Program funding for projects in the RTA Next (RTA2) plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
54.26	210__ 1.3 4 6	Valencia Rd: Mission Rd to Camino de la Tie Valencia Rd: Mission Rd to Camino de la Tierra 6 In div roadway, bike/ped, drainage Conforms					
Proposed Request							
54.26	210__ 1.3 4 6	Valencia Rd: Mission Rd to Camino de la Tie Valencia Rd: Mission Rd to Camino de la Tierra 6 In div roadway, bike/ped, drainage Conforms			335,288 LOCAL D 269,849 LOCAL R 4,590,171 RTA2 C 8,000,000 RAISE C 4,000,000 LOCAL C 17,195,308 TOTAL	166,583 LOCAL D 50,278 LOCAL R 4,723,162 RTA2 C 9,000,000 RAISE C 5,000,000 LOCAL C 18,940,023 TOTAL	95,436 LOCAL D 3,000,000 RAISE C 1,241,704 RTA2 C 1,000,000 LOCAL C 5,337,140 TOTAL
		41,472,471					
SPONSOR: Pima County			ACTION: Program funding for projects in the RTA Next (RTA2) plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
55.26	210_b	Valencia Rd: Cmno de la Tierra to Cmno de					
	1.5	Valencia Rd: Cmno de la Tierra to Cmno de Oe					
	4	6 In div roadway, bike/ped, drainage					
	6	Conforms					
Proposed Request							
55.26	210_b	Valencia Rd: Cmno de la Tierra to Cmno de				1,466,487 RTA2 D	3,491,897 RTA2 D
	1.5	Valencia Rd: Cmno de la Tierra to Cmno de Oe				666,759 RTA2 R	555,010 RTA2 D
	4	6 In div roadway, bike/ped, drainage				2,133,246 TOTAL	919,170 RTA2 D
	6	Conforms					2,319,020 RTA2 R
		38,944,963					1,302,600 RTA2 R
							397,526 RTA2 C
							27,826,494 RTA2 C
							36,811,717 TOTAL
SPONSOR: Pima County		ACTION: Program funding for projects in the RTA Next (RTA2) plan					

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
56.26	206__	Thornydale Rd: Cortaro Rd to Tangerine Rd Thornydale Rd: Cortaro Rd to Tangerine Rd 4 In roadway, bike/ped, drainage Conforms					
	2						
	4						
Proposed Request							
56.26	206__	Thornydale Rd: Cortaro Rd to Tangerine Rd Thornydale Rd: Cortaro Rd to Tangerine Rd 4 In roadway, bike/ped, drainage Conforms			823,889 RTA2 D 823,889 TOTAL	9,152,776 RTA2 D 314,041 RTA2 R 9,466,817 TOTAL	1,155,046 RTA2 D 708,343 RTA2 D 2,840,446 RTA2 D 1,053,186 RTA2 R 590,173 RTA2 R 870,682 RTA2 C 68,894,090 RTA2 C 11,467,328 RTA2 C 87,579,294 TOTAL
		97,870,000					
SPONSOR: Pima County			ACTION: Program funding for projects in the RTA Next (RTA2) plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
62.26	207__ 3.0 0 2	La Villita Rd: Sahuarita Rd to Nogales Hwy La Villita Rd: Sahuarita Rd to Nogales Hwy New 2 In, roadway improv., bike/ped/intersecti Conforms					
Proposed Request							
62.26	207__ 3.0 0 2	La Villita Rd: Sahuarita Rd to Nogales Hwy La Villita Rd: Sahuarita Rd to Nogales Hwy New 2 In, roadway improv., bike/ped/intersecti Conforms			1,110,000 RTA2 D 1,110,000 TOTAL	2,365,000 RTA2 D 100,000 RTA2 R 2,465,000 TOTAL	1,075,000 RTA2 D 100,000 RTA2 C 17,200,000 RTA2 C 11,855,000 RTA2 C 362,000 RTA2 C 25,000 RTA2 C 30,617,000 TOTAL
		34,192,000					
SPONSOR: Sahuarita		ACTION: Program funding for projects in the RTA Next (RTA2) plan					

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
60.26	242__	Pavement Rehabilitation - South Tucson Various Locations Pavement Rehabilitation for Arterial and Collec N/A					
Proposed Request							
60.26	242__	Pavement Rehabilitation - South Tucson Various Locations Pavement Rehabilitation for Arterial and Collec N/A			100,000 RTA2 D 1,675,124 RTA2 C 1,775,124 TOTAL		
		1,675,123					
SPONSOR: South Tucson			ACTION: Program funding for projects in the RTA Next (RTA2) plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
57.26	208__ 0.4 0 2	Drexel Rd: Midvale Park Rd to Calle Santa C Drexel Rd: Midvale Park Rd to Calle Santa Cruz new bridge, bike/ped/intersection, drainage Conforms					
Proposed Request							
57.26	208__ 0.4 0 2	Drexel Rd: Midvale Park Rd to Calle Santa C Drexel Rd: Midvale Park Rd to Calle Santa Cruz new bridge, bike/ped/intersection, drainage Conforms 41,912,000			900,000 RTA2 D 50,000 RTA2 R 950,000 TOTAL	1,700,000 RTA2 D 50,000 RTA2 R 1,750,000 TOTAL	1,000,000 RTA2 C 19,000,000 LOCAL C 19,212,000 RTA2 C 39,212,000 TOTAL
SPONSOR: Tucson			ACTION: Program funding for projects in the RTA Next (RTA2) plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
58.26	209__ 0.8 4 3	Drexel Rd: Mission Rd to Midvale Park Rd Drexel Rd: Mission Rd to Midvale Park Rd Modernize rdwy, bike/ped/inter, drng, all-weat Conforms					
Proposed Request							
58.26	209__ 0.8 4 3	Drexel Rd: Mission Rd to Midvale Park Rd Drexel Rd: Mission Rd to Midvale Park Rd Modernize rdwy, bike/ped/inter, drng, all-weat Conforms 24,698,000			900,000 RTA2 D 50,000 RTA2 R 950,000 TOTAL	1,200,000 RTA2 D 50,000 RTA2 R 1,250,000 TOTAL	10,000,000 RTA2 C 12,498,000 RTA2 C 22,498,000 TOTAL
SPONSOR: Tucson		ACTION: Program funding for projects in the RTA Next (RTA2) plan					

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
59.26	236__	Safe Routes to School Program Tucson Safe Routes to School Program N/A					
Proposed Request							
59.26	236__	Safe Routes to School Program Tucson Safe Routes to School Program N/A			200,000 RTA2 O 200,000 TOTAL	200,000 RTA2 O 200,000 TOTAL	200,000 RTA2 O 200,000 TOTAL
		600,000					
SPONSOR: Tucson			ACTION: Program funding for projects in the RTA Next (RTA2) plan				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval										
61.26	242__	Pavement Rehabilitation - Tucson Various Locations Pavement Rehabilitation for Arterial and Collec N/A								
Proposed Request										
61.26	242__	Pavement Rehabilitation - Tucson Various Locations Pavement Rehabilitation for Arterial and Collec N/A			500,000 RTA2	D	500,000 RTA2	D	500,000 RTA2	D
					28,000,000 RTA2	C	28,000,000 RTA2	C	15,000,000 RTA2	C
					28,500,000 TOTAL		28,500,000 TOTAL		15,500,000 TOTAL	
		72,500,000								
SPONSOR: Tucson			ACTION: Program funding for projects in the RTA Next (RTA2) plan							

SUBJECT: FY 2025 – FY 2029 PAG TIP Amendment #2025.090

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	August 19, 2026	Action	07

REQUESTED ACTION/SUGGESTED MOTION

The Transportation Planning Committee (TPC) will be asked to recommend approval of an amendment to the PAG FY 2025 – FY 2029 Transportation Improvement Program (TIP).

ASSOCIATED OWP WORK ELEMENT/GOAL

- Work Element 40: Transportation Activities

SUMMARY

As the region's designated metropolitan planning organization (MPO), PAG is responsible for maintaining the transportation improvement program (TIP), including processing amendments to the FY 2025- FY 2029 TIP.

In May 2026, the current year's FTA apportionments for 5307, 5337 and 5339 programs were announced. Based on a Call for Projects sent to the Transit Working Group in June 2026, jurisdictions submitted applications for transit funding adjustments consistent with the updated FTA apportionments. During the August 4, 2026, Transit Working Group meeting, a live programming exercise was conducted to achieve consensus and adhere to the required fiscal constraint for FY 2027 of the TIP. STBG Flexible funding amounts were managed in the same manner.

Item A programs \$23,370,491 for FTA 5307 – Urbanized Area Formula Program, \$715,099 for FTA 5337 – State of Good Repair Grants, \$2,091,665 for FTA 5339 – Grants for Buses and Bus Facilities Program, and \$643,497 for STBG Flexible funds across six Regional Transit-related TIP IDs for FY 2027, along with their respective local funds to satisfy federal match requirements.

PRIOR BOARD AND/OR COMMITTEE ACTION

On August 4, 2026, the Transit Working Group recommended these adjustments with a unanimous vote.

FINANCIAL CONSIDERATIONS

The project list is fiscally constrained so that the amount recommended for programming does not exceed the apportionment totals. Local match is included at the percentage required for each funding type. Funding is programmed in FY 2027, aligning with the most recent guidance provided by ADOT.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

This TIP amendment complies with PAG's TIP policies and procedures in Appendix 3 of the [approved FY 2025 – FY 2029 TIP](#).

ATTACHED ADDITIONAL BACKUP INFORMATION

- Proposed Formal Amendment No. 2025.090 to the PAG FY 2025 – FY 2029 TIP

Staff Contact/Phone
Mary Carter, (520) 792-1093, ext. 4424 Jamie Brown, (520) 792-1093, ext. 4473 Preston McLaughlin, (520) 792-1093, ext. 4415 Adam Ledford, (520) 792-1093, ext. 4434 Thomas Robertson, (520) 792-1093, ext. 4486

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
42.13		Sun Shuttle OV DAR Bus Replacements	269,000 FTA5307 P	450,000 FTA5307 P	269,000 FTA5307 P	292,000 FTA5307 P	292,000 FTA5307 P
		Region wide	68,000 LOCAL P	80,000 LOCAL P	68,000 LOCAL P	73,000 LOCAL P	73,000 LOCAL P
		Replace sun shuttles on OV DAR rotues	337,000 TOTAL	530,000 TOTAL	337,000 TOTAL	365,000 TOTAL	365,000 TOTAL
		Conforms					
Proposed Request							
42.13		Sun Shuttle OV DAR Bus Replacements	269,000 FTA5307 P	450,000 FTA5307 P	406,000 FTA5307 P	292,000 FTA5307 P	292,000 FTA5307 P
		Region wide	68,000 LOCAL P	80,000 LOCAL P	71,648 LOCAL P	73,000 LOCAL P	73,000 LOCAL P
		Replace sun shuttles on OV DAR rotues	337,000 TOTAL	530,000 TOTAL	477,648 TOTAL	365,000 TOTAL	365,000 TOTAL
		Conforms					
		2,074,648					
SPONSOR: Oro Valley			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
66.26	250__	FTA 5307 Purchase of Sun Shuttle Capital As Regionwide FTA 5307 Purchase of Sun Shuttle Capital Asset N/A					
Proposed Request							
66.26	250__	FTA 5307 Purchase of Sun Shuttle Capital As Regionwide FTA 5307 Purchase of Sun Shuttle Capital Asset N/A 1,233,286			908,043 FTA5307 P 120,000 FTA5307 P 12,000 FTA5307 P 160,243 RTA2 P 30,000 RTA2 P 3,000 RTA2 P 1,233,286 TOTAL		
SPONSOR: RTA		ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)					

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
5.19		Transit Technology Upgrades: Maintenance	1,330,000 FTA5307 O	300,000 FTA5307 O	300,000 FTA5307 O	300,000 FTA5307 O	300,000 FTA5307 O
		System Wide: Maintenance	333,000 LOCAL O	75,000 LOCAL O	75,000 LOCAL O	75,000 LOCAL O	75,000 LOCAL O
		Technology upgrades for transit	1,663,000 TOTAL	375,000 TOTAL	375,000 TOTAL	375,000 TOTAL	375,000 TOTAL
		Conforms					
Proposed Request							
5.19		Transit Technology Upgrades: Maintenance	1,330,000 FTA5307 O	300,000 FTA5307 O	800,000 FTA5307 O	300,000 FTA5307 O	300,000 FTA5307 O
		System Wide: Maintenance	333,000 LOCAL O	75,000 LOCAL O	200,000 LOCAL O	75,000 LOCAL O	75,000 LOCAL O
		Technology upgrades for transit	1,663,000 TOTAL	375,000 TOTAL	1,000,000 TOTAL	375,000 TOTAL	375,000 TOTAL
		Conforms					
		3,788,000					
SPONSOR: Tucson Transit			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
8.19		Transit Employee Training	25,000 FTA5307 O	25,000 FTA5307 O	25,000 FTA5307 O	25,000 FTA5307 O	25,000 FTA5307 O
		System Wide	7,000 LOCAL O	7,000 LOCAL O	7,000 LOCAL O	7,000 LOCAL O	7,000 LOCAL O
		Employee Training	32,000 TOTAL	32,000 TOTAL	32,000 TOTAL	32,000 TOTAL	32,000 TOTAL
5/24/2018		Conforms					
Proposed Request							
8.19		Transit Employee Training	25,000 FTA5307 O	25,000 FTA5307 O	25,000 FTA5307 O	25,000 FTA5307 O	25,000 FTA5307 O
		System Wide	7,000 LOCAL O	7,000 LOCAL O	6,250 LOCAL O	7,000 LOCAL O	7,000 LOCAL O
		Employee Training	32,000 TOTAL	32,000 TOTAL	31,250 TOTAL	32,000 TOTAL	32,000 TOTAL
5/24/2018		Conforms					
		159,250					
SPONSOR: Tucson Transit		ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)					

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
9.22		Safety for Transit	147,000 FTA5307 O	147,000 FTA5307 O	147,000 FTA5307 O	147,000 FTA5307 O	147,000 FTA5307 O
		Tucson	37,000 LOCAL O	37,000 LOCAL O	37,000 LOCAL O	37,000 LOCAL O	37,000 LOCAL O
		Funding will be used to support performance t	184,000 TOTAL	184,000 TOTAL	184,000 TOTAL	184,000 TOTAL	184,000 TOTAL
		Conforms					
Proposed Request							
9.22		Safety for Transit	147,000 FTA5307 O	147,000 FTA5307 O	175,000 FTA5307 O	147,000 FTA5307 O	147,000 FTA5307 O
		Tucson	37,000 LOCAL O	37,000 LOCAL O	43,750 LOCAL O	37,000 LOCAL O	37,000 LOCAL O
		Funding will be used to support performance t	184,000 TOTAL	184,000 TOTAL	218,750 TOTAL	184,000 TOTAL	184,000 TOTAL
		Conforms					
		954,750					
SPONSOR: Tucson Transit			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval												
12.22		FTA 5337 State of Good Repair Formula Fun	488,000 FTA 5337	PMX	714,000 FTA 5337	PMX	488,000 FTA 5337	PMX	488,000 FTA 5337	PMX	488,000 FTA 5337	PMX
		Region wide	122,000 LOCAL	PMX	179,000 LOCAL	PMX	122,000 LOCAL	PMX	122,000 LOCAL	PMX	122,000 LOCAL	PMX
		FTA 5337	610,000 TOTAL		893,000 TOTAL		610,000 TOTAL		610,000 TOTAL		610,000 TOTAL	
103347		Conforms										
Proposed Request												
12.22		FTA 5337 State of Good Repair Formula Fun	488,000 FTA 5337	PMX	714,000 FTA 5337	PMX	715,099 FTA 5337	PMX	488,000 FTA 5337	PMX	488,000 FTA 5337	PMX
		Region wide	122,000 LOCAL	PMX	179,000 LOCAL	PMX	178,775 LOCAL	PMX	122,000 LOCAL	PMX	122,000 LOCAL	PMX
		FTA 5337	610,000 TOTAL		893,000 TOTAL		893,874 TOTAL		610,000 TOTAL		610,000 TOTAL	
103347		Conforms										
			3,616,874									
SPONSOR: Tucson Transit			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)									

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
16.18		Preventative Maintenance (Real Property)	750,000 FTA5307 O	2,720,000 FTA5307 O	700,000 FTA5307 C	700,000 FTA5307 C	700,000 FTA5307 C
		Regionwide	188,000 LOCAL O	680,000 LOCAL O	175,000 LOCAL C	175,000 LOCAL C	175,000 LOCAL C
		Preventative maintenance on real property	938,000 TOTAL	3,400,000 TOTAL	875,000 TOTAL	875,000 TOTAL	875,000 TOTAL
		Conforms					
Proposed Request							
16.18		Preventative Maintenance (Real Property)	750,000 FTA5307 O	2,720,000 FTA5307 O	2,670,000 FTA5307 C	700,000 FTA5307 C	700,000 FTA5307 C
		Regionwide	188,000 LOCAL O	680,000 LOCAL O	667,500 LOCAL C	175,000 LOCAL C	175,000 LOCAL C
		Preventative maintenance on real property	938,000 TOTAL	3,400,000 TOTAL	3,337,500 TOTAL	875,000 TOTAL	875,000 TOTAL
		Conforms					
		9,425,500					
SPONSOR: Tucson Transit			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
27.03		Sun Van Replacement Vans	3,400,000 FTA5307 P	2,500,000 FTA5307 P	3,866,000 FTA5307 P	9,503,000 FTA5307 P	4,657,000 FTA5307 P
		Citywide	600,000 LOCAL P	442,000 LOCAL P	683,000 LOCAL P	1,677,000 LOCAL P	822,000 LOCAL P
	0.0	Purchase replacement paratransit vehicles	4,000,000 TOTAL	2,942,000 TOTAL	4,549,000 TOTAL	11,180,000 TOTAL	5,479,000 TOTAL
	0	Conforms					
ALI 11.12.15	0						
Proposed Request							
27.03		Sun Van Replacement Vans	3,400,000 FTA5307 P	2,500,000 FTA5307 P	2,957,349 FTA5307 P	9,503,000 FTA5307 P	4,657,000 FTA5307 P
		Citywide	600,000 LOCAL P	442,000 LOCAL P	521,886 LOCAL P	1,677,000 LOCAL P	822,000 LOCAL P
	0.0	Purchase replacement paratransit vehicles	4,000,000 TOTAL	2,942,000 TOTAL	3,479,235 TOTAL	11,180,000 TOTAL	5,479,000 TOTAL
	0	Conforms					
ALI 11.12.15	0	27,080,235					
SPONSOR: Tucson Transit			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
64.03		Security for Transit	196,000 FTA5307 O	196,000 FTA5307 O	196,000 FTA5307 O	196,000 FTA5307 O	196,000 FTA5307 O
		1% of FTA Apportionment Required	49,000 LOCAL O	49,000 LOCAL O	49,000 LOCAL O	49,000 LOCAL O	49,000 LOCAL O
	0.0	Install	245,000 TOTAL	245,000 TOTAL	245,000 TOTAL	245,000 TOTAL	245,000 TOTAL
	0	Conforms					
	0						
Proposed Request							
64.03		Security for Transit	196,000 FTA5307 O	196,000 FTA5307 O	234,000 FTA5307 O	196,000 FTA5307 O	196,000 FTA5307 O
		1% of FTA Apportionment Required	49,000 LOCAL O	49,000 LOCAL O	58,500 LOCAL O	49,000 LOCAL O	49,000 LOCAL O
	0.0	Install	245,000 TOTAL	245,000 TOTAL	292,500 TOTAL	245,000 TOTAL	245,000 TOTAL
	0	Conforms					
	0	1,272,500					
SPONSOR: Tucson Transit			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
66.03	46_j	Transit Grant Administration	160,000 FTA5307 O	160,000 FTA5307 O	160,000 FTA5307 O	160,000 FTA5307 O	160,000 FTA5307 O
	0.0	Transit Grant Administration	40,000 LOCAL O	40,000 LOCAL O	40,000 LOCAL O	40,000 LOCAL O	40,000 LOCAL O
	0	Conforms	200,000 TOTAL	200,000 TOTAL	200,000 TOTAL	200,000 TOTAL	200,000 TOTAL
ALI 11.79.00	0						
Proposed Request							
66.03	46_j	Transit Grant Administration	160,000 FTA5307 O	160,000 FTA5307 O	200,000 FTA5307 O	160,000 FTA5307 O	160,000 FTA5307 O
	0.0	Transit Grant Administration	40,000 LOCAL O	40,000 LOCAL O	50,000 LOCAL O	40,000 LOCAL O	40,000 LOCAL O
	0	Conforms	200,000 TOTAL	200,000 TOTAL	250,000 TOTAL	200,000 TOTAL	200,000 TOTAL
ALI 11.79.00	0	1,050,000					
SPONSOR: Tucson Transit		ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)					

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval							
68.03		Preventative Maintenance	5,648,000 FTA5307 O	11,734,000 FTA5307 O	6,000,000 FTA5307 O	6,204,000 FTA5307 O	6,000,000 FTA5307 O
		SunTran & VanTran	1,412,000 LOCAL O	2,934,000 LOCAL O	1,500,000 LOCAL O	1,551,000 LOCAL O	1,500,000 LOCAL O
	0.0	Provide capital maintenance	7,060,000 TOTAL	14,668,000 TOTAL	7,500,000 TOTAL	7,755,000 TOTAL	7,500,000 TOTAL
	0	Conforms					
11.7A.00	0						
Proposed Request							
68.03		Preventative Maintenance	5,648,000 FTA5307 O	11,734,000 FTA5307 O	11,734,000 FTA5307 O	6,204,000 FTA5307 O	6,000,000 FTA5307 O
		SunTran & VanTran	1,412,000 LOCAL O	2,934,000 LOCAL O	2,933,500 LOCAL O	1,551,000 LOCAL O	1,500,000 LOCAL O
	0.0	Provide capital maintenance	7,060,000 TOTAL	14,668,000 TOTAL	14,667,500 TOTAL	7,755,000 TOTAL	7,500,000 TOTAL
	0	Conforms					
11.7A.00	0	51,650,500					
SPONSOR: Tucson Transit			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION					
		AQ STATUS	FISCAL YEAR				
FedID	After Lanes	TOTAL COST	2025	2026	2027	2028	2029

ITEM A

Existing Approval							
77.08		Support Vehicles - Sun Tran	819,000 FTA5307 P	240,000 FTA5307 P	391,000 FTA5307 P	210,000 FTA5307 P	210,000 FTA5307 P
		Support vehicles for Sun Tran operations	206,000 LOCAL P	60,000 LOCAL P	98,000 LOCAL P	53,000 LOCAL P	53,000 LOCAL P
	0.0	Support vehicles for Sun Tran operations	1,025,000 TOTAL	300,000 TOTAL	489,000 TOTAL	263,000 TOTAL	263,000 TOTAL
	0	Conforms					
	0						
Proposed Request							
77.08		Support Vehicles - Sun Tran	819,000 FTA5307 P	240,000 FTA5307 P	391,000 FTA5307 P	210,000 FTA5307 P	210,000 FTA5307 P
		Support vehicles for Sun Tran operations	206,000 LOCAL P	60,000 LOCAL P	97,750 LOCAL P	53,000 LOCAL P	53,000 LOCAL P
	0.0	Support vehicles for Sun Tran operations	1,025,000 TOTAL	300,000 TOTAL	488,750 TOTAL	263,000 TOTAL	263,000 TOTAL
	0	Conforms					
	0	2,339,750					
SPONSOR: Tucson Transit			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)				

TipID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
SponsorID	Length	LOCATION					
StateID	Existing Lanes	PROJECT DESCRIPTION	FISCAL YEAR				
FedID	After Lanes	AQ STATUS	2025	2026	2027	2028	2029
		TOTAL COST					

ITEM A

Existing Approval										
471.00	46_b	Bus Replacements	633,000 FLEX	P	643,000 FLEX	P	633,000 FLEX	P	633,000 FLEX	P
		Citywide	5,683,000 FTA5307	P	1,782,000 FTA5307	P	7,681,000 FTA5307	P	1,998,000 FTA5307	P
	0.0	Replacement buses	1,688,000 FTA5339	P	1,876,000 FTA5339	P	1,688,000 FTA5339	P	1,688,000 FTA5339	P
	0	Conforms	1,462,000 LOCAL	P	808,000 LOCAL	P	1,815,000 LOCAL	P	812,000 LOCAL	P
			9,466,000 TOTAL		5,109,000 TOTAL		11,817,000 TOTAL		5,131,000 TOTAL	
ALI 11.12.01	0									
Proposed Request										
471.00	46_b	Bus Replacements	633,000 FLEX	P	643,000 FLEX	P	643,497 FLEX	P	633,000 FLEX	P
		Citywide	5,683,000 FTA5307	P	1,782,000 FTA5307	P	1,727,000 FTA5307	P	1,998,000 FTA5307	P
	0.0	Replacement buses	1,688,000 FTA5339	P	1,876,000 FTA5339	P	2,091,665 FTA5339	P	1,688,000 FTA5339	P
	0	Conforms	1,462,000 LOCAL	P	808,000 LOCAL	P	834,758 LOCAL	P	812,000 LOCAL	P
			9,466,000 TOTAL		5,109,000 TOTAL		5,296,920 TOTAL		5,131,000 TOTAL	
ALI 11.12.01	0	36,074,920								
SPONSOR: Tucson Transit			ACTION: Program FY 2026 FTA Apportionments (programmed in FY 2027)							

SUBJECT: Potential Carbon Reduction Program (CRP) funding availability in FFY 2027 and options for programming

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	Aug 19, 2026	Information / discussion	08

REQUESTED ACTION/SUGGESTED MOTION

For discussion and possible action.

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 or IIJA), 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. For example, in recent years, through the TIP development process, Surface Transportation Block Grant program (STBG) funding in the greater than 200,000 population area (>200k) has been programmed on RTA roadway element projects.

The IIJA is set to expire on Sept. 30, 2026. The past five surface transportation reauthorization bills have all received multiple extensions, ranging from six to 33 months, so precedent suggests that contingency plans will be warranted. The next federal surface transportation authorization bill is under development and could result in changes to federal transportation programs, including the Carbon Reduction Program (CRP).

The table below shows the potentially available CRP funding for FFY 2027 within the PAG region based on amounts in the PAG FFY 2026 federal ledger. The funding is available based on population area boundaries and is subject to obligation limitation (aka, obligation authority). The attached map from the 2025 RTAG Call for Projects shows the population area boundaries.

Population Area (per U.S. Census)*	FFY 2027 Estimated Apportionments and Obligation Authority
< 5k in population	\$182,061
5-49k in population	\$190,552
> 200k in population	\$1,941,766
Total Apportionments	\$2,314,379
Total Obligation Authority (i.e., total available to program)	\$2,196,345

*The PAG region does not include a Census urban area in the 50k-200k population area.

To help determine how CRP funds should be awarded, PAG staff member made a verbal request at the previous TPC meeting for recommendations. This was followed up with an email request. Three responses were provided, which are attached to help guide discussion.

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

See notes in the summary above.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

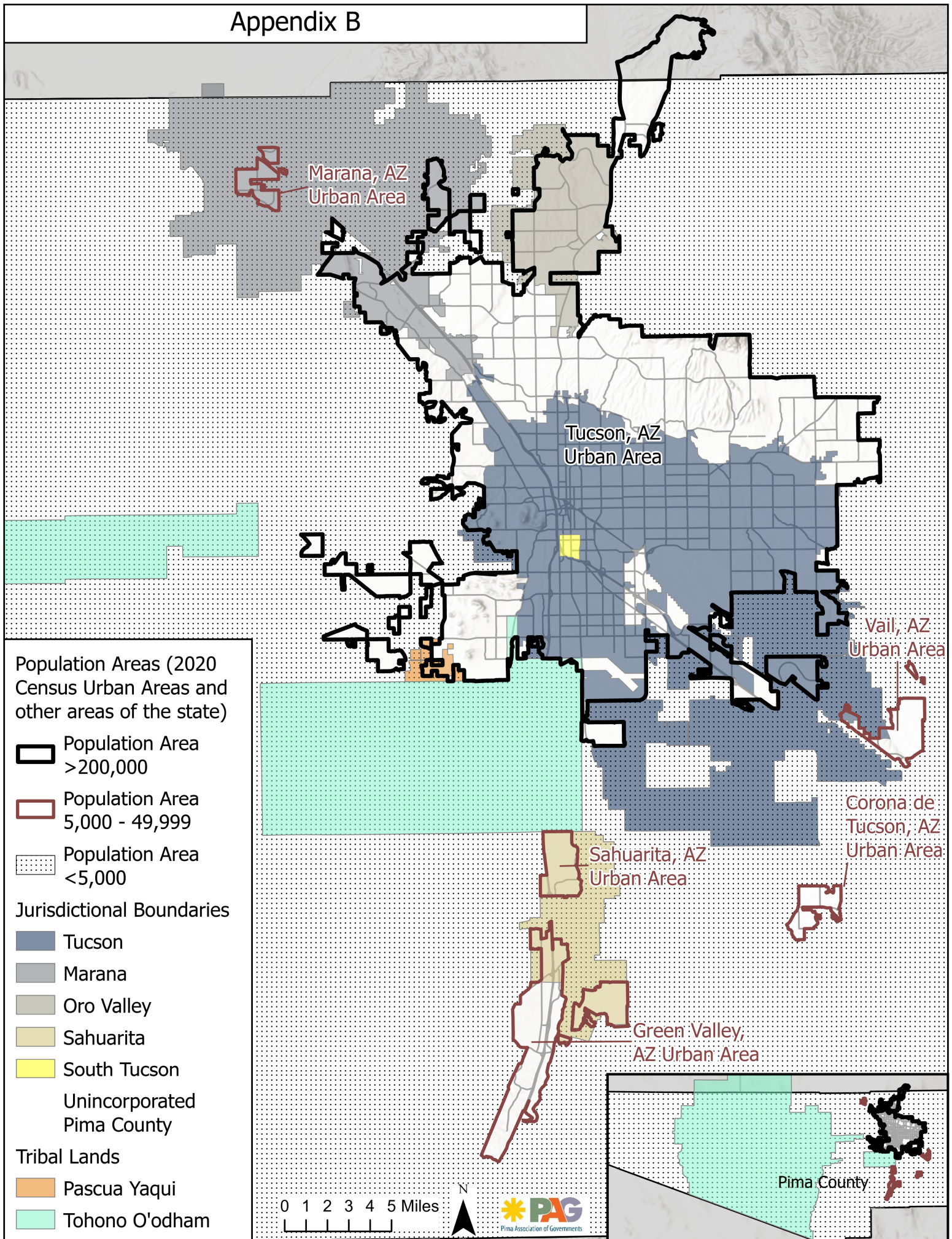
The current federal surface transportation authorization bill, the IIJA, will expire on Sept. 30, 2026, and the continuation of the CRP program is uncertain at this time.

ATTACHED ADDITIONAL BACKUP INFORMATION

- Map of 2020 U.S. Census Urban areas used for RTAG Call for Projects.
- Recommendations for programming FFY 2027 CRP funding: Compilation of three responses submitted.

Staff Contact/Phone	Jamie Brown, (520) 792-1093, ext. 4473 Adam Ledford, (520) 792-1093, ext. 4434
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Appendix B



Jamie Brown

From: Kathryn Skinner <Kathryn.Skinner@pima.gov>
Sent: Wednesday, July 29, 2026 7:42 AM
To: Jamie Brown; Adam Ledford
Cc: paul.casertano
Subject: RE: By 7/31 - Please share your recommendations for programming FFY 2027 CRP funding

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

Hi Jamie and Adam,

Thank you for giving us the opportunity to share our thoughts on programming of CRP funding. We agree with the constraints outlined which include: (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.

We encourage again focusing this money on qualified projects that are already federalized and on schedule to have federal funding authorized in FY2027, especially those that have funding shortfalls that may jeopardize their delivery. We recommend that funding not be prioritized based on the mileage of new facility that it will build as that has historically limited the ability for Pima County to be competitive for the funds.

Thank you,
Kathryn



From: Zonia Kelley <ZKelley@pagregion.com>
Sent: Monday, July 27, 2026 4:19 PM
Cc: Brown, Jamison <jbrown@pagregion.com>; Jeanette DeRenne <JDerenne@pagregion.com>; Adam Ledford <ALedford@pagregion.com>
Subject: By 7/31 - Please share your recommendations for programming FFY 2027 CRP funding

CAUTION: This message and sender come from outside Pima County. If you did not expect this message, proceed with caution. Verify the sender's identity before performing any action, such as clicking on a link or opening an attachment.

Dear Transportation Planning Committee (TPC) members,

As mentioned during the July 15, 2026 meeting, PAG/RTA staff are requesting recommendations from TPC members on how federal Carbon Reduction Program (CRP) funds should be programmed on projects for federal fiscal year 2027. If you or members of your staff have recommendations that you would like to be considered, please email those to Jamie Brown (jbrown@pagregion.com) and Adam

Ledford (aledford@pagregion.com) by the **end of the day on Friday, July 31**. PAG/RTA staff will then compile the recommendations for discussion at the Aug. 19, 2026 TPC meeting.

The attached TPC packet memo from June 2, 2026 includes background information, the estimated amount of CRP that might become available for FFY 2027, and other details. Additional information about the CRP, including a list of eligible projects, can be found on the USDOT website at: <https://highways.dot.gov/iija/fact-sheets/carbon-reduction-program-crp>. As discussed at the last two TPC meetings, there remains uncertainty about the availability of CRP funding in the next federal fiscal year. However, should the funds become available, they would likely need to be obligated by May of 2027 and so PAG/RTA staff would like to plan ahead for that possibility.

Best,

Zonia M. Kelley

Administrative Services Manager
Tel (520) 792-1093 | Dir (520) 495-1427



Pima Association of Governments

1 E Broadway Blvd., Suite 401
Tucson, AZ 85701

PAGregion.com

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MEMORANDUM

To: Jamison Brown
Strategic Planning, Programming & Policy Director

From: James DeGrood, P.E. 
Deputy Director of the Department of Transportation and Mobility

Subject: Federal Fiscal Year (FFY) 2027 Carbon Reduction Program (CRP) Programming Recommendations

Thank you for the opportunity to provide comments on the potential programming of FFY 2027 CRP funding. DTM recognizes that is not yet certain that the CRP program will be continued into the current fiscal year, but that in the event it is, it will be beneficial to the region to prepare for the funding opportunity with a prioritized list of potential investments.

Given that if the CRP program is extended, projects may need to obligate by May of 2027, DTM recommends that CRP funding be made available for the totality of eligible project types included under § 11403; 23 U.S.C. 175 so that projects with shorter development durations and which are minimally ground disturbing could be considered for funding. Potential CRP-eligible projects that DTM would be interested in pursuing include:

1. Upgrades to existing traffic signals with Adaptive Signal Control Technology; and,
2. Installation of new transit-supportive traffic signals; and,
3. Obtaining new technology to efficiently manage the City's streetlights; and,
4. Purchase of low-emission fleet vehicles.

We recommend that any selection and prioritization process be reflective of the range of potential project types and not be overly reliant on criteria that favor a single project type, such as a mileage-based scoring system.

We look forward to discussion of this item at the August 19, 2026 TPC meeting.

Jamie Brown

From: Natalie Shepp <Natalie.Shepp@pima.gov>
Sent: Monday, August 10, 2026 9:47 AM
To: Zonia Kelley
Cc: Jamie Brown; Jeanette DeRenne; Adam Ledford; Kathryn Skinner; paul.casertano; Sarah Davis; Scott DiBiase
Subject: RE: By 7/31 - Please share your recommendations for programming FFY 2027 CRP funding
Attachments: CCAP-CRP Crosswalk.xlsx

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

Good Morning,

I apologize for not getting this information to you sooner. I am hoping we can consider more regional projects that can help us better achieve some of the GHG emissions reduction measures for the transportation sector outlined within our Comprehensive Climate Action Plan for consideration for the CRP funds this year. I put together a brief crosswalk to outline those measures and how they can overlap with the CRP funds. I would appreciate if this could be considered during the CRP agenda item at the next TPC meeting. Thank you.

Natalie Shepp, MPH
Environmental Quality Manager
Climate & Community Engagement
Pima County Department of Environmental Quality
Office – 520-724-6885
Cell – 520-603-0358

From: Zonia Kelley <ZKelley@pagregion.com>
Sent: Monday, July 27, 2026 4:19 PM
Cc: Brown, Jamison <jbrown@pagregion.com>; Jeanette DeRenne <JDerenne@pagregion.com>; Adam Ledford <ALedford@pagregion.com>
Subject: By 7/31 - Please share your recommendations for programming FFY 2027 CRP funding

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Dear Transportation Planning Committee (TPC) members,

As mentioned during the July 15, 2026 meeting, PAG/RTA staff are requesting recommendations from TPC members on how federal Carbon Reduction Program (CRP) funds should be programmed on projects for federal fiscal year 2027. If you or members of your staff have recommendations that you would like to be considered, please email those to Jamie Brown (jbrown@pagregion.com) and Adam

Ledford (aledford@pagregion.com) by the **end of the day on Friday, July 31**. PAG/RTA staff will then compile the recommendations for discussion at the Aug. 19, 2026 TPC meeting.

The attached TPC packet memo from June 2, 2026 includes background information, the estimated amount of CRP that might become available for FFY 2027, and other details. Additional information about the CRP, including a list of eligible projects, can be found on the USDOT website at: <https://highways.dot.gov/iija/fact-sheets/carbon-reduction-program-crp>. As discussed at the last two TPC meetings, there remains uncertainty about the availability of CRP funding in the next federal fiscal year. However, should the funds become available, they would likely need to be obligated by May of 2027 and so PAG/RTA staff would like to plan ahead for that possibility.

Best,

Zonia M. Kelley

Administrative Services Manager
Tel (520) 792-1093 | Dir (520) 495-1427



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CCAP

Measure 1: Replace Internal Combustion Vehicles with Electric Vehicles

This measure would transition internal combustion engines to electric vehicles (EVs),

including buses, light-duty vehicles, heavy-duty vehicles, and specialty vehicles. This reduces greenhouse gas and air pollutant emissions and saves money on fuel and maintenance costs over the life of the vehicle.

Measure 2: Expand and Improve Public Transit to Promote More Use

This measure focuses on expanding and upgrading public transit systems, such as the Sun Tran bus system, to provide more reliable, frequent, and accessible service. The goal is to shift

commuters from single-occupancy vehicles to public transit to reduce GHG emissions and air pollution

Measure 3: Improve Urban Planning to Increase Active Transportation

This measure would promote and invest in infrastructure and programs that support walking, biking, and other non-motorized or low-powered options for getting around, such as scooters, e-bikes, and motorized skateboards. Regional plans should prioritize accessibility and promote active transportation. Developing safe and connected infrastructure for active transportation offers viable alternatives, enhancing public health, improving air quality, and alleviating roadway congestion

CRP

a project that supports deployment of alternative fuel vehicles, including

1.) acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and

2.) purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;

a public transportation project eligible under 23 U.S.C. 142

deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment

a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program

a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation

a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies; deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;

Regional Ideas for use of CRP funds

Alignment with EV Readiness Roadmap?

Where are we missing public charging stations?

Shaded bus stops for all jurisdictions?
Improved Park & Ride lots?

Could this be used to increase bus effectiveness? Improve arrival times? Comms?

We can use this as an opportunity to ask TPC to implement more technology based systems

What technology based projects are on the books but not funded?

SUBJECT: Updates related to the Transportation Improvement Program (TIP), including those related to RTA Next transit

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	August 19, 2026	Information	09

REQUESTED ACTION/SUGGESTED MOTION

None. For 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.

As part of this item, staff will provide an update to the June 2, 2026, TPC discussion about establishing new listings for RTA transit items in the PAG TIP and the RTA accounting system that align with RTA Next ballot numbers. The update will include the process and next steps for determining funding allocations for the RTA Next transit ballot items and corresponding TIP listings.

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

- Updated draft table of proposed new transit TIP listings

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

Transit TIP IDs for RTA Next

Updated Aug. 2026

Notes:

Subdivisions follow the priority order of column headers from left to right.

Provides easier-to-understand breakdowns for budgeting and expenditures and creates a system that holds up to future needs as new projects are added

TIP IDs will follow the normal numbering conventions.

Each row represents a unique TIP ID

Color coding is used to group listings by ballot number. For example, all ballot number 246 listings are shaded in green.

Ballot Number - Description
246 - High Capacity Transit Improvements
247 - Streetcar Operations
248 - Expanded Weekday/Evening/Weekend Bus Service Hours and Exp. Paratransit
249 - Bus Frequency/Route and Service Area Expansion
250 - Express and Shuttle Fixed/Dial-a-Ride/Paratransit Services
251 - Safety and Security of Regional Transit System
252 - General Expansion of Transit Services Regionwide (Special South Tucson Allocation)

Ele- ment	Ballot number	RTA2 ID (sample)	Sponsor / (Operator)	Service Type	Program/Project Type	Name	(Long) Description
V	246	246_a	Tucson	Fixed Route	Operations	High Capacity Transit Improvements	High Capacity Transit
V	247	247_a	Tucson	Fixed Route	Operations	High Capacity Streetcar Operations - Sun Link	Operational funding for Tucson-operated Streetcar services
V	248	248_a	Tucson	Fixed Route	Operations	Expanded Bus Service Hours - Sun Tran	Tucson-operated Fixed Route services (expanded weekday, weekend, and evening service hours) (Prior P-44/P-45 + Half of Exhibit A&C)
V	248	248_b	Tucson	Paratransit	Operations	Expanded Paratransit Service - Sun Van	Tucson-operated ADA/Paratransit service (expanded service)(Prior P-47)
V	248	248_c	RTA	Volunteer Transit	Operations	Pima Council on Aging (PCOA) Volunteer Trasport Services	RTA funded volunteer transporation services overseen by PCOA
V	248	248_d	Tucson	Marketing, Customer S	Operations	Marketing, Customer Service, Ride Guide, Media support	Tucson-operated support/admin services for regional transit services (Prior P-48)
V	249	248_e	Valley Metro	Fixed Route	Operations	Bus Frequency/Route Expansion - Sun Shuttle/Valley Metro	Fixed Route operations for portion of Rte. 685 operating between Ajo and Gila Bend (Less VM Reimbursement)
V	249	249_a	Tucson	Fixed Route	Operations	Bus Frequency/Route Expansion - Sun Tran	Tucson-operated Fixed Route services (expanded service area)(Prior P-46 + Half of Exhibit A&C)
V	250	249_b	Tucson	DAR	Operations	Sun on Demand	SunTran DAR Services
V	250	250_a	RTA	Fixed Route	Operations	Bus Route Services - Sun Shuttle	RTA operated Fixed Route services
V	250	250_b	RTA	Paratransit	Operations	Paratransit Services - Sun Shuttle	RTA operated ADA/Paratransit services
V	250	250_c	RTA	DAR	Operations	Dial-a-Ride Services - Sun Shuttle DAR	RTA operated Dial-a-Ride services
V	250	250_d	RTA	Express	Operations	Express Route Services - Sun Shuttle	RTA operated Express Route services
V	250	250_e	Tucson	Express	Operations	Express Route Services - Sun Tran	Tucson operated Express Route services (Prior P-49)
V	250	250_f	Oro Valley	Paratransit	Operations	Paratransit Services - Sun Shuttle (Oro Valley)	Oro Valley operated ADA/Paratransit services
V	250	250_g	Oro Valley	DAR	Operations	Dial-a-Ride Services - Sun Shuttle DAR (Oro Valley)	Oro Valley operated Public Dial-a-Ride services
V	250	250_h	RTA	All Transit Modes	Operations	FTA 5311 Administration	Federal Grant Revenue for FTA 5311 Administration costs
V	250	250_i	RTA	All Transit Modes	Operations	FTA 5311 Intercity Transit	Federal Grant Revenue for FTA 5311 Intercity Transit costs
V	250	250_j	RTA	All Transit Modes	Operations	FTA 5311 Operating	Federal Grant Revenue for FTA 5311 Operating costs
V	250	250_k	RTA	All Transit Modes	Operations	FTA 5311 Preventative Maintenance	Federal Grant Revenue for FTA 5311 Preventative Maintenance costs
V	250	250_l	RTA	All Transit Modes	Capital/Infrastructure	FTA 5311 Capital	Federal Grant Revenue for FTA 5311Capital costs
V	250	250_m	RTA	All Transit Modes	Capital/Infrastructure	FTA 5307 Purchase of Sun Shuttle Capital Assets	Purchase of Sun Shuttle Capital Assets using FTA 5307 Grant Funding
V	250	250_n	RTA	All Transit Modes	Operations	SunShuttle Fixed Route Fuel	Purchase of Fuel for SunShuttle Fixed Route Systems
V	250	250_o	RTA	Fixed Route	Operations	SunShuttle Fixed Costs (Fixed Route)	Contracted Fixed Costs in Operation of SunShuttle Fixed Route
V	250	250_p	RTA	Paratransit	Operations	SunShuttle Fixed Costs (Paratransit)	Contracted Fixed Costs in Operation of SunShuttle Paratransit Services
V	250	250_q	RTA	DAR	Operations	SunShuttle Fixed Costs (DAR)	Contracted Fixed Costs in Operation of SunShuttle DAR Services
V	251	251_a	Tucson	Fixed Route	Capital/Infrastructure	Safety and Security improvements - Sun Tran	Safety and Security improvements for Sun Tran services
V	251	251_b	RTA	Fixed Route	Operations	Safety and Security improvements - Sun Shuttle	Safety and Security improvements for Sun Shuttle services in Tucson and South Tucson
V	252	252_a	Tucson	All Transit Modes	Operations	General expansion of transit services - Sun Tran	General expansion available to all Sun Tran services
V	252	252_b	RTA	All Transit Modes	Operations	General expansion of transit services - Sun Shuttle	General expansion available to Sun Shuttle routes that travel through Tucson and South Tucson
V	252	252_c	Tucson	Fixed Route	Operations	Expanded South Tucson Sun Tran Services	City of Tucson Exhibit B Fixed Route IGA services to South Tucson
V	252	252_d	Tucson	Paratransit	Operations	Expanded South Tucson Sun Van Services	City of Tucson P-47 Sun Van Services provided to citizens of South Tucson