

FY 2022 - 2026

TIP

INVESTING TO IMPROVE

- OUR COMMUNITIES
- OUR ECONOMY
- OUR FUTURE



TRANSPORTATION IMPROVEMENT PROGRAM

Approved May 27, 2021



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2022 - FY 2026

Pima Association of Governments (PAG)

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

Tel (520) 792-1093
Fax (520) 620-6981

www.PAGregion.com

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April 8, 2021

Draft FY 2022-2026 Transportation Improvement Program available for review and comment

I'm pleased to invite the public to review and provide comments on the draft FY 2022-2026 Transportation Improvement Program.

Development of PAG's transportation improvement program (TIP) is a requirement of metropolitan planning organizations (MPO) by the Federal Highway Administration and the Federal Transit Administration. This work is approved by the Arizona Department of Transportation and authorized by the PAG Regional Council.

Federal law requires all urban areas with a population of more than 50,000 comply with federal transportation requirements to be eligible for any regional, state or federal transportation funds. As the MPO, PAG also is the agency responsible for managing the region's Transportation Management Area. TMA's are designated areas with a population over 200,000 to address additional federal MPO planning requirements for project selection and certification. As an MPO, PAG is also federally required to identify performance measures under the Fixing America's Surface Transportation Act, or FAST Act.

After nearly 10 months of committee and working group meetings (14), all open to the public, the draft FY 2022-2026 Transportation Improvement Program (TIP) is ready for public review. Two virtual public open houses (April 20 and 21), an official 30-day comment period (April 19 to May 18) and public hearing (May 27) will be held prior to the Regional Council's review and final adoption by the Regional Council. The meeting for TIP final adoption consideration will be held May 27.

I'd like to recognize the process requires a detailed review of each project and compliance with federal and state statutes. In addition, as part of their oversight role, the Regional Transportation Authority's Citizens Accountability for Regional Transportation (CART) Committee reviewed and subsequently endorsed the 5-year RTA plan to ensure that the TIP complies with the RTA Board's directive and Arizona state laws governing the programming of RTA projects. The draft FY 2022-2026 TIP includes the RTA ballot-required funding for the final five years of the RTA plan.

The RTA Board pledged its accountability to the community that it will fund projects to the ballot amount approved by voters. This accountability is supported and managed by PAG's professional staff to ensure compliance with PAG Regional Council and RTA Board policies

and compliance with state laws governing the use of RTA funds throughout the TIP development process and committee deliberations.

I'd like to thank PAG staff and all committee members involved for their professionalism, due diligence and transparency in working collaboratively on the PAG Regional Council's behalf to prepare the attached final draft document for public review.

[Draft FY 2022-2026 Transportation Improvement Program](#)

Sincerely,

A handwritten signature in black ink that reads "Ed Honea". The signature is written in a cursive, flowing style.

Mayor Ed Honea
PAG Regional Council Chair

A PACKAGE DEAL

FY 2022-26 Transportation Improvement Program

Pima Association of Governments prepares a 5-year Transportation Improvement Program (TIP) that identifies how federal, state, regional and local transportation dollars will be invested in the region to improve the transportation system.

BENEFITS OF REGIONAL TRANSPORTATION INVESTMENTS*



177 miles

Centerline miles of **ROADWAY** improvements



34 miles

Improved roadways for **FREIGHT** movement

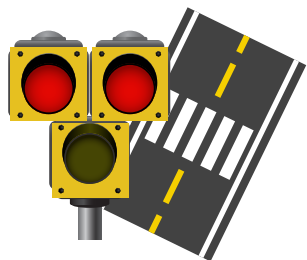
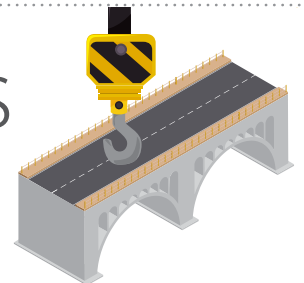
66 miles

New **PAVEMENT** on roads in poor or fair condition



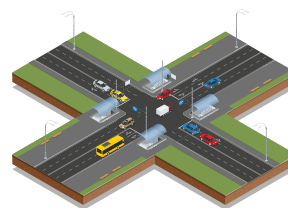
4 projects

Rehabilitate **BRIDGES** that are currently rated in poor condition



125 miles

Roadway **SAFETY** enhancements on roads with poor safety ratings



24 projects

Improvements on **INTERSECTIONS** with fair or poor safety ratings

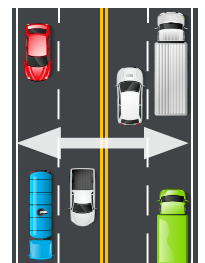
78 miles

New or upgraded **SIDEWALKS**, shared-use paths and bicycle facilities



22 miles

Added **CAPACITY** to severely congested roadways



**Highlights of the \$1.9 billion FY 2022-26 TIP. The improvements are part of PAG's federally mandated capital improvement program. The TIP includes projects funded through the Regional Transportation Authority. Projects in the TIP and RTA plan must be identified in PAG's long-range transportation plan, the Regional Mobility and Accessibility Plan.*

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CHAPTER 1

INTRODUCTION



OVERVIEW

Pima Association of Governments' (PAG's) Transportation Improvement Program (TIP) is a five-year schedule of proposed transportation capital improvements within the Pima County region.

The TIP is updated through a multistep process, currently biennially, in collaboration with PAG's member jurisdictions or other implementing agencies. Amendments to the TIP respond to changing circumstances, necessitating revisions to the adopted TIP that occur between update periods. The TIP addresses improvements to diverse elements of the regional transportation system including national, state and regional roadways, transit, aviation, ride sharing, bikeways and pedestrian facilities. The TIP also responds to various state and federal regulatory requirements – including transportation legislation such as the Fixing America's Surface Transportation (FAST) Act – for the development of a transportation improvement program in conformance with air quality implementation plans.

The current five-year TIP encompasses fiscal years 2022 to 2026. The complete project listing by jurisdiction is contained in Appendix 1. The projects listed in Appendix 1 are presently in some stage of project development and each one has an identified source of funding. Every project in the region that is federally funded, whether highway or transit, must be included in the TIP. The TIP also includes all regionally significant projects funded from non-federal sources.

THE FAST ACT

On December 4, 2015, the President signed the federal FAST Act. The act authorizes expenditures from the Highway Trust Fund for five years (2016-2020), defines how federal funds are to be distributed to the states and metropolitan planning organizations (MPOs), and outlines the funding programs and categories for which federal funding is available. A continuation resolution extended the provisions of the FAST Act through the end of the September 2021. The FAST Act, like its predecessor surface transportation funding authorization bills, contains programs to address transportation needs relating to highway, safety, transit and other alternative modes.

The four previous authorization bills since 1991 have shaped the highway program to meet the nation's changing transportation needs. The FAST Act builds on and refines many of the highway, transit, bike and pedestrian programs and policies established, expanded or refined by its predecessor bills.

The FAST Act creates a streamlined, performance-based and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

The performance-based component of the FAST Act requires MPOs and state departments of transportation (DOTs) to work cooperatively to establish performance targets in key areas to help advance national goals. The performance provisions are focused on the areas of highway safety, highway conditions, system performance/congestion and transit performance. This process involves

the development of performance measures to periodically assess progress toward the performance targets. The performance measures were developed by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and the corresponding targets were developed by the Arizona Department of Transportation (ADOT). Performance targets are established by ADOT in cooperation with PAG and are updated yearly or every two or four years, depending on the measure.

As the designated metropolitan planning organization for the Pima County region, PAG is responsible for developing a transportation improvement program in cooperation with the state and any affected public transit operator. In developing the program, citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties are provided an opportunity to comment on the proposed program.

The transportation planning process provides for consideration of projects and strategies that will:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- (2) Increase the safety of the transportation system for motorized and non-motorized users
- (3) Increase the security of the transportation system for motorized and non-motorized users
- (4) Increase accessibility and mobility of people and freight
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- (7) Promote efficient system management and operation
- (8) Emphasize the preservation of the existing transportation system
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- (10) Enhance travel and tourism

The FAST Act will expire on Sept. 30, 2021. For programming purposes, this document assumes that the funding levels and programs established for the final year of the FAST Act will be renewed or continued by the U.S. Congress beyond that date.

CHAPTER 2

TRANSPORTATION PLANNING AND PROGRAMMING



PAG is the federally designated metropolitan planning organization (MPO) for Pima County. As the MPO, PAG is responsible for regional transportation planning, including development of the long-range transportation plan and the five-year Transportation Improvement Program (TIP). In addition to developing these two required planning documents, PAG is committed to delivering projects in the voter-approved Regional Transportation Authority (RTA) plan. Throughout all planning processes, PAG works closely with all member agencies, including the Arizona Department of Transportation (ADOT), to ensure that regional transportation efforts are consistent with both local and statewide plans and programs.

REGIONAL MOBILITY AND ACCESSIBILITY PLAN (RMAP)

The Regional Mobility and Accessibility Plan (RMAP) is a performance-based, long-range transportation plan for PAG's designated planning area and provides a framework for the investment of anticipated federal, state and local funds, based on needs, regional goals and objectives.

The 2045 RMAP was developed under the regulatory framework of the 2015 FAST Act and serves as the federally mandated planning tool for the region's long-range transportation needs.

Revisited every four years, the long-range plan identifies transportation solutions in the greater Tucson region through 2045 and is updated to reflect:

- population growth in the region
- evolving funding sources
- new data and analytical methods
- new needs and priorities

The PAG Regional Council approved an update to the RMAP in 2020. The update focused on updating population and employment data, revenue forecasts and modeling outcomes. The update continued using the 2045 RMAP vision, goals, performance measures and strategies adopted in 2016 by the PAG Regional Council. The update built upon the extensive public involvement conducted in 2016. Furthermore, each jurisdiction was asked to review its projects, update project cost estimates, identify completed projects and restate their implementation priorities.

Purpose of the 2045 RMAP

Planned regional projects must be identified in the RMAP and conform to the federal performance measurement program for jurisdictions to access federal funds. Projects must also be identified in PAG's short-range transportation plan, the Transportation Improvement Program, or TIP, to be eligible for federal funding. The five-year TIP is updated biennially with guidance from PAG member jurisdictions and identifies which RMAP projects will be implemented in the short-term.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

As discussed above, projects in the TIP are first included in, or are consistent with, the region's long-range transportation plan, the RMAP. From the projects and programs included in the RMAP, individual jurisdictions develop candidate projects for proposed inclusion in the TIP. Before project selection even begins as part of the TIP process, the region and the individual jurisdictions have identified their transportation needs and developed a plan for addressing those respective needs.

PAG's Transportation Planning Committee (TPC) provides advice on overall transportation programming and the products produced. The TPC is composed of the department heads of the local planning and transportation departments of implementing agencies, as well as representatives from ADOT, the Tucson Airport Authority, Davis-Monthan Air Force Base, the Federal Highway Administration, the University of Arizona, the Pima County Department of Environmental Quality, the Arizona Department of Environmental Quality, and the local public transit system.

The TPC reviews the TIP within the framework of the regional transportation planning and air quality conformity process, regional priorities, and federal and state regulations. As discussed in Chapter 8, public open houses are held to acquire input concerning the proposed TIP and any potential adjustments. The final draft TIP is then prepared by PAG staff and forwarded through the TPC and Management Committee for approval by the PAG Regional Council. An official public comment period is scheduled prior to final review and adoption.

REGIONAL TRANSPORTATION AUTHORITY PLAN

The Regional Transportation Authority (RTA), an independent regional governmental entity established in August 2004, developed a 20-year regional transportation plan which was approved by Pima County voters on May 16, 2006. The \$2.1 billion plan will be implemented over a 20-year period, ending in the fiscal year 2026.

The RTA will remain the fiscal agent and manager of the RTA plan. As part of the federal transportation requirements, the projects in the RTA plan must be incorporated into the long-range RMAP. Likewise, projects in the RTA plan must be incorporated into the TIP. The RTA funding source is, by the enabling legislation, restricted to those projects identified in the RTA plan approved by the voters. RTA projects are paid with funds generated from a ½-cent excise tax from the RTA's special taxing district over the 20-year life of the plan, as well as other regional funding sources.

ADOT FIVE-YEAR PROGRAM

The Arizona State Transportation Board determines state priorities through recommendations from the ADOT Priority Planning Advisory Committee (PPAC) (mandated by A.R.S. 28-6951). The PPAC is comprised of key ADOT personnel and the Citizen's Transportation Oversight Committee chairman, as a non-voting member.

ADOT uses a planning-to-programming priority rating system to select projects for the Five-Year Transportation Facilities Construction Program. The intent is to identify projects with the highest scores and develop a program that meets approved funding levels for the investment categories of preservation, modernization and expansion. Priorities are determined through evaluation of technical, safety and policy evaluation criteria. However, such factors as continuity of improvement,

environmental/utility clearances, right-of-way acquisition, and/or funding constraints may cause changes in the priorities.

The purpose of the Five-Year Transportation Facilities Construction Program is to comply with A.R.S. 28-304 and set forth the plan for developing projects and account for the spending of funds for the next five years. ADOT is mandated by state law to be responsible for constructing and maintaining all interstate and state highways in Arizona. Fulfilling this responsibility includes extensive public participation and sophisticated technical evaluation.

The program is developed annually, and it is in effect on July 1, marking the beginning of the state fiscal year.

When the Five-Year Transportation Facilities Construction Program is adopted by the State Transportation Board, it is filed with the Director of the Department of Transportation and the Governor and amended in the TIP.

CHAPTER 3

TRANSPORTATION IMPROVEMENT PROGRAMMING OVERVIEW



OVERVIEW

The Transportation Improvement Program (TIP), prepared by PAG, is a five-year schedule and budget of proposed transportation improvements within Pima County.

PAG is the region's federally designated MPO serving the federally designated Transportation Management Area (TMA). The RTA, a political subdivision of the state, provides funding from its independent special taxing district within Pima County for 35 regional corridor projects and numerous other projects that are eligible for one of the categorical funds as outlined in the May 2006 voter-approved RTA plan. The RTA plan is funded by a ½-cent excise tax in effect until FY 2026, unless extended by the voters.

The RTA-enabling state statutes also require the TIP document to include all the RTA-funded projects and to specifically identify all federal, state, and local funding needed for the implementation of the voter-approved RTA plan. As such, PAG staff has been delegated the authority to facilitate a regional process to comply with all the funding regulations outlined by the above agencies.

PAG/RTA committees providing input on the development of the TIP were consolidated several years ago to provide a more efficient and seamless process. Therefore, the process to develop the TIP document is considered a joint PAG/RTA effort, while the final approval on a biennial basis is the sole responsibility of the PAG Regional Council.

The TIP development process follows a series of policies and procedures that have been developed by PAG staff and is based on policies outlined by the PAG Regional Council and the RTA Board. At the beginning of each TIP development process, PAG/RTA staff is authorized to develop a "Notice of Funding Availability" that outlines funding availability and guidance on programming procedures and criteria for meeting regional objectives.

PAG/RTA staff is authorized to use any reasonable interpretation of the language used by the PAG Regional Council or RTA Board to ensure all the practices, activities, methods and ways of conducting business, circumstances of operating or any other feature of work or process to accomplish assigned tasks adhere to the established policies.

PAG/RTA governing bodies rely on staff and the committee(s) established, managed and subject to change by staff, to comply with board/council policies to achieve regional objectives. This responsibility requires ongoing awareness of the policies and procedures while conducting committee functions. An efficient operating process is critical for all committees, specifically for the Transportation Planning Committee (TPC) and its subcommittees, since the TIP document is a critical tool for implementation of the regional goals and objectives. The development of the TIP encompasses a large number of requirements and standards, from local, state and national regulatory bodies. A well-managed and maintained set of policies is the backbone of successful TIP development.

The goal of the transportation improvement programming process is to develop a TIP in a transparent and accountable manner, which makes optimum use of available funds and resources, and serves the transportation needs of the region, as defined in the long-range Regional Mobility and Accessibility Plan (RMAP).

Federal legislation specifically defines certain aspects of this programming process, including the following:

- The FAST Act requires that MPOs (such as PAG) consider performance-based criteria and a congestion management process in the project selection and the TIP development. (See Chapter 4).
- Federal law requires that the TIP document includes a financial plan which documents the financial resources available to implement the program. (See Chapter 5).
- Federal laws regarding air quality [42 U.S.C. 7409 and 40 CFR 52.138(d)] require that the regional TIP be analyzed and conform to the air quality implementation plan(s). (See Chapter 6).
- Transit is an essential element of a multimodal transportation planning process. As such, an overview of the region's transit services is included in the PAG TIP. (See Chapter 7).
- Finally, federal laws also require that various transportation stakeholders have a reasonable opportunity to comment on the proposed program. (See Chapter 8).

The primary resource used for formulating the TIP is the RMAP. However, with the passage of the RTA plan by the voters in May 2006, the projects and programs outlined in that plan are also included in the TIP. The RMAP documents transportation facilities and services required to meet future travel needs. Additional roadway facilities and expanded public transportation services, combined with greater opportunities for ride sharing, bicycling, intermodalism and alternate modes, are incorporated into the RMAP to improve air quality and support the efficiency of the regional transportation network.

PAG'S TIP PROCESS

PAG's TIP covers a five-year period and describes planned regional transportation projects and improvements, which lead toward the implementation of the RMAP. The TIP is the budget mechanism through which the RMAP is implemented to be consistent with regional needs and priorities. It is also the mechanism through which the air quality impacts of regionally significant transportation projects can be evaluated and addressed.

The TIP is financially constrained and includes only those projects for which funding has been determined to be available. In addition to available federal funding sources, information is also included on projects using state, regional and RTA funding. The TIP includes regionally significant projects, whether or not they are Federal Aid Projects. Information on other projects, which are locally funded, is included as available.

Contributing Agencies

Information on programmed projects is provided by the following agencies:

- The cities of Tucson and South Tucson; Pima County; the towns of Oro Valley, Marana and Sahuarita; the Pascua Yaqui Tribe and the Tohono O'odham Nation
- Arizona Department of Transportation (ADOT)
- Regional Transportation Authority (RTA)
- Tucson Airport Authority (TAA)
- Sun Tran
- Pima County Department of Environmental Quality (PDEQ)
- Arizona Department of Environmental Quality (ADEQ)
- The University of Arizona
- Other agencies or transportation interests

Transportation Planning Committee

The Transportation Planning Committee (TPC) is a standing technical advisory committee of PAG. The TPC meets approximately five times a year, with additional meetings on an as-needed basis, to address technical issues and other matters related to TIP development. TPC meetings are open to the public and meeting notices are provided to committee members and, when requested, to a list of interested parties which includes citizens, neighborhood groups, non-profit organizations and various special interest groups. Key aspects of the cooperative TIP process include maintenance of funding flexibility, recognition of diverse needs, and the ability to respond to changes in the community. Thus, the ability to request and take timely action upon TIP amendments is an important component of the process. Amendments to the TIP document may be processed, where necessary, to reflect changing needs, priorities, or funding scenarios.

Schedule

PAG's TIP development process typically starts in the summer. The first step in the process consists of reviewing the existing TIP to reflect the actual obligation or expenditure of funds during the previous year. The TPC (or a subcommittee thereof) will then meet in the summer to review past revenues and revise future revenue projections. If deemed necessary by PAG staff, these revenue projections may warrant a Notice of Funding Availability (NOFA) to be developed. The NOFA would then outline the available funding from each available funding source and the specific requirements for those funding sources. For some TIP development cycles, funding availability may be limited and restricted to a small set of funding sources, such as FTA funds.

If the NOFA includes a request for new project applications, a jurisdiction's representative on the TPC works with her or his agency's staff to develop project applications, which are submitted for review and programming by PAG staff in the fall. That review results in a fiscally constrained draft project list, which is modeled for Title VI compliance and air quality conformity. It is then presented to the public in a series of open houses in the spring.

Following receipt of public comment and any subsequent revision, this draft TIP is re-analyzed for air quality conformity, if necessary. It is then presented for review at the PAG TPC and the PAG Management Committee meetings, and for approval by the PAG Regional Council.

Revenue Sources

The TIP specifies how the approved projects and programs will use available federal, state, and regional funding. In addition, any project that adds roadway capacity is also included in the TIP, regardless of the type of funding used, including local funding. No project is eligible to receive federal funding unless it has been included in the TIP with a finding that the TIP is in compliance with the requirements of the Clean Air Act. While the total revenue available through the TIP is limited, competition for TIP funding is great. Thus, cooperation among local jurisdictions and other agencies is necessary and required.

Federal sources of funding include the Surface Transportation Block Grant Program (STBG) and, if available, the Regional Transportation Alternatives Grant (RTAG). Federal grants through the Federal Transit Administration (FTA) are also a major source of funding for transit projects. Prior to 2016, the STBG program was known as the Surface Transportation Program (STP) and that acronym is still widely used in some applications.

State funding sources include Highway User Revenue Fund (HURF) 12.6 and HURF 2.6. HURF 12.6 can be used on any arterial road included in the RMAP, but HURF 2.6 funds are limited to use on state routes. Regional Council and/or RTA Board policy may further restrict how HURF 12.6 funds can be programmed to address regional priorities.

Regional funding sources include funds from the RTA half-cent sales tax. Since 2006, when the RTA tax and plan were approved by Pima County voters, RTA funding has consistently been the largest annual source of funding in the PAG TIP.

For more information about any of these funding sources, please see the Glossary in Appendix 6.

Inflation in the TIP

The Federal Highway Administration (FHWA) has provided guidance to planning organizations across the country to ensure that future years of the TIP document account for inflation. Where appropriate, sponsoring jurisdictions have been advised to account for the future costs of a project so that expenditures in the TIP reflect costs in the fiscal year of the expenditure. This accounting for inflation is called "Year of Expenditure" (YOE).

For the FY 2022-2026 TIP development process, the availability of funding for new projects was restricted to FTA sources. However, for updates to annual operations and maintenance costs, jurisdiction members were asked to use year of expenditure dollars. The table below provides the adjustment factor that was recommended to inflate current estimates to the program year.

Table 3-1: Inflation Adjustment Factors

Calendar Year	Inflation Rate	Fiscal Year (Converted)	Aggregate Total
2020	2.5	n/a	1.000
2021	2.6	2.55	1.0255
2022	2.6	2.60	1.0522
2023	2.4	2.50	1.0785
2024	2.4	2.40	1.1044
2025	2.2	2.30	1.1298
2026	2.2	2.20	1.1546

Source: [Congressional Budget Office 2020, Economic Projections for Calendar Years 2020-2030, page 30: Consumer Price Index.](#)

Notice of Funding Availability

The Notice of Funding Availability (NOFA) is a document that defines the parameters within which the draft TIP will be crafted. It highlights regional policies and priorities that will be relevant to the project selection process. It specifically identifies how much funding from each funding source will be available each year of the TIP. Finally, it outlines the process by which jurisdictional representatives can apply for funding, if available. Depending on available resources, policy direction and other factors, projects in the NOFA may include roadway improvements, bridge improvements, transit improvements, transportation planning studies, bicycle and pedestrian improvements, and airport improvements. Also, in some years, the NOFA may strictly limit what funding is available for new programming.

Performance Reports and Project Prioritization

During TIP development cycles where funding is available for new infrastructure projects, such as roadways, jurisdictional requests for funding are made through a web portal. Conducive for projects that can be mapped in a GIS platform, the portal provides applicants with data on system performance in the proposed project area. When requests are received, PAG staff generate a performance report for the project. These reports are included with the project applications that are reviewed by the TPC. For the FY 2022-2026 TIP development process, these steps were not used since no funding was available for these types of projects. However, a performance report was still generated.

Although performance reports are generated for RTA projects, projects that are specifically identified in the voter-approved RTA plan are not subjected to this prioritization criteria during the TIP process. The RTA funding source is fixed by the RTA plan approved by the voters and cannot be overridden by the TIP process.

A number of subcommittees may be involved in the selection of projects for inclusion in the TIP, such as the TIP Subcommittee and the Transit Working Group. For the FY 2022-2026 TIP development process, the Transit Working Group was tasked with providing a recommended list of transit projects based on the NOFA. The process involved using an application form combined with working group evaluation and discussion to achieve financial constraint for the recommended project list.

During the project list development process, only projects that comply with the NOFA (if drafted) and Regional Council policies are advanced for programming.

Title VI and Environmental Justice

PAG is committed to planning, developing and implementing programs that are in compliance with Environmental Justice regulations and Title VI of the Civil Rights Act of 1964. Title VI states that “no person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.” PAG addresses Title VI requirements both quantitatively and qualitatively with extensive public involvement and data analysis techniques. Federal regulations define specific groups as “protected populations.” In the PAG region, the following groups are considered protected populations: African American, Asian, Hispanic, Native American, disabled, elderly and low income.

Outreach

PAG's Public Involvement Policy is designed to inform and solicit input from the region's "protected populations" and engage them in meaningful participation in the transportation planning process.

PAG will conduct two virtual open houses for public comment on the TIP. They are generally held on two different days, at two different times. At both of the open houses, a Spanish translator will be available and, upon request, Spanish translations of the TIP materials are made available.

Analysis Overview

This TIP analysis is part of a tiered approach that the region employs for Title VI and Environmental Justice compliance. On the broadest level, projects are drawn from the RMAP for which an overall analysis is conducted. The RMAP analysis assesses the impact of all the projects proposed in the region over the next 20-25 years. On the next level, another regional analysis is performed on the five years of projects included in the TIP. In addition, a more focused assessment is done during project development. Each project sponsor is responsible for Environmental Justice and Title VI compliance as part of the planning and construction of its individual projects.

Specific projects are expected to have appropriate public involvement and mitigation techniques applied during their design and development process. For example, a variety of state and federal rules and regulations govern "just" compensation and relocation assistance for properties that qualify due to the impacts of individual projects. These requirements are administered by the sponsoring agency at an appropriate time during project development and right-of-way acquisition.

Each of the projects contained in the TIP must be consistent with PAG's long-range transportation plan, the RMAP. The RMAP has been analyzed and developed to provide an appropriately balanced program of transportation improvements with significant investment in transit, bicycle and pedestrian projects that benefit low income individuals, and others who may not own or operate a motor vehicle. Projects within the roadway component of the RMAP are distributed throughout the region to not place disproportionate impacts on any one area or population group.

Methodology

PAG has developed maps showing the concentration distribution of "protected" classes (as defined by federal regulation) within the region. These maps, along with official population statistics, current estimates and projections, and other household data in the PAG region, assist in analyzing the potential impacts of the TIP on these groups.

For this analysis, a "concentration" of a protected group has been defined as those geographic areas where the percentage of a protected population within the area exceeds the average percentage of that same population living within the County as a whole. For example, if the county average for a protected population is 5 percent, an area with a population greater than 5 percent would be considered to have a concentration of that protected population. Also, for this analysis, Transportation Analysis Zones (TAZ) were used as the geographic area to identify concentrations of the protected groups.

The method used for this analysis was a computer model computation for the average travel time in the region with and without the projects identified for construction in the TIP. Additional computer runs were performed for each protected class by areas of geographic concentration (Table 3.2) and at the regional level. An analysis of model results then compared average travel times for protected populations.

The maps included at the end of this chapter are provided as a graphic representation of the location of the projects in comparison to the location of various concentrations of protected populations.

Because the impacts of projects are very subjective, the analysis assumes projects are equal in their benefits and burdens. The goal of this analysis is to attempt to determine if comparable numbers of people are being impacted by the project in the protected population as are being impacted in the general population. The TIP strives to provide a balance of projects so that all groups are affected at approximately the same ratio.

It should be noted that there are several programs in the TIP that do not lend themselves to being mapped, such as Sun RideShare, the purchase of transit vehicles, etc. These, therefore, are not included in this analysis. For the most part, these activities are targeted toward one or more of the protected classes or they are distributed uniformly throughout the region. It is assumed then that these activities are either neutral or would improve the observed benefits of the program for each of the protected populations.

Analysis

The following tables provides the average travel time for the whole region (labeled “all”) and for areas of the region with concentrations of each protected population. Table 3.2 provides a comparison between the current transportation system and the transportation system as it will exist when all the projects in the TIP have been implemented. Table 3.3 models the transportation system as it would perform at the end of the TIP period if no projects were built and compares that performance with how the system will perform if all the projects in the TIP are implemented.

Please note that some individuals may belong to more than one protected population. For example, someone could belong to a protected ethnic population and be elderly, disabled and/or low income as well.

Table 3.2: Title VI Analysis: Modeling Results for Concentrations of Protected Populations: 2021 vs 2026 (with TIP projects built)

Group	Travel Period	Average Travel Time 2021 (Minutes/Vehicle)	Average Travel Time 2026 with projects (Minutes/Vehicle)	Comparison between years (Minutes/Vehicle) Negative numbers indicate travel time savings
All	Peak	15.0	15.1	0.1
	Off-Peak	12.9	13.0	0.1
African American	Peak	12.5	12.5	0.0
	Off-Peak	10.6	10.6	0.0
Asian	Peak	13.9	14.0	0.1
	Off-Peak	11.7	11.7	0.0
Hispanic	Peak	13.5	13.7	0.2
	Off-Peak	11.7	11.7	0.0
Native American	Peak	13.6	13.8	0.2
	Off-Peak	11.7	11.7	0.0
Disabled	Peak	14.7	14.9	0.2
	Off-Peak	12.6	12.7	0.1
Elderly (+65)	Peak	16.5	16.7	0.2
	Off-Peak	14.1	14.3	0.2
Low Income	Peak	11.7	11.8	0.1
	Off-Peak	10.0	10.0	0.0

Table 3.3: Title VI Analysis Modeling Results for Concentrations of Protected Populations: 2026 with no projects vs 2026 with TIP projects built

Group	Travel Period	Average Travel Time 2026 No Build (Minutes/Vehicle)	Average Travel Time 2026 with projects (Minutes/Vehicle)	Comparison with and without TIP projects (Minutes/Vehicle) Negative numbers indicate travel time savings with projects
All	Peak	15.3	15.1	-0.2
	Off-Peak	13.0	12.9	-0.1
African American	Peak	12.6	12.5	-0.1
	Off-Peak	10.6	10.6	0.0
Asian	Peak	14.1	14.0	-0.1
	Off-Peak	11.8	11.7	-0.1
Hispanic	Peak	13.7	13.7	0.0
	Off-Peak	11.7	11.7	0.0
Native American	Peak	13.8	13.8	0.0
	Off-Peak	11.7	11.7	0.0
Disabled	Peak	15.0	14.9	-0.1
	Off-Peak	12.8	12.7	-0.1
Elderly (+65)	Peak	16.9	16.7	-0.2
	Off-Peak	14.3	14.3	0.0
Low Income	Peak	11.8	11.8	0.0
	Off-Peak	10.0	10.0	0.0

Conclusion

The analysis shows that, when compared to a baseline travel time of all residents in the urban portion of the county (labeled as “all”) the protected populations are expected to experience similar travel time benefits.

In the first analysis, the region as a whole increases travel times by one-tenth of a minute, or 6 seconds. No protected population will experience an increase of travel times greater than two-tenths of a minute, or 12 seconds.

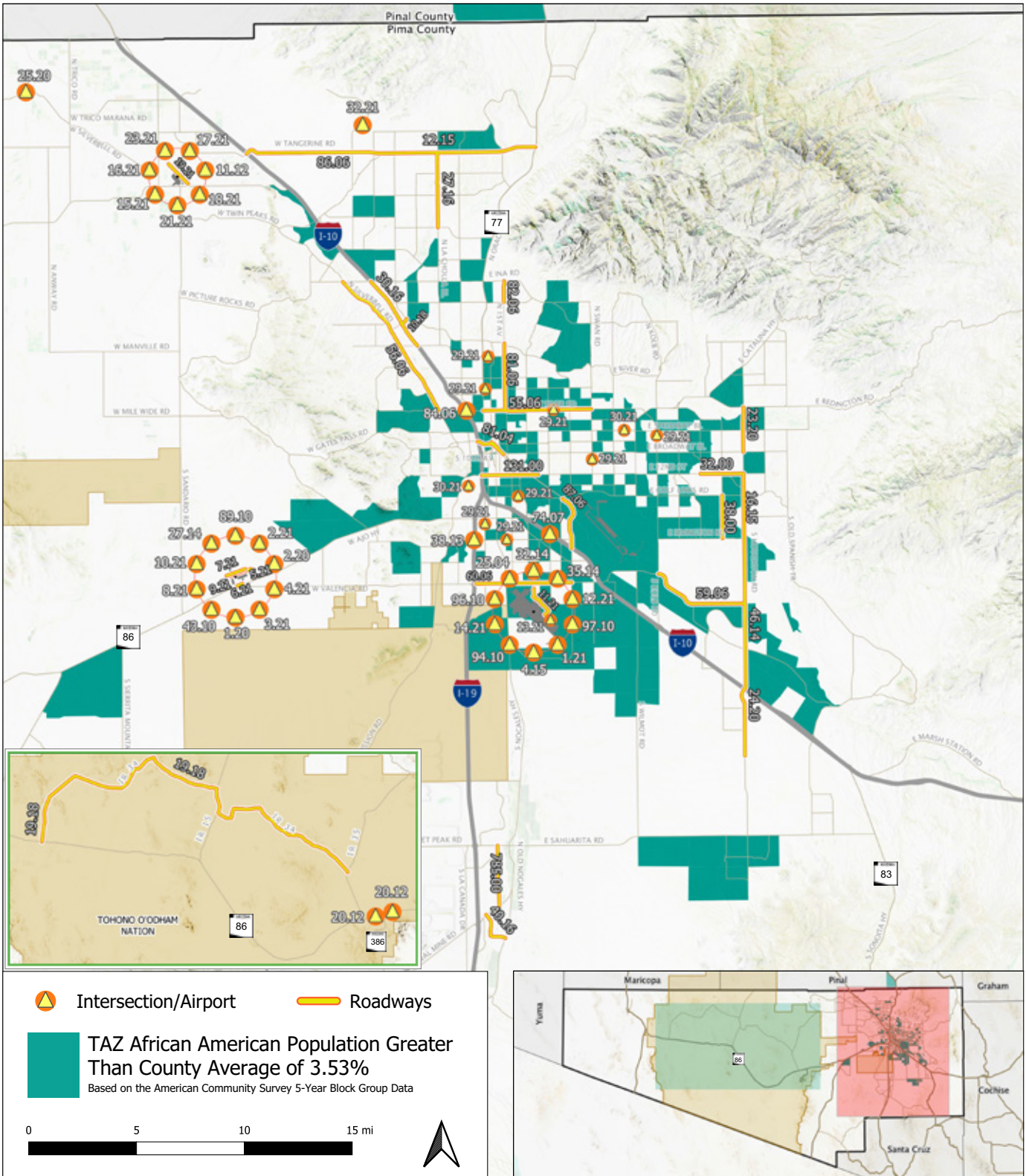
In the second analysis, the region as a whole experiences a reduction in travel times by two-tenths of a minute, or 12 seconds. Not all protected populations are expected to experience reductions in travel time, but none of them will experience any increase in travel times.

These differences do not indicate any disparate impact on transportation planning decisions in the PAG region. In general, the benefits of transportation investments are spread evenly and equitably throughout the region.

Title VI Maps

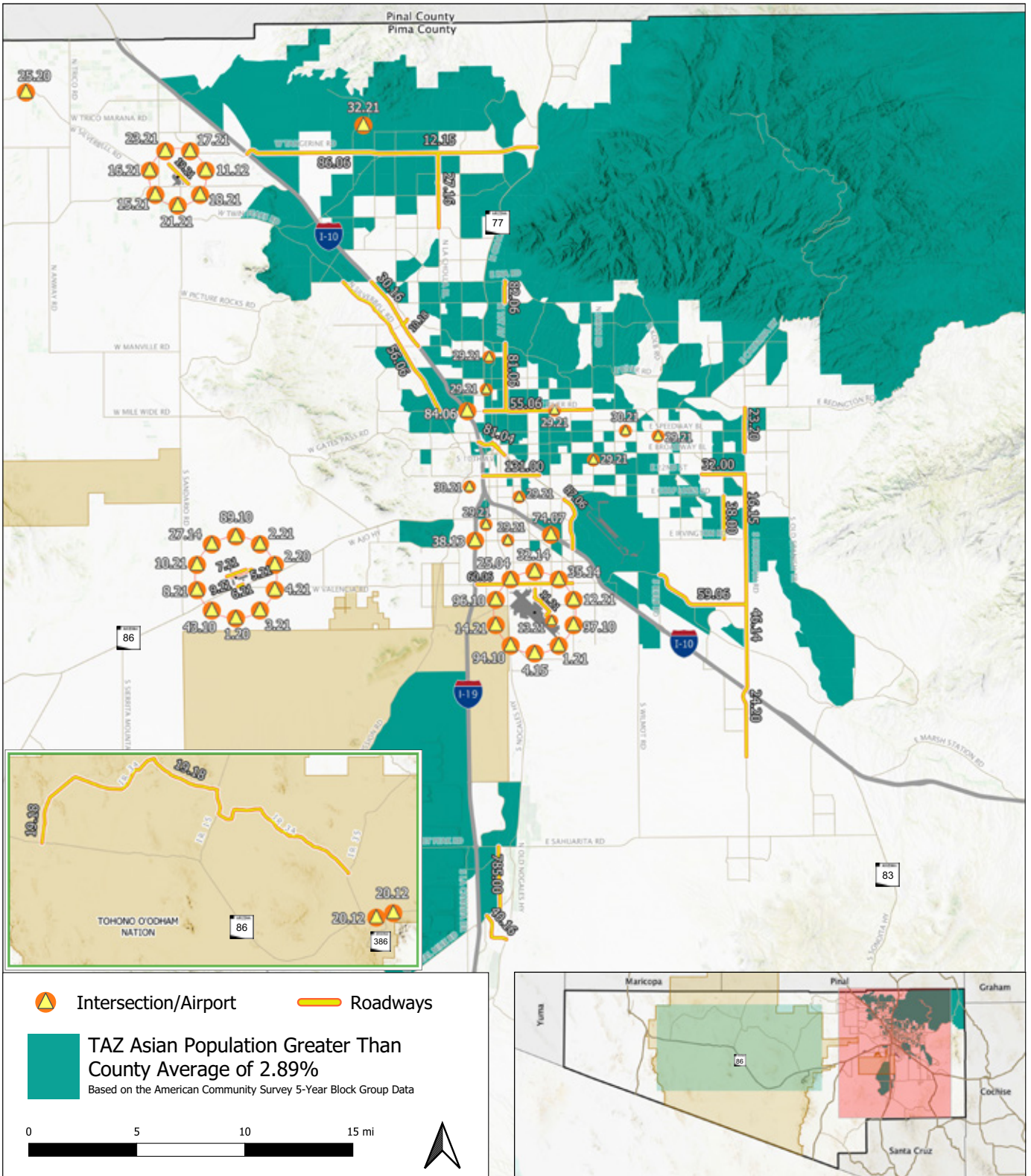
The maps provided at the end of this chapter are provided as a graphic representation of the location of the projects in comparison to the location of various concentrations of protected populations.

Title VI Analysis African American Population



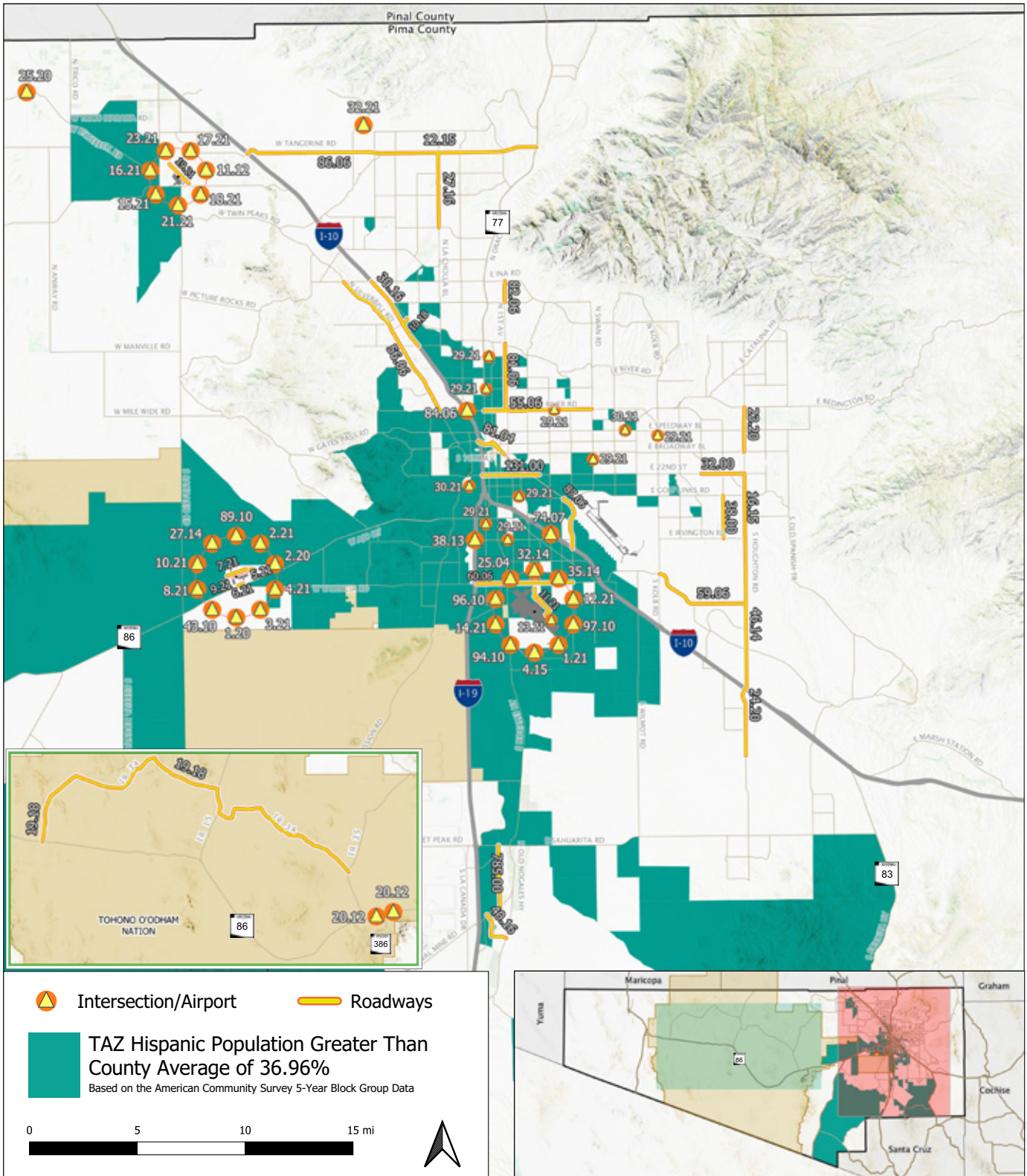
Transportation Improvement Program | FY 2022-2026

Title VI Analysis Asian Population



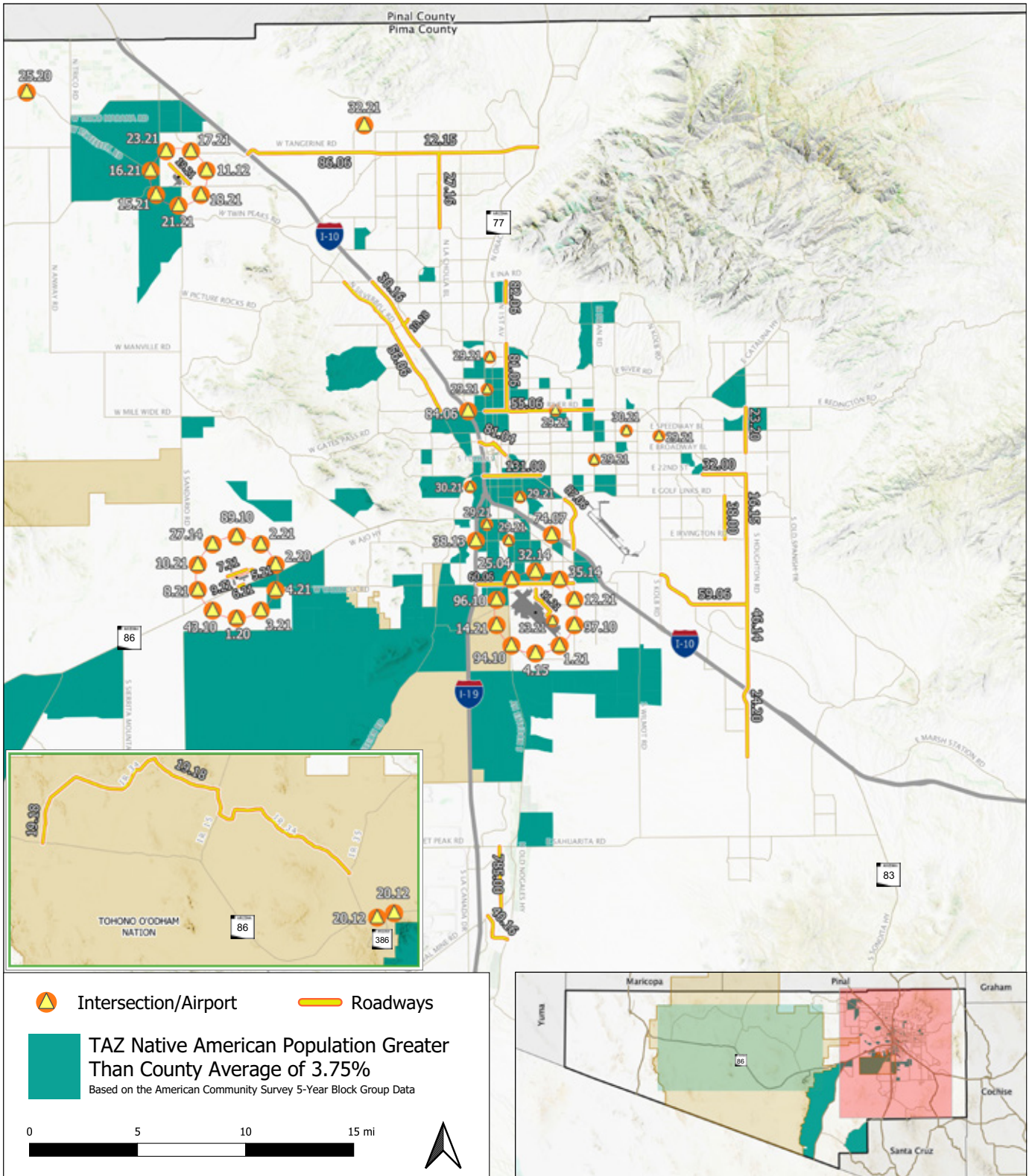
Transportation Improvement Program | FY 2022-2026

Title VI Analysis Hispanic Population



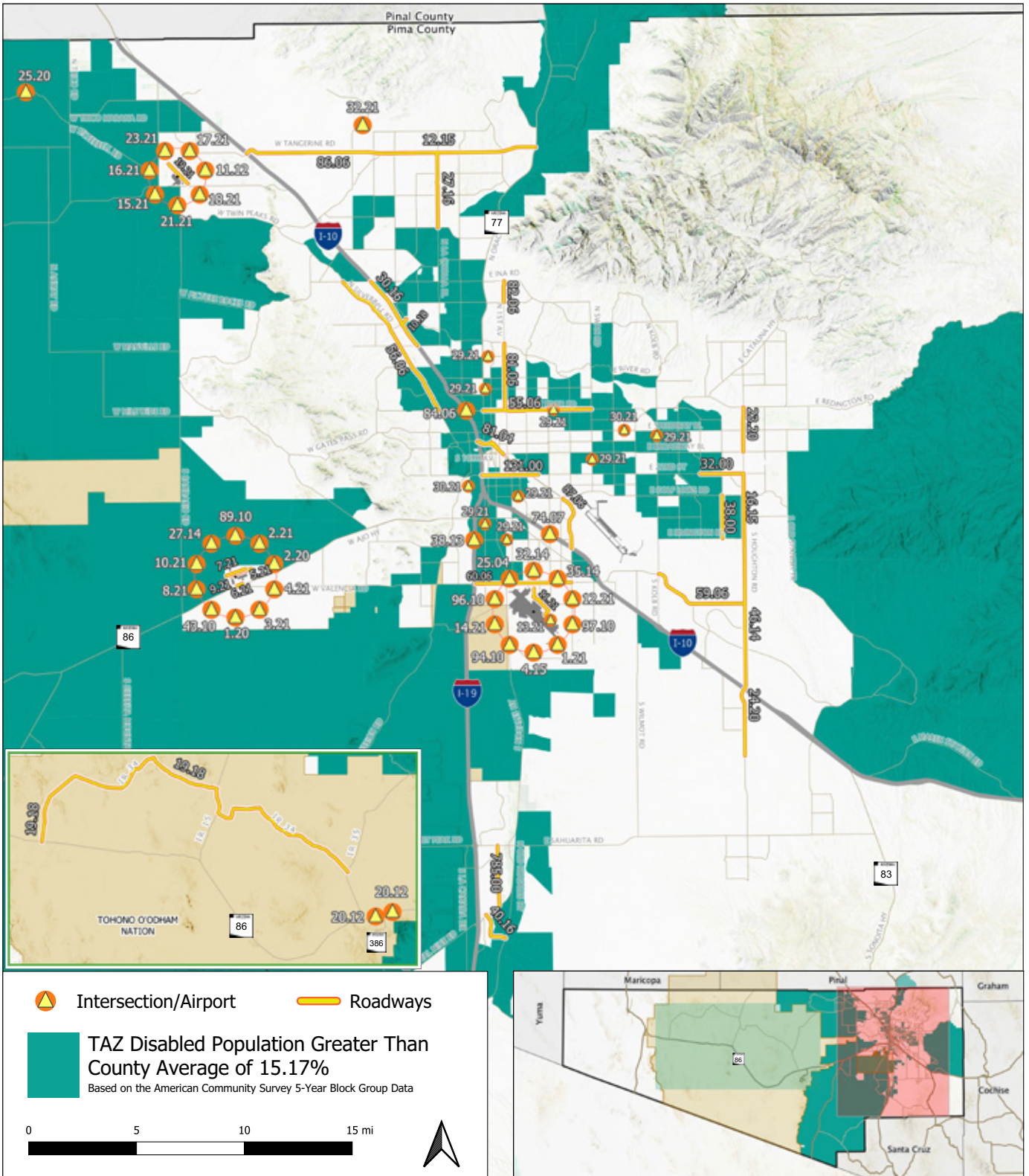
Transportation Improvement Program | FY 2022-2026

Title VI Analysis Native American Population



Transportation Improvement Program | FY 2022-2026

Title VI Analysis Disabled Population



Transportation Improvement Program | FY 2022-2026

CHAPTER 4



REGIONAL TRAFFIC SIGNALS, CONGESTION MANAGEMENT PROCESS AND PERFORMANCE MEASURES

REGIONAL TRAFFIC SIGNAL SYSTEMS

All PAG member agencies collaborate to provide "seamless" traffic signal operations across jurisdictional boundaries. This has resulted in the interconnection of traffic signals into a centrally coordinated operation. This system has been expanded to encompass all the traffic signals in the greater Tucson metropolitan area, making the PAG region one of the few, if not only, regions of its size with most of the traffic signals from multiple jurisdictions controlled from a single system. Currently over 500 traffic signals from throughout the region are actively monitored and controlled from a single control system on behalf of the region. In a multi-jurisdictional coordinated effort, the region's signals use multiple signal timing patterns to maximize the efficiency of the network. This type of signal coordination being implemented in the Tucson area is providing for improved traffic flow. Such improvements tend to be most effective in locally congested areas, where progressive flows can reduce stops and signal delay.

The PAG member agencies have established a formal regional traffic signal program to enhance equipment purchase of necessary signal equipment and to provide evaluation and adjustments of the region's traffic signal operations on a regular basis. Continuous improvement to equipment and performance of traffic signals improves the ability of the transportation network to move traffic safely and efficiently throughout the region. Additionally, improved signal operations can be completed for lower costs and in shorter time frames than most other capital-intensive transportation improvement options.

All traffic signals from the City of Tucson and Pima County transportation departments are currently in the coordinated communications network, and RTA funding has been programmed as part of the five-year TIP to connect other jurisdictions throughout the region into the network. The supporting communications network enables agencies to share real-time data and information, expand the network to include additional stakeholder agencies, enhance the region's ability to provide accurate, timely and comprehensive travel information to the public, and vastly improves data transfer rates and quality.

The regional traffic signal program has resulted in the updating of over 1,000 traffic signal time plans throughout the region including I-10 frontage road signals, stand-alone signalized intersections, special event time plans, pedestrian beacon signals and adjustments to accommodate the pedestrian walk speed in the national Manual for Uniform Traffic Control Devices (MUTCD). These efforts are allowing the jurisdictions of the region to move from a reactive signal timing approach to a proactive one, where signal time plans are reviewed and adjusted regularly.

This program has seen tremendous cooperation from jurisdictions throughout the region allowing for benefits such as reduced delay and congestion for the public, reduced fuel consumption and

emissions, improved safety for drivers, pedestrians and cyclists, reduced costs for jurisdictions and the public through grouped procurement opportunities, shared resources and training opportunities, and “seamless” traffic signal operations throughout the region.

Insights from the regional traffic signal program are being used to help identify and address areas where excessive traffic congestion is taking place. Information from the program is being used in the identification and selection of projects for potential TIP funding, which helps PAG and its member agencies more effectively manage congestion throughout the region through signal timing improvements and capital projects.

THE PAG CONGESTION MANAGEMENT PROCESS (CMP)

PAG’s current practice of performance-based planning and programming has taken the federally mandated congestion management process (CMP) and integrated it into PAG’s normal operating procedures. As a result, there is significant overlap between the CMP and the following section on performance management. A key distinction of PAG’s CMP from the other performance management components is its more granular focus at the corridor level and project evaluation.

The CMP serves as an effective tool to address traffic congestion throughout the region by enabling PAG and its partners to define, identify and measure congestion, and develop and select appropriate strategies to reduce it. The PAG CMP periodically assesses the effectiveness of implemented strategies and progress toward regionally adopted targets through a series of performance measures. This process can identify system deficiencies and analyze alternative strategies to address congestion for inclusion in the Regional Mobility and Accessibility Plan (RMAP), the region’s long-range transportation plan, and the short-range transportation improvement program (TIP).

In recognition of the federal requirements for the CMP, particularly as they relate to Transportation Management Areas that are in nonattainment for either carbon monoxide or ozone, a procedure has been developed to link the TIP project development process to the CMP. In that the PAG planning area is not currently classified as nonattainment for carbon monoxide and ozone, PAG is taking a proactive approach to ensuring that all “significant” single-occupant vehicle (SOV) capacity projects are developed as part of a CMP. The procedure, as described below was developed in close cooperation with the PAG TIP Subcommittee.

The CMP procedure requires that new “significant” capacity-increasing projects, adding at least one travel lane for a mile or more, provide CMP-related information as part of the TIP project application. Local jurisdictional project sponsors fill out a one-page CMP strategies toolbox worksheet to identify those CMP-related strategies that will be delivered as part of the project. Project applications that do not meet this capacity threshold are highly encouraged to review and incorporate CMP strategies that are appropriate for the project.

The procedure developed to review all “significant” SOV projects is designed to help:

- ensure that significant SOV projects consider and, when applicable, include congestion management strategies as part of the project development process
- document the congestion management strategies to be included with the significant SOV project

The PAG Congestion Management Strategies Toolbox Worksheet is a checklist of congestion management strategies that are considered appropriate and applicable to the region. This checklist is

designed to easily facilitate the documentation of strategies to be included with a significant SOV project, but it is not necessarily all inclusive of the strategies that may be used. Local agencies have flexibility and latitude to include any additional congestion management strategies into their project, and this is encouraged by PAG. Agencies are also encouraged to consider congestion management strategies as part of non-capacity increasing projects.

PERFORMANCE MEASURES

The 2045 Regional Mobility and Accessibility Plan (RMAP) provides a policy framework for the investment of anticipated federal, state and local funds based on anticipated needs and regional goals and objectives. This framework closely follows the National Performance Goals established by the FHWA. PAG has developed a series of performance measures to monitor trends and track progress toward the desired outcomes defined in RMAP performance areas: System Maintenance, Safety, Multimodal Choices, System Performance, Land Use and Transportation, Environmental Stewardship, and Freight and Economic Growth. Each of these goal areas consists of objectives, performance measures and targets.

Beyond the 2045 RMAP performance areas, regional planning and programming is also informed by performance components from the CMP and federally required measures introduced in MAP-21 and continued in the FAST Act. The FHWA and FTA have jointly released final rules on performance management measures in the categories of transportation safety, infrastructure condition and system performance. PAG works with its federal and state partners to establish targets for federal performance measures.

There are fifty-five performance measures currently being tracked by PAG. The 2045 RMAP identifies forty-seven measures which are also a component of the CMP. An additional twelve FAST Act measures are being tracked, four of which are identical to RMAP measures. Table 4-1 on the next page shows an alphabetical list of PAG performance measures, including FAST Act performance measures. The 2045 RMAP Update was adopted in October 2020 and includes the first performance report for RMAP and FAST Act performance measures.

PAG routinely collects data for analysis and tracking performance against established targets. Long-range performance targets are associated with thirty-eight of the RMAP measures. Performance targets for FAST Act measures are set by ADOT and have been supported and tracked by PAG since 2018.

A web-based performance dashboard has been created by PAG to display and monitor historical data, trends and targets. Using performance measures, PAG informs the transportation project selection process by providing performance reports that display current performance condition data. Further, performance measures are compared through build vs. no-build modeling analysis.

PERFORMANCE-BASED PROGRAMMING

The performance framework is further supported by performance-based programming. PAG has developed a process for better evaluation of transportation projects based on the performance of the existing conditions of the proposed project area. This process is facilitated by PAG's Project Portal. The PAG Project Portal is a web-based map viewer that displays regional data in key performance areas. Jurisdictional partners can perform visual network screening of the existing performance of their facilities and can delineate a proposed project extent. Delineating the project extent generates a

performance report for the facilities indicated and adjacent areas. Additionally, supplemental questions clarify which performance areas are anticipated to be affected by the proposed project. This process allows region-wide comparison of similar project types to better evaluate their respective benefits to the region. The existing conditions performance report data are organized into the six categories of the 2045 RMAP goal areas. The CMP criteria protocol is brought in to assign relative scores to project applications to facilitate the regional discussion on programming.

See Appendix 9 for more details about how the FY 2022-2026 TIP will impact these performance measures.

Table 4-1 PAG Performance Measures

	Performance Measure	Goal Area	RMAP	FAST Act
1	Average transit speed	Multimodal choices	X	
2	Average transit travel time	Multimodal choices	X	
3	Bicycle accessibility miles	Multimodal choices	X	
4	Bicycle accessibility ratio	Multimodal choices	X	
5	CMAQ Emissions Reductions	Environmental Stewardship		X
6	Commute miles by active modes	Multimodal choices	X	
7	Commute time by mode	System performance	X	
8	Condition of bridges (all)	System maintenance	X	
9	Condition of federal-aid pavement	System maintenance	X	
10	Condition of Interstate pavement	System maintenance		X
11	Condition of NHS bridges	System maintenance		X
12	Condition of NHS pavement	System maintenance		X
13	Condition of transit fleet	System maintenance	X	
14	Daily VMT per capita	System performance	X	
15	Fatalities – bicyclists	Safety	X	
16	Fatalities – pedestrians	Safety	X	
17	Fatality rate – bicyclists	Safety	X	
18	Fatality rate – pedestrians	Safety	X	
19	Freight Reliability on the Interstate	Freight and economic growth		X
20	Hours of vehicle travel per capita	System performance	X	
21	Job accessibility by auto	Land use and transportation	X	
22	Job accessibility by transit	Land use and transportation	X	
23	Job accessibility index	Land use and transportation	X	
24	Jobs near transit stops	Land use and transportation	X	
25	Mode choice – all trips	Multimodal choices	X	
26	Mode choice – work commutes	Multimodal choices	X	
27	On-road greenhouse gas emissions	Environmental stewardship	X	
28	Pedestrian accessibility miles	Multimodal choices	X	
29	Pedestrian accessibility ratio	Multimodal choices	X	
30	Percent of VMT in severe congestion	System performance	X	
31	Planning time index	System performance	X	
32	Population near transit stops	Land use and transportation	X	
33	Serious injuries – bicyclists	Safety	X	
34	Serious injuries – pedestrians	Safety	X	
35	Serious injury rate – bicyclists	Safety	X	
36	Serious injury rate – pedestrians	Safety	X	
37	Total fatalities	Safety	X	X
38	Total fatality rate	Safety	X	X
39	Total freight delay	Freight and economic growth	X	
40	Total freight share	Freight and economic growth	X	
41	Total freight tonnage	Freight and economic growth	X	
42	Total Serious injuries	Safety	X	X

	Performance Measure	Goal Area	RMAP	FAST Act
43	Total serious injury rate	Safety	X	X
44	Total transit trips	Multimodal choices	X	
45	Transit crash rate	Safety	X	
46	Transit to auto differential travel times	Multimodal choices	X	
47	Travel time index	System performance	X	
48	Travel time reliability on Interstate	System performance		X
49	Travel time reliability on NHS	System performance		X
50	Vulnerable user serious injury and fatality rate	Safety		X
51	Weekday metric tons of CO emissions	Environmental stewardship	X	
52	Weekday metric tons of NOx emissions	Environmental stewardship	X	
53	Weekday metric tons of PM 10 emissions	Environmental stewardship	X	
54	Weekday metric tons of PM 2.5 emissions	Environmental stewardship	X	
55	Weekday metric tons of VOC emissions	Environmental stewardship	X	



As mentioned in the previous chapters, PAG is required by federal regulation to include a financial plan in the TIP document that demonstrates how the projects listed can be implemented using current revenue sources. The TIP must be fiscally constrained, which means that the region can only list projects in the first two years of the TIP document for which funding is reasonably expected to be available. This constraint is determined by adding up total costs by fund type each year and comparing those costs to the estimate of anticipated revenues by fund type each year. Fiscal constraint is met for each of the first four years of the plan by fund type.

What projects/programs does the region want to do and how much do they cost? Appendix 1 of this document provides a fiscally constrained listing of the projects for which funding is deemed to be available. The projects listed in the first two years of the TIP will have funding available to complete that distinct phase of the project. A “phase” of a project can be further defined as:

- Design, denoted with a “D” in the TIP document, indicates that the sponsoring jurisdiction is developing the plans necessary to complete the project.
- Right-of-Way Acquisition, denoted with an “R” in the TIP document, indicates that the sponsoring jurisdiction is using the funding listed to acquire property on which to construct the project.
- Construction, denoted with a “C” in the TIP document, indicates that the sponsoring jurisdiction is constructing the project.

Project phases not fully funded could appear in years three (3) through five (5) of the TIP. In addition to the notations above for specific project phases, the TIP document also identifies funding programmed for the repayment of loans and operations of programs and systems such as transit.

- Repayment of loans, denoted with a “PMT” in the TIP document, indicates that the sponsoring jurisdiction is repaying loans necessary to have completed the project.
- Operations, denoted with an “O” in the TIP document, indicate that the sponsoring jurisdiction is using the funding identified to operate the program or service listed in the TIP document.

How much funding do we expect to have? Appendix 2 of the TIP document provides information on historical revenues for both state and federal sources, with the last matrix of that appendix providing a constraint analysis by year, for each fund source. Estimates of funding availability are based upon past funding received by type. PAG has four (4) main types of funding available for programming within the TIP.

- Federal funding – Federal funding available for transportation is set through authorization of federal legislation from Congress. Once a bill has been passed, the federal funding outlined in that bill is used as an estimate for future years of the TIP until a new bill is passed.
- State funding – State-based funding comes from the Arizona Highway User Revenue Fund (HURF). Unlike federal dollars, there is no guaranteed amount of HURF available to the region.

HURF is distributed based on fuel sales, vehicle license taxes (VLT) collected and a few other smaller funding sources. Distribution is based on a formula in the Arizona Revised Statutes related to population and county of origin of fuel sales. HURF distributions fluctuate on a monthly basis and are directly tied to the health of the state's economy. Estimates of future HURF revenues are based on past receipts. A growth factor is applied to future revenues, as necessary, depending on the current economic conditions and trends.

- Regional funding – The RTA taxing district has a ½-cent excise tax in place that funds projects outlined in the Regional Transportation Authority (RTA) plan. RTA revenues are based on collections and anticipated bonding schedules. The RTA was passed in 2006 with a 20-year plan.
- Other funding – In addition to the funding available to the region to program, the TIP contains projects/programs that have other identified fund sources. These fund sources include, but are not limited to, jurisdictional, private developer, federal earmarks such as High Priority Projects (HPP), and other federal/state competitive funding programs, such as BUILD grants.
- See Appendix 6 for a glossary of terms and funding sources.

Putting it all together for fiscal constraint. Chapter 3 describes the TIP programming process and how projects are identified for regional funding and priorities while also ensuring fiscal constraint.

More information about fiscal constraint can be found at the following link:

<https://www.fhwa.dot.gov/planning/index.cfm>

OPERATIONS AND MAINTENANCE COSTS

The region and its jurisdictional partners are aware of the value of maintaining and operating the existing transportation infrastructure in the region. With limited transportation dollars available now and into the foreseeable future, emphasis should be placed on infrastructure maintenance. It is more cost effective to do so than to replace facilities that have failed due to lack of maintenance.

Typical maintenance and operations types of activities include, but are not limited to, adjustments due to inclement weather (closing flooded roads, de-icing bridges and snowplows at higher elevations), clearing sight-distances, traffic signal maintenance, signing and striping, and warrant studies and pavement management, from filling pot holes to full pavement overlays.

The chart below outlines what jurisdictions pay in operations and maintenance in current and future fiscal years. Jurisdictions were asked to provide budget numbers as available for their transportation operations and maintenance activities systemwide, so numbers would reflect both local roads as well as roads of regional significance.

Table 5-1: Operations and Maintenance Costs

Jurisdiction	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
City of South Tucson	\$588,000	\$600,000	\$612,000	\$624,000	\$636,000
City of Tucson	\$48,893,880	\$54,721,560	\$55,344,510	\$55,731,960	\$56,180,530
City of Tucson - Transit* ⁺	\$82,845,740	\$84,916,490	\$86,916,490	\$88,955,633	\$90,908,279
Pascua Yaqui Tribe	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Pima County	\$75,925,000	\$68,857,000	\$76,595,000	\$81,739,000	\$83,687,000
Tohono O'odham Nation	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Town of Marana ⁺	\$3,969,221	\$4,068,432	\$4,166,135	\$4,261,952	\$4,355,505
Town of Oro Valley	\$4,169,980	\$4,274,209	\$4,376,854	\$4,477,517	\$4,575,802
Town of Sahuarita	\$2,796,340	\$2,871,000	\$2,856,510	\$2,924,840	\$2,999,130

* The City of Tucson runs the Sun Tran transit service, which includes the para-transit service known as Sun Van. Operating numbers shown cover the entire O&M budget for Sun Tran, and other transit services.

⁺ Estimated amounts based on applying inflation adjustment factors in table 3.1.

Note that the arterial roadways within the Tohono O'odham Nation are either Bureau of Indian Affairs (BIA) roads, state routes (maintained by ADOT) or county roadways (maintained by Pima County).

AIR QUALITY AND TRANSPORTATION CONFORMITY



REGULATORY REQUIREMENTS

Transportation conformity is required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federal funding and approval are given to highway and transit projects that conform to the air quality goals established by a state air quality implementation plan (SIP). Conformity, for the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). Conformity applies to transportation plans, transportation improvement programs and highway and transit projects funded or approved by the FHWA and FTA in all nonattainment and maintenance areas. It applies to transportation-related criteria pollutants (ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), particles with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM₁₀) and particles with an aerodynamic diameter less than or equal to a nominal 2.5 micrometers (PM_{2.5})) for which the area is designated nonattainment or has a maintenance plan.

The major components of transportation conformity are interagency consultation/public involvement; latest planning assumptions and emissions model; implementation of transportation control measures; regional emissions analysis, and fiscal constraint. Fiscal constraint is addressed in Chapter 5: Financial Plan, and the remaining components are addressed in this chapter.

Within PAG's transportation planning area, the Rillito planning area is designated moderate nonattainment with the NAAQS for PM₁₀ and the Ajo planning area is under an approved maintenance plan for PM₁₀ (Figures 6-1 and 6-2). The EPA made an attainment determination for the Rillito moderate PM₁₀ nonattainment area, effective October 10, 2006 ([71 FR 44920](#)), as no exceedances of the 24-hour primary PM₁₀ standard had occurred from 1994-2005. ADEQ submitted the [Rillito Moderate PM₁₀ Limited Maintenance Plan and Request for Redesignation to Attainment Request](#) to EPA on June 20, 2008, as a revision to the SIP. Subsequent exceedances of the 24-hour PM₁₀ standard in the Rillito area resulted in ADEQ withdrawing the submittal on August 14, 2019. ADEQ submitted a statewide [Exceptional Event Mitigation Plan for Phoenix, Rillito, West Pinal and Yuma PM₁₀ Nonattainment Areas](#), dated September 26, 2018. The SIP does not contain an approved motor vehicle emission budget for the Rillito PM₁₀ nonattainment area; therefore, the interim emissions test applies per 40 CFR [§93.109\(c\)\(3\)](#). EPA found that the Ajo PM₁₀ Maintenance Plan demonstrated that contributions from motor vehicle emissions to PM₁₀ in the Ajo planning area are insignificant ([85 FR 47032](#)); therefore, regional emissions analysis for PM₁₀ is not required for the Ajo planning area per 40 CFR [§93.109\(f\)](#).

Figure 6-1 Rillito PM10 Nonattainment Area

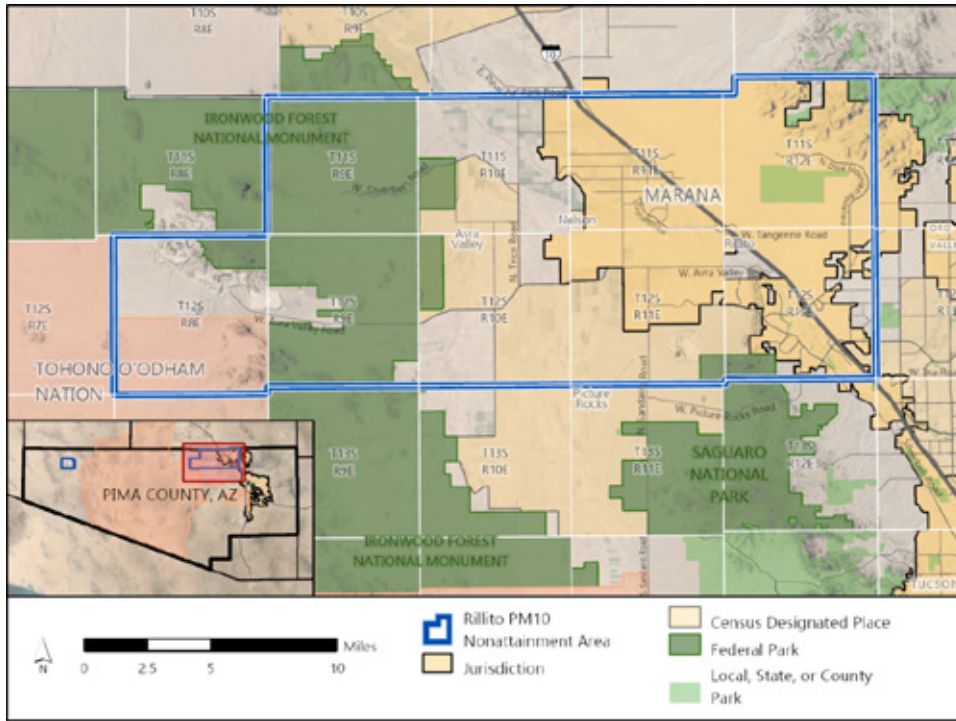
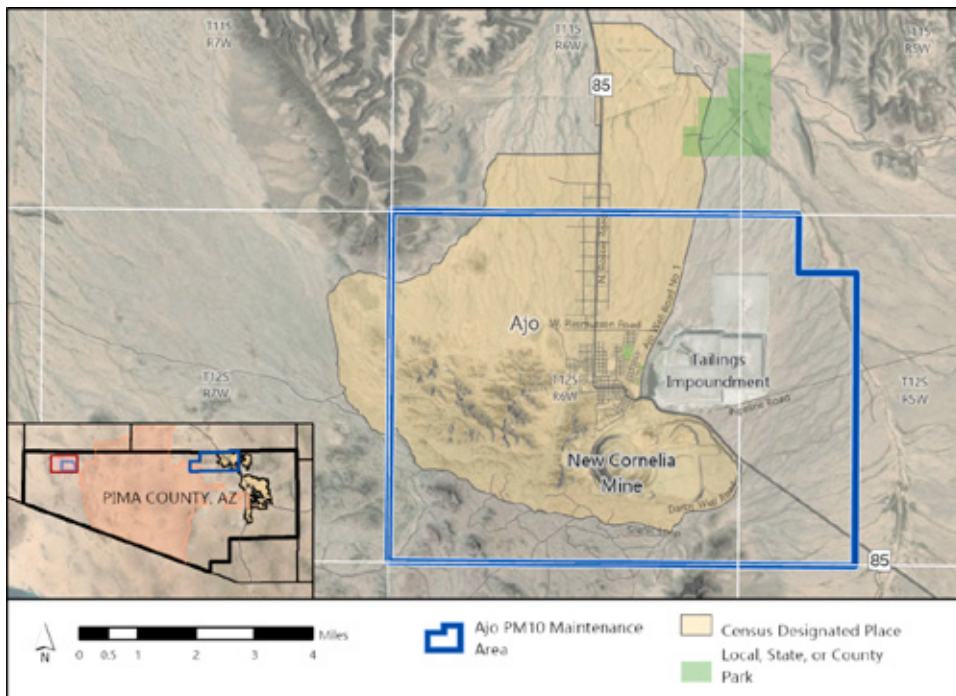


Figure 6-2 Ajo PM10 Maintenance Area



The geographic boundary of the Rillito PM10 nonattainment area is: T11S, R9E through R12E; and T12S, R8E through R12E. The geographic boundary of the Ajo PM10 maintenance area is: T12S, R6W, and the following sections of T12S, R5W: S6-8, 17-20 and 29-32.

The second 10-year CO Limited Maintenance Plan for the Tucson Air Planning Area (TAPA) concluded July 10, 2020, ending 20 years of maintaining attainment of the CO NAAQS. With a maintenance plan no longer in effect, transportation conformity requirements no longer apply to the TAPA per 40 CFR [§93.102\(b\)](#).

INTERAGENCY CONSULTATION/PUBLIC INVOLVEMENT

PAG is the designated air quality planning agency and the metropolitan planning organization (MPO) for the region. As such, PAG maintains cooperative relationships with the U.S. EPA, FHWA, FTA, ADEQ, ADOT and PDEQ. Coordination of regional transportation planning with air quality planning has been carried out for many years. In April 1993, the procedures, methods and responsibilities for air quality planning were incorporated in a Memorandum of Agreement (MOA) between PAG, ADEQ, ADOT and PDEQ. The MOA was last updated in August 2000.

Interagency consultation was conducted during the TIP development process. Proposed transportation conformity processes and a regionally significant project list were shared with agencies on February 5, 2021. The draft conformity analysis of the FY 2022-2026 TIP was shared with agencies on March 23, 2021.

Public open houses were held on April 20 and 21, 2021, with public input solicited for comments on the air quality conformity analysis conducted for the FY 2022-2026 TIP. Comments received and the public involvement process are addressed in Chapter 8: Public Involvement.

LATEST PLANNING ASSUMPTIONS AND EMISSIONS MODEL

The latest planning assumptions are detailed in the 2045 RMAP Update Technical Addendum. Forecasted population and employment estimates, land use modeling and travel demand modeling continue to apply for the FY 2022-2026 TIP. Congestion is addressed in Chapter 4: Regional Traffic Signals, Congestion Management Process, and Performance Measures. Transit operations and policies are addressed in Chapter 7: Transit. There are no road or bridge tolls in the transportation planning area.

Population estimates are derived from the Arizona Office of Economic Opportunity (AOEO) for 2018-2045 and have been adopted by PAG. The land use model (LUM) allocates sub-county population estimates and projections to individual land parcels. Later, the model summarizes the parcel-level population within transportation analysis zones (TAZs). This allocated growth becomes an input in the travel demand model (TDM). The combined results of the land use and travel demand models provide forecasts of future travel demand on regional roadways. January 2020 vehicle registration data was provided by ADOT.

On January 7, 2021, the U.S. Environmental Protection Agency (EPA) announced the availability of the Motor Vehicle Emission Simulator model (MOVES3) for official purposes outside of California ([86 FR 1106](#)). MOVES3 is the latest state-of-the-art upgrade to the EPA's modeling tools for estimating emissions from cars, trucks, buses and motorcycles based on the latest data and regulations. MOVES3 is available for use in SIPs and transportation conformity analyses outside of California. The notice started a two-year grace period before MOVES3 will need to be used as the latest EPA emissions model in new regional emissions analyses. Due to the temporal proximity of the emissions modeling for the FY 2022-2026 TIP to the release of MOVES3, PAG opted to use the previous version of MOVES for emissions modeling: MOVES2014b.

PAG used EPA MOVES2014b for onroad motor vehicle emissions modeling for PM10 from vehicle exhaust, tire wear and brake wear in the Rillito PM10 Nonattainment Area for analysis years 2026, 2035 and 2045. Analysis was conducted using the TDM to estimate average daily VMT, speeds and travel pattern characteristics for the various road types in the regional roadway network for the following Action/Baseline scenarios: 2026, 2035 and 2045. MOVES model inputs include the most recent local data for meteorology, vehicle registration, speeds, travel patterns, inspection/maintenance requirements and gasoline and diesel fuel properties. The EPA MOVES2014b model accounts for all current and future regulatory changes expected over the 2020-2045 period.

The regionally significant projects modeled within the Rillito PM10 nonattainment area for the FY 2022-2026 TIP were:

- 86.06, widening of Tangerine Road from I-10 to La Cañada Drive, going from 2 to 4 lanes

EPA Compilation of Air Pollutant Emission Factors, AP-42, emission factors were used to calculate PM10 emissions from re-entrained dust produced by vehicles traveling on paved (section 13.2.1.3) and unpaved (section 13.2.2) roads in the Rillito PM10 Nonattainment Area for analysis years 2026, 2035 and 2045.

TRANSPORTATION CONTROL MEASURES

Transportation control measures (TCMs) required by the SIP for the TAPA, such as PAG's Travel Reduction Program (TRP) and the Pima County Department of Environmental Quality's (PDEQ) Voluntary No-Drive Days/Clean Air Program, remain in effect per Arizona Revised Statute [§49-404](#) and Clean Air Act 110(l) and result in PM10 emission reductions from onroad motor vehicles in the Rillito PM10 nonattainment area. The Rillito PM10 nonattainment area is within the TAPA. The TRP and PDEQ Voluntary No-Drive Days/Clean Air Program are funded by ADEQ through the state Air Quality Fee Fund ([ARS §49-551](#)).

PAG operates Sun Rideshare, a regional transportation assistance program, and the Travel Reduction Program (TRP), an employer assistance program for commuters, with an emphasis on reducing congestion and improving air quality. These programs promote the use of alternative transportation for daily trips to reduce energy consumption, pollution and traffic congestion in the region.

The Sun Rideshare program helps people find carpool and vanpool partners. When more people choose to carpool or vanpool, fewer vehicles are on the road. This helps reduce both traffic congestion and air pollution. Anyone in the greater Tucson region can register in the Sun Rideshare database if they are interested in seeking carpool or vanpool partners to save money or contribute to a healthy environment. A qualifying vanpool may be eligible to receive a travel subsidy from PAG. Employers may offer subsidies as well. Vanpools are viable options for employees who have an extended commute greater than 20 miles and participants can share the cost of a rideshare option. Sun Rideshare also provides travel reduction services to employers in PAG's TRP.

The Travel Reduction Ordinances (TROs) are in place for Pima County, the cities of Tucson and South Tucson and the towns of Oro Valley, Marana and Sahuarita. The TROs specify that employers with 100 or more full-time equivalent employees at a single or contiguous worksite must participate in the TRP. Employers with fewer than 100 employees can participate voluntarily. Travel reduction services

support employer-designated transportation coordinators to provide employees with information about carpooling, vanpooling, using transit or other modes of transportation that help reduce overall traffic congestion. The goal of the program is to reduce traffic congestion, reduce VMT and fuel consumption and improve air quality. In 2019, the TRP reduced regional vehicle miles traveled by 53,184,092 miles and resulted in reductions of 2.4 tons of PM10, 25.9 tons of NOx, 26.8 tons of VOC, 284.3 tons of CO and 22,357.1 tons of carbon dioxide equivalents.

The PDEQ Voluntary No-Drive Days/Clean Air Program was adopted as an ordinance in Pima County ([PCC §17.44.020](#)) and mandated by state statute ([ARS §49-506](#)). The principal goals of the program are to reduce vehicle emissions that contribute to air pollution by encouraging no-drive days and the use of alternative modes of transportation; increasing public awareness of air quality issues; and supporting other pollution-reducing activities.

EMISSIONS ANALYSIS

PM10 mobile source emissions were estimated using EPA's MOVES2014b model. MOVES2014b calculates direct PM10 emissions from onroad motor vehicle exhaust, tire wear and brake wear. As with the prior years' modeling analyses, local data were used and included seasonal averages for temperature, humidity, traffic counts, gasoline and diesel chemical properties, vehicle inspection and maintenance programs, and ADOT vehicle registration data. Current socioeconomic information, transportation and traffic data was used to generate VMT, vehicle hours traveled (VHT) and congestion levels.

On January 13, 2011, EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses and motorcycles on paved roads. On February 4, 2011, the EPA published the Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads approving the January 2011 method for use in regional emissions analysis. The AP-42 equation that calculates PM10 emission factors for paved roads requires as input: road surface silt loading, the average weight of vehicles traveling on the roads, and the number of wet days (with at least 0.01 inch of precipitation). The equation that calculates PM10 emission factors for unpaved road fugitive dust requires as input: the road surface material silt content, road surface moisture content, average vehicle speeds and the annual number of wet days (with at least 0.01 inch of precipitation). Data inputs, emission factors and calculations for re-entrained PM10 are in Appendix 10. Action scenario values for TCM VMT reductions were derived from five-year program averages for 2014-2019 and adjusted for the Rillito PM10 nonattainment area population.

The SIP does not identify construction-related fugitive PM10 as a contributor to the Rillito PM10 nonattainment area; therefore, the fugitive PM10 emissions associated with highway and transit project construction are not required to be considered in the regional emissions analysis per 40 CFR [§93.122\(e\)](#).

Table 6-1 details the results of VMT and PM10 emissions calculated using MOVES2014b and AP-42 for the Rillito PM10 nonattainment area.

Table 6-1: PM10 Results (U.S. tons/year) for Conformity Interim Emissions (Action/Baseline) Test

Analysis Year - Scenario	Average Annual VMT	Onroad Vehicles PM10	Paved Road Re-entrained PM10	Unpaved Road Re-entrained PM10	Rillito PM10 Nonattainment Area PM10
2026 - Baseline	796,077,369	1.3	134.1	0.7	136.1
2026 - Action	790,532,380	1.2	133.2	0.7	135.1
2035 - Baseline	929,915,275	1.4	154.7	1.0	157.1
2035 - Action	922,120,899	1.4	153.5	1.0	155.9
2045 - Baseline	1,065,388,330	1.7	175.6	1.1	178.4
2045 - Action	1,059,205,170	1.7	174.3	1.2	177.2

CONFORMITY DETERMINATION

As demonstrated by the PM10 emission modeling results in Table 6-1, completing the TIP projects as stipulated in the FY 2022-2026 TIP satisfies the requirements of the interim emissions test prescribed by 40 CFR §93.119. Total regional onroad motor vehicle emissions of PM10 in the Rillito PM10 nonattainment area associated with implementation of the FY 2022-2026 TIP for all years tested are projected to be less under the action scenarios than under the baseline scenarios. Additionally, the emissions are reasonably expected to be less during the periods between analysis years.

The PAG Regional Council and the U.S. DOT made a conformity determination for the 2045 RMAP Update on September 24, 2020, and January 20, 2021, respectively. Approval of this document by PAG’s Regional Council on May 27, 2021, finds that the TIP and all projects contained within are in conformity with the applicable SIP and transportation conformity requirements.

The final determination of conformity for the FY 2022-2026 TIP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

CHAPTER 7 TRANSIT



SUN TRAN

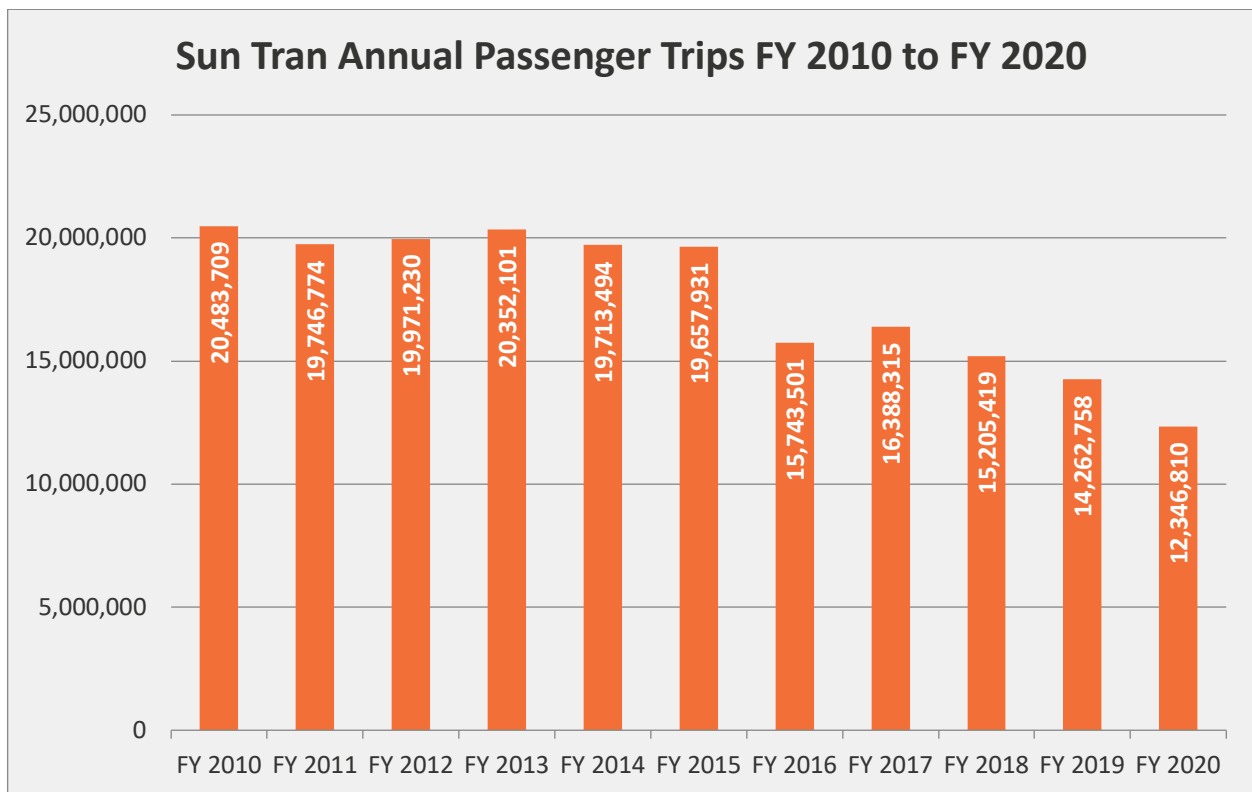
Overview

Sun Tran, with a fleet of 223 buses, provides fixed-route transit service within the City of Tucson and, through intergovernmental agreements, provides service in Pima County, the City of South Tucson, Town of Marana, Town of Oro Valley, Tohono O’odham Nation, and Pascua Yaqui Tribe. The system’s 40 fixed routes cover a 296-square-mile area. City of Tucson and/or Sun Tran staff provided the information and data for Sun Tran service within this chapter.

In FY 2020, the Sun Tran system provided 12,346,810 passenger trips, a 13.4% decrease from FY 2019 (14,262,758 passenger trips).

While transit ridership has been declining both in the Tucson region and nationally for several years, the significant drop from FY 2019 to FY 2020 can in part be attributed to the global COVID-19 pandemic. Although the pandemic has decreased ridership significantly, Sun Tran has seen a steady increase, and ridership was down only 11% in December 2020 when compared to the previous year.

Figure 7-1: Sun Tran Passenger Trips by Fiscal Year



Source: Data provided by City of Tucson and/or Sun Tran staff. January 2021

Use of RTA Funds to Improve Transit Services

It is a challenge for transit service providers to fund major service improvements with a fixed budget. Transit service expansion in the Tucson region became a reality in 2006, when Pima County voters elected to enact a half-cent excise (sales) tax to fund transportation improvements. Through FY 2026, the Regional Transportation Authority (RTA) plan earmarks nearly \$533 million for transit enhancements, including expanded hours of service, new service areas, greater weekday frequencies, more express service, fleet expansion, and the launch of the Sun Link streetcar.

Sun Tran implemented the first fixed-route improvements funded by the RTA in the fall of 2006, when additional buses were deployed on key routes to relieve overcrowding and extended weeknight service to as late as midnight on 21 routes and implemented expanded weekend service hours on 23 routes.

To offer commuters an alternative during construction on I-10, the Arizona Department of Transportation (ADOT) provided funding for Sun Tran to implement an express route from the Town of Marana to downtown Tucson in May 2007. Originally identified as a project in the RTA Plan's Transit Element, ADOT's resources enabled Sun Tran to accelerate implementation of the service. Additionally, Sun Tran worked with the Town of Marana to secure a park-and-ride lot for commuters. This park-and-ride serves two express routes, one for employees working in Downtown Tucson (104X) and one for Raytheon (204X) employees.

In 2009, the RTA-funded fleet expansion enabled Sun Tran to launch three express routes, two from the Town of Oro Valley and Rita Ranch, respectively, to downtown Tucson and one from the Town of Oro Valley to the Aero Park area where Raytheon and Bombardier are located (Route 203X). Several new park-and-ride lots were established, and additional trips were added to existing express routes serving northwest Tucson (103X) and the Foothills area (105X) to better meet passenger needs. Construction was completed on Phases I and II for the Northwest Bus Facility designed to accommodate an additional 150 buses.

In 2010, RTA funding provided additional trips for express routes 109X and 110X, which run from the Catalina Highway to downtown and Rita Ranch to downtown, as previously noted.

In 2011, Sun Tran completed construction on Phase III of the Northwest Bus Facility, expanding it to include an administration building, bus storage for up to 250 buses and the expansion of the maintenance building to accommodate the entire fleet. Currently, Sun Tran deploys half of its fleet out of this facility and the other half of the fleet is deployed out of the Park Avenue location.

In 2013, bus frequency was improved on Routes 7 and 16, making wait times shorter for passengers.

In 2015, the Broadway/Houghton park-and-ride opened, providing a transit hub on the east side and serving Routes 4, 8 and 108X. To further evaluate potential transit improvements, a Comprehensive Operational Analysis (COA) was completed in 2013 to evaluate all transit routes within the region. The COA was an in-depth study designed to identify strengths and weaknesses of the transit system. The COA included specific recommendations toward the continual improvement of the Sun Tran, Sun Express and Sun Shuttle transit services.

In 2015, the Frequent Transit Network (FTN) was expanded, and improvements were made to bus stops. The FTN is composed of routes that offer service every 15 minutes or less on weekdays from 6

a.m. to 6 p.m. Sun Tran added two routes to the FTN, Route 7 and Route 34, and extended Route 9 to Pima Community College West Campus.

In 2018, Route 2 was redirected to travel on Cherrybell Stravenue to serve the El Rio Health Center. In 2019, Route 15 was extended along Kino Parkway to the Tucson Marketplace.

Environmental Commitment

Sun Tran demonstrates its commitment to environmental stewardship in many ways, including use of clean-fuel technologies and effective operational management of environmental impacts. A significant achievement was reached in 2007 when Sun Tran converted its remaining diesel vehicles to use biodiesel fuel, creating an entire fleet of buses that run on cleaner-burning fuel technologies.

Sun Tran placed its first hybrid electric bus into service in 2010 to further demonstrate a strong commitment to the importance of our environment. Ten more hybrid-electric buses were purchased in 2015.

Currently, 167 buses run on biodiesel, which emit significantly fewer particulates than traditional diesel-fueled vehicles. Another 68 buses are fueled by compressed natural gas, and 11 use hybrid-electric technology.

In May 2020, Sun Tran expanded its clean-fuel commitment with the launch of an Electric Bus Pilot program. The program kicked off with the deployment of a GILLIG electric bus into regular service. Made possible through a Federal Transit Administration (FTA) Low-No Emission Grant and a partnership with GILLIG, Sun Tran has purchased and will receive five additional electric buses, continuing its transition to a more sustainable operation.

In November 2020, Sun Tran added 15 new CNG buses to the Sun Tran fleet. The 40-foot GILLIF CNG buses produce lower emissions than standard-fueled vehicles and older CNG vehicles, helping to improve air quality in the community.

Focus on the Customer

One of the goals of the RTA was realized in January 2009 with the introduction of a regional seamless transit system. Components of the regional system were phased in, such as creating the “Sun” family of names and corresponding brand for all regional transit vehicles.

As part of this process, consolidated customer information for the seamless system was developed. Elements included a website featuring trip planning, schedules, maps and fare information, plus a single customer service center with one phone number. To further enhance the ease of riding the regional system, the RTA made Sun Shuttle neighborhood circulator fares mirror those of Sun Tran.

New bus stop signage was installed in July 2017 to provide improved information about the integrated system and service connection information. All existing Sun Tran bus stop signs (approx. 2,200 stops) were replaced with new updated signs that included the updated Sun Tran logo, route numbers providing service to each location, and the bus stop number which allows passengers to use online trip planning.

Advanced Technology

Sun Tran is committed to utilizing technologies that boost customer satisfaction, improve efficiency, and increase safety. Sun Tran's website features navigation, online trip-planning, and accessibility for users with visual disabilities. Sun Tran updated the live bus tracking system to enable passengers to receive up-to-the-minute information about their bus. Also available online is the ability for developers to access General Transit Feed Specification (GTFS) data to create additional web applications to benefit passengers. To date, four known mobile apps, such as Google Transit, were developed by outside organizations and available for use in addition to the official Sun Tran app.

The SunGO fare payment system, funded by the RTA, introduced the "smart card" fare payment system in 2013. The SunGO system, used on Sun Tran, Sun Express, select Sun Shuttle routes and the Sun Link streetcar, has simplified the process of transferring from one transit vehicle to another.

In 2015, Sun Tran launched the GoTucson mobile app, which allows individuals to pay their transit fare from their smart phone. This app is accepted on Sun Tran, Sun Express, Sun Link and select Sun Shuttle routes. Passengers board their transit vehicle and show the bus operator or fare enforcement officer their active pass on their phone. In 2017, Sun Tran updated and renamed the mobile app to GoTucson Transit. The updates improved usability and the user experience by splitting the app into a single functionality for a streamlined system, simpler interface and quicker response time.

In 2017, Sun Tran improved its transfer policy by providing two hours of travel time in any direction with a valid transfer. Sun Tran also introduced two promotional programs to allow riders to save when they use a SunGO Card: The \$25 for \$20 program and the free SunGO Card with registration. Passengers who load \$20 in value on their registered SunGO Card will receive an additional \$5 value added. And riders who register a SunGO Card will recoup their \$2 purchase cost for the SunGO Card.

In 2017, Sun Tran also brought back the Annual SunGO Pass which provides unlimited rides on Sun Tran, Sun Link and select Sun Shuttle routes for 365 days once activated on a transit vehicle.

In 2018, the SummerGO Youth Pass program continued for its fourth year, in which the pass provides unlimited rides on public transit throughout the summer for kids ages 6 to 18.

A new 3-Day Pass was approved by Mayor and Council in 2018 to offer additional fare payment options to passengers. The 3-Day Pass provides passengers unlimited rides on Sun Tran, Sun Link and select Sun Shuttle routes for 72 consecutive hours once activated on a transit vehicle.

Sun Tran also uses high-visibility LED signs which display an individual route's scheduled departure times in each bus bay at transit centers. Airport-style plasma signage is mounted in information booths indicating departure times for all routes. Sun Tran's entire fleet is equipped with Computer Aided Dispatching/Automatic Vehicle Locator systems (CAD/AVL). This technology facilitates management of transit operations, providing up-to-date information on vehicle locations and schedule adherence. Each bus contains an automated fare collection system, allowing Sun Tran to maximize passenger revenue and ensure accurate rider counts. Other software systems implemented by Sun Tran maximize efficiency by assisting with scheduling, maintenance, customer information and operations functions.

Customer service representatives use the Trapeze COM Module to log customer feedback. With streamlined management of feedback, customers benefit by receiving improved response time in complaint resolution.

Operator and passenger security has also been a priority for Sun Tran. All vehicles contain digital video recorders, and each transit center is equipped with multiple cameras to monitor activity. On the buses, CAD/AVL technology enables operators to trigger a silent alarm system, alerting dispatch if an emergency arises on board.

Sun Tran currently had been working to install driver safety partitions and on-board video screens on all buses. By June of 2020, Sun Tran had driver safety partitions installed on the entire fleet.

In 2020, Sun Tran launched a new transit app. The app allows users to track their bus in real time and plan their trip. The app also features an interactive map and alerts and detours notification system.

Sun Tran is on track to launch its new integrated transit website in 2021. The new website will allow for a streamlined user experience for users on all the City of Tucson's transit system. The new platform boasts a mobile-friendly interface and integrates voice technology for ADA accessibility and compliance and will feature Sun Tran, Sun Van, Sun On Demand, Sun Link and Sun Shuttle.

Enhanced Amenities

In 2014, improvements were made at the Tohono Tadaí Transit Center, upgrading kiosks to display trip information. In 2015, upgrades were made at the Ronstadt Transit Center, including brick pavers, fencing, additional security cameras for added safety, as well as new bay signage, benches and trash cans. In 2018, Sun Tran installed new information kiosks at the Laos Transit Center.

In 2018, Sun Tran partnered with Tucson area attractions such as the Reid Park Zoo, the University of Arizona and the Tucson Botanical Gardens to create posters for the transit centers that feature each attraction. The posters also show which Sun Tran routes passengers can use to get to these attractions. New bus bay maps and transit center decals, located in the information kiosk, were posted to help passengers find transit information more easily. Upgraded decals were also installed on the ticket vending machines to assist passengers with ticket and pass purchases.

Smoking is prohibited at all three Tucson transit centers, and information booths were re-opened at the Ronstadt and Laos transit centers to assist passengers.

Several other transit amenities have been added to attract riders to the system. Sun Tran developed park-and-ride lots at Broadway/Houghton, Rita Ranch, Oro Valley and Casino del Sol, all designed to encourage more transit ridership from the outlying communities.

Through a contract with AdVision Outdoor, the City of Tucson oversees maintenance of approximately 2,200 bus stops, and hundreds of bus shelters, benches and trash cans throughout greater Tucson. To date, a total of 1,020 shelters and 770 benches have been installed in the City of Tucson, the City of South Tucson, Town of Marana and unincorporated Pima County. Approximately half of those shelters and benches generate advertising revenue which covers the cost for routine bus stop maintenance.

The City of Tucson also purchases and installs new bus shelters using a combination of local and federal funds from the Federal Transit Administration (FTA) and U.S. Department of Housing and

Urban Development (HUD) programs, as well as Tohono O’odham Nation gaming grants when they become available. Each year, approximately \$150,000 a year of FTA Associated Transit Improvement funds are used to implement the basic Americans with Disabilities Act (ADA) bus stop improvements and repairs.

In 2017, 123 Sun Tran bus shelters were refurbished, and five new shelters were installed at bus stop locations throughout Tucson. The shelter refurbishments included new metal screens, benches and new paint. The improvements made each shelter fully accessible to wheelchair users in compliance with the ADA.

The RTA also provided several bus shelters as part of the RTA bus pullout program. To date, the RTA has completed 128 bus pullout projects throughout the region, meeting ADA standards with basic amenities and connections to adjacent sidewalks.

In September 2018, Sun Tran introduced a 60-foot articulated bus to its service fleet. This is the first articulated bus used by Sun Tran. The articulated bus serves Route 18, a route with high ridership.

The RTA, in partnership with the City of Tucson, conducted an on-board passenger survey in 2015 and 2019 on all Sun Tran, Sun Express, Sun Shuttle and Sun Link routes in the region. The onboard survey collected passenger trip information to understand how people use transit when traveling throughout the Tucson region. Sun Tran, the City of Tucson, and the RTA will use the survey data to make improvements to the transit service.

Commuters can take their bicycles on Sun Tran vehicles at no additional charge. Each vehicle is equipped with a bike rack, and folding bicycles are accommodated on board. Rental bike lockers are available for five dollars per month at three of the park-and-ride lots and other select bus stop locations. In 2018, Sun Tran began replacing two-position bike racks with three-position racks to improve the rider experience.

Keeping Community Ties

Sun Tran is an integral and necessary part of the Tucson community. The organization continues its long-standing associations with businesses, social service organizations, schools and other governmental bodies.

Promoting the system through a variety of events continues to strengthen Sun Tran’s image in the region. Most notably, the name “Sun Tran” is synonymous with the “Stuff-the-Bus” donation drives. A highly visible community-relations effort, these campaigns generate tremendous media exposure, foster partnerships, and enhance Sun Tran’s public image in the community. Since the first event in 2001, Sun Tran has helped to collect 230,000 pounds of food, \$150,000 in cash donations, and 176,000 toys and household items to benefit various organizations.

The UA offers subsidized transit passes to students, faculty and staff through the U-Pass program. Sun Tran and the UA have encouraged the use of alternate modes through a successful partnership. In 2015, a promotional campaign was launched to promote the use of the GoTucson mobile app as a way to purchase the discounted passes.

Through Sun Tran's commuter pass program, Get on Board, 50 Tucson employers – including most governmental employers – offer reduced-cost transit passes as an employee benefit.

Sun Tran has implemented new programs designed to encourage ridership. The Bulk Sales incentive program allows organizations or groups to purchase SunGO tickets at a discount for special events. Sun Tran is currently looking for schools, employers and multi-housing communities to participate in the Universal Access pilot program. In the Universal Access pilot program, the organization pays a deeply discounted fixed amount to provide their entire populations full-ridership access to the transit system. Universal Access consists of an employer or other entity paying a predetermined annual contribution in exchange for all participants to ride transit at no fare. This concept has been successful with universities and employers in other parts of the country. The lack of cost to the rider and ease of access results in a far greater percent of the participant group using transit.

Sun Tran also strives to build strong partnerships with persons with disabilities. All of Sun Tran's fleet is low-floor and wheelchair accessible, which eliminates the need for wheelchair lifts, using instead a ramp to facilitate the movement of persons with disabilities onto or off the bus. To enhance service for persons with visual disabilities, all of Sun Tran's buses provide automatic interior and exterior announcements.

With ongoing outreach and education efforts, Sun Tran's long-term relationship with its passengers with disabilities has continued to develop. Free mobility training is offered through the Sun Tran Accessible Rider Training (START) program. Designed to help individuals with disabilities and seniors, these training sessions assist persons with special needs to use fixed-route services with greater ease and confidence.

Innovative Service

In November 2020, Sun Tran introduced Sun On Demand service with the goal of providing flexibility to customers in areas not easily served by fixed-route service. Sun On Demand provides door-to-door rides for individuals traveling within designated On Demand zones. Riders can make reservations one to seven days in advance, and when possible, on the same day. Services are provided on first-come, first-serve basis for customers traveling outside the designated zones, Sun On Demand will stop at a Sun Tran bus stop, in the zone, or connect to the Sun Link Streetcar in Zone 1.

SUN VAN

Overview

As of January 2021, Sun Van operates with approximately 170 employees, providing paratransit service to the Tucson metropolitan area, portions of Pima County, and the City of South Tucson. Sun Van has a fleet of 137 vehicles, which includes 106 cut-a-way vans, as well as 31 minivans to transport ambulatory passengers.

Sun Van meets the standards set by the ADA by providing demand-responsive public paratransit service for those individuals who, because of their disability, are unable to ride Sun Tran.

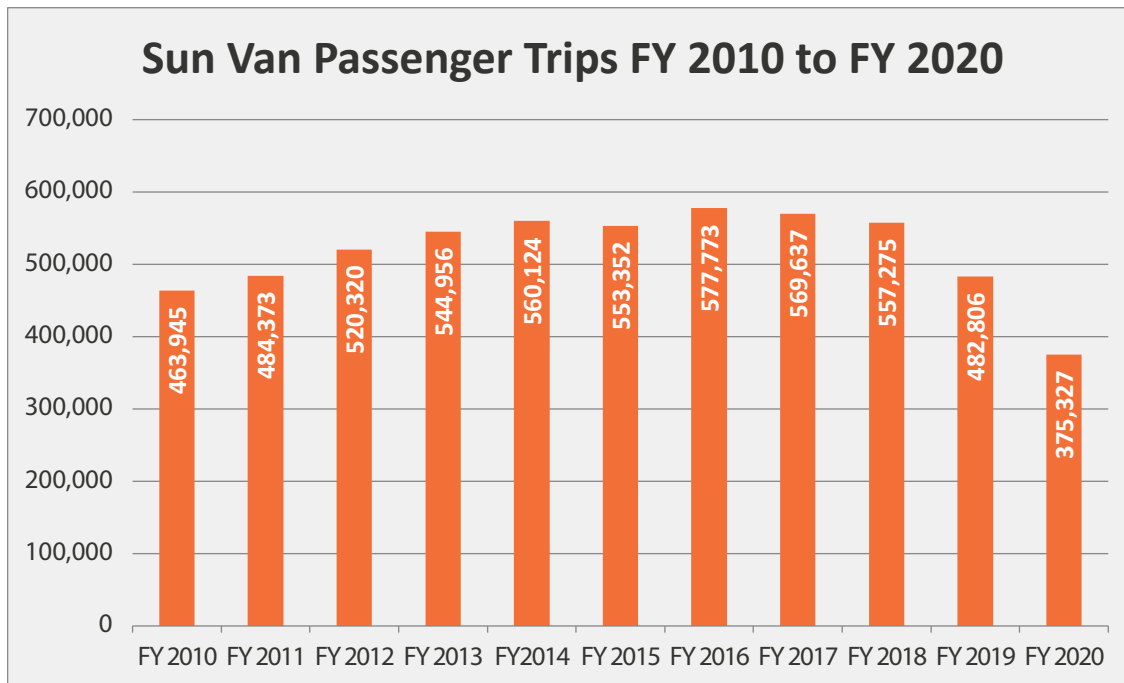
Sun Van's service area includes points within three-quarters of a mile along each Sun Tran fixed route, excluding express routes, during the days and times that Sun Tran routes operate.

Sun Van also provides Optional ADA Service for trips beyond the three-quarters of a mile service area or beyond the hours of operation for nearby fixed-route service for Sun Tran, Sun Link and Sun Shuttle Route 450.

Ridership Trends

In FY 2020, the Sun Van provided 375,327 passenger trips, a 22.3% decrease from FY 2019 (482,806 passenger trips). Similar to Sun Tran, Sun Van ridership has been impacted by COVID-19.

Figure 7-2: Sun Van Passenger Trips by Fiscal Year



Source: Data provided by City of Tucson and/or Sun Tran staff. January 2021

Sun Van's greatest challenge will be funding service to meet changing demand. In FY 2020, the cost per trip was \$40.97, which is an increase of \$9.10 per trip from the previous year. Rising costs associated with inflation and other market forces are typical, but 2020 brought additional financial challenges as fares were suspended during the COVID-19 pandemic.

Environmental Commitment & Technology

The use of minivans has been implemented to improve system efficiency when full-sized Sun Van vehicles are not necessary. Sun Van is also widely recognized as an industry leader in paratransit technology. Like Sun Tran, Sun Van's entire fleet is equipped with global positioning systems. Other software systems that maximize system efficiency include Trapeze, Transit Master and Crystal Reports.

Sun Van received recognition for a partnership with Trapeze Software Inc. Sun Van helped develop software that provides trip alternatives that fit within the ADA guidelines, and ensures complete and accurate measurement against the comparable fixed-route system without added personnel time or cost to perform the comparison. Sun Van is viewed as a leader with the project, with other paratransit systems now using this module as well. Sun Van uses a voucherless fare payment system, which allows for automatic deduction from the passenger's account when a trip is scheduled.

Sun Van will be launching a new app in 2021 for tracking paratransit trips. This will allow passengers to track the transit vehicle's location and see its estimated time of arrival.

SUN LINK STREETCAR

Overview

The Sun Link streetcar service launched in 2014 and provides service seven days a week to five of Tucson's key entertainment districts, including the Mercado District, Downtown Tucson, Fourth Avenue, Main Gate Square and the University of Arizona.

The \$196 million project was part of the 20-year RTA plan and was funded by multiple sources, with the RTA being the single largest contributor. Funding partners included: RTA (\$75 million), FTA through a Transportation and Infrastructure Generating Economic Recovery (TIGER) grant (\$63 million), New Starts federal grant (\$6 million) and other regional and local funding (\$9 million).

Sun Link operates along a 3.9-mile route, has a fleet size of eight streetcars and has 35 employees.

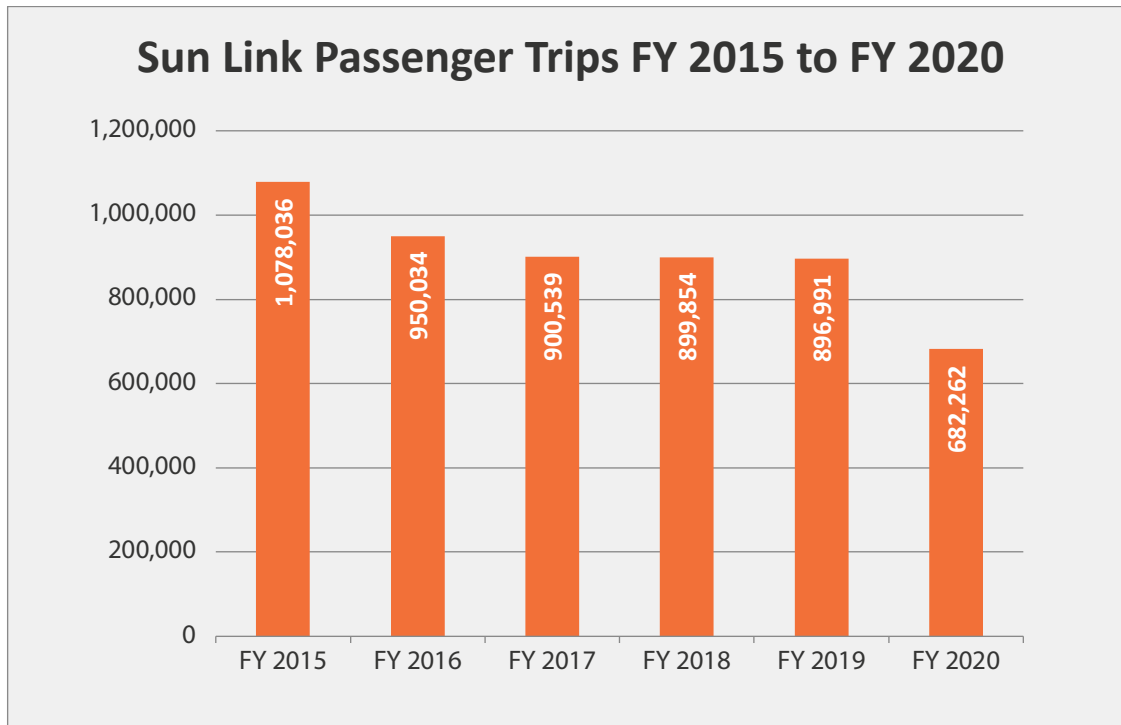
Ridership Trends

Since launching in 2014, ridership has exceeded pre-launch projections with an average daily ridership of approximately 4,000 passenger trips provided. In the first year of service, Sun Link provided 1.1 million passenger trips, with that number at 950,034 passenger trips in FY 2016. This change is attributed to the 42-day Sun Tran strike.

In FY 2020, Sun Link ridership recorded 682,262 passenger trips, a 23.9% decrease from FY 2019 (896,991 passenger trips).

Similar to Sun Tran and Sun Van, Sun Link has seen its ridership significantly impacted by the COVID-19 pandemic.

Figure 7-3: Sun Link Passenger Trips by Fiscal Year



Source: Data provided by City of Tucson and/or Sun Tran staff. January 2021

Focus on the Customer

Since Sun Link passengers are not able to pay on board with cash and must have a SunGO Card or ticket loaded with a pass or cash value to ride, or an active pass on their smart phone using the GoTucson Transit mobile app. Ticket vending machines are located at each streetcar stop for easy access to a 1-Day SunGO Ticket. Additional sales outlets along the streetcar line are available and are continuing to be pursued to provide additional locations to purchase SunGO products other than the 1-Day Ticket.

Passenger promotions and information have been developed, with a special focus on events in the five entertainment districts to promote the use of transit in general, but with a larger focus on encouraging use of the streetcar. Marketing efforts to encourage ridership for the Tucson Gem & Mineral Show, Festival of Books, 4th Avenue Street Fair, University of Arizona sporting events, and numerous events along the route are done to enhance ridership. In addition, Sun Link has collaborated with organizations including the Tucson Roadrunners, DUSK Music Festival and Downtown Tucson Partnership to provide Free Ride events on the streetcar. Multiple live concerts have been performed on board the streetcar in partnership with special community events, such as the Tucson Jazz Festival.

In partnership with the City of Tucson, Sun Link, Sun Tran, and PAG/RTA, other events have been implemented at times when ridership would be expected to decrease during the holidays or summer months. For example, Sun Link's "Pueblo Express to Santa" was developed and implemented in partnership with KXCI Radio in 2014 to have Santa and carolers on board a streetcar to encourage

ridership. Also, a shop local event was promoted to encourage travel on the streetcar on the Saturday after Thanksgiving.

With increased student activity while the UA is in session, Sun Link offers late-night weekend service until 2:00 a.m. on Thursday, Friday and Saturday nights to help meet demand.

SUN SHUTTLE

Overview

In 2009, with funding provided by the RTA, Sun Shuttle launched neighborhood fixed-route transit services in the Town of Marana, the Town of Oro Valley, Catalina, the Town of Sahuarita and Green Valley. In 2009, the RTA assumed operations of Pima County Rural Transit (PCRT) routes in San Xavier, Tucson Estates and the Town of Marana. In 2012, a new Sun Shuttle route was launched serving Southeast Tucson and Rita Ranch. Sun Shuttle routes offer transportation to passengers within their own community and connections to Sun Tran and Sun Link services, providing an important link to the Tucson metropolitan area from the rural and suburban communities.

Additional services offered by the RTA include the Ajo-Tucson connector, operating as Sun Shuttle Route 486, and the Ajo/Why dial-a-ride services, both formerly operated by PCRT. The RTA, through a local contractor, also provides ADA transit services under the Sun Shuttle Dial-a-Ride brand. Dial-a-Ride transit services are available to ADA-certified customers located inside the dial-a-ride service area, but outside of the Sun Van service area.

Historically, the RTA Transit Working Group and RTA Board have favored aligning Sun Shuttle fare rates with rates adopted by Sun Tran and Sun Van to create a seamless regional transit system.

Dial-a-Ride Services

The Sun Shuttle General Public Dial-a-Ride service areas offer a demand-response service more appropriate to the needs of customers in the Town of Oro Valley and Green Valley/Sahuarita. In 2011, the Town of Oro Valley's Coyote Run service merged with the regional transit system as part of Sun Shuttle Dial-a-Ride. This merger was cost neutral for the RTA as it removed duplicate optional ADA trips, which were formally being provided by an outside contractor. The merger also provided greater operational efficiencies for the Town of Oro Valley, which helped the town sustain its transit services for seniors. In 2015, the Green Valley/Sahuarita Dial-a-Ride service area was expanded to include the Green Valley Hospital. In 2016, an additional stop was added to Route 486 to allow customers to make connections at the Greyhound Terminal in downtown Tucson.

Ridership

Ridership on Sun Shuttle has experienced a decrease since FY 2015, even though service continues to mature on several routes. Total ridership on fixed-routes and general public dial-a-ride services for FY 2020 was 160,997 trips, a 13.2 percent decrease from 185,397 trips in FY 2019.

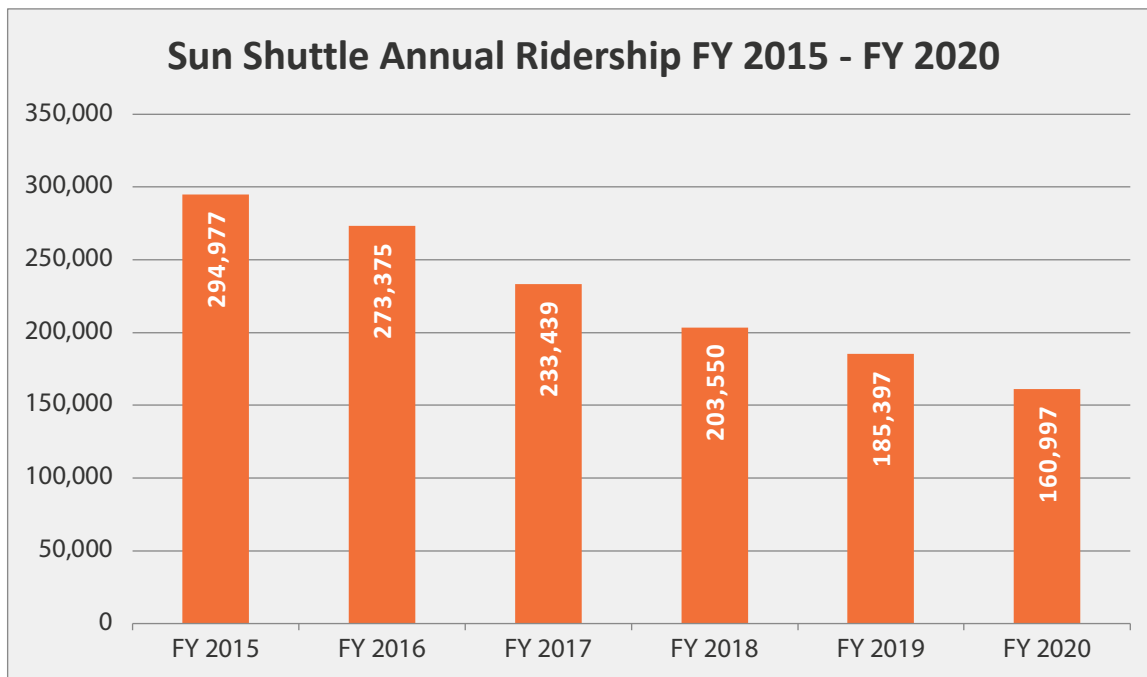
Though most routes continue to perform to expectations, the RTA will continue to respond to underperforming services and make changes accordingly. Routes that provide a direct connection from outlying areas to one of the three main transit centers, routes that represent the only public transit available in an area, and routes that serve areas with higher transit dependent populations

tend to have higher ridership overall. Regional branding, marketing and a focus on customer service have helped increase awareness and boost ridership. Schedules and routing are analyzed and adjusted to improve passenger convenience and productivity.

In 2018, the RTA Board approved changes to Sun Shuttle routes to improve service. Route 411 (Continental Ranch) was discontinued due to low ridership, and Route 412 (Thornycastle/River) and Route 413 (Marana/I-10) expanded service to serve the Tucson Premium Outlets.

In November 2020, minor routing and schedule changes were done to Sun Shuttle Route 410 after seeing a significant ridership loss from a minor service change in August 2019. The 2020 service change was done to address the decline.

Figure 7-4: Sun Shuttle Passenger Trips by Fiscal Year



Source: Data provided by RTA staff. January 2021

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to manage safety risks more effectively and proactively in their systems. It requires certain recipients and sub-recipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement safety plans that establish processes and procedures to support the implementation of Safety Management Systems (SMS). Agencies are required to fulfill this requirement through an individual or group plan. The PTASP rule provides two tiers of requirements for transit agencies based on size and operating characteristics. In the PAG region, the two tiers include:

Tier I Transit Agencies:

- City of Tucson

The City of Tucson finished developing their own PTASP and has provided a copy to the MPO.

Tier II Transit Agencies:

- RTA of Pima County
- Town of Oro Valley

ADOT finalized the Tier II group PTASP in August 2020 and provided a copy to the MPO.

The performance measurements and targets for plans can be found in each agency's individual or group PTASPs. The goals, objectives, performance measures and targets described in the plans will be integrated into the PAG planning and programming process.

CHAPTER 8

PUBLIC INVOLVEMENT



OVERVIEW

Public involvement for PAG's TIP development process was guided by a Public Participation Plan (PPP) created specifically for the TIP and located in Appendix 5. The TIP PPP describes TIP development phases as well as planned public participation activities and responsibilities. Public involvement activities that occurred consistent with the PPP are described later in this chapter.

The TIP PPP is an extension of PAG's Public Involvement Policy (PIP). The PIP was adopted in 2018 by the PAG Regional Council as an update to previous versions. In compliance with Federal Highway Administration (FHWA) regulations, the PIP outlines how PAG will conduct its public involvement efforts. Per 23 CFR 450.316 [b] [1], the FHWA requires PAG to have a public involvement process to qualify for federal funds dedicated to advancing regional transportation planning efforts. The PIP includes PAG's public involvement goal, objectives and strategies; levels of public involvement; role of the public; public comment opportunities and procedures, and more. It also refers to PAG's process for complying with federal regulations for Title VI, Environmental Justice, and the Americans with Disabilities Act. As an extension of the PIP, this PPP incorporates public involvement strategies listed in the PIP, among other elements. The adopted PIP can be found on the PAG website.

Federal legislation [23 U.S.C. 134(i)(6)(A)] sets forth the parameters for the development of the TIP. This law specifies that:

Each metropolitan planning organization shall provide the following groups with a reasonable opportunity to comment on the proposed program:

- *Citizens*
- *Affected public agencies*
- *Representatives of transportation agency employees*
- *Public Ports*
- *Freight shippers*
- *Providers of freight transportation services*
- *Private providers of transportation*
- *Representatives of users of public transit*
- *Representatives of users of pedestrian walkways and bicycle transportation facilities*
- *Representatives of the disabled*
- *Other interested parties*

The primary PAG-sponsored events for regional public involvement in the development of the FY 2022-2026 TIP were two virtual open houses and a 30-day public comment period. The virtual open houses provided the public with an opportunity to review the candidate list of projects for the proposed TIP, speak with jurisdictional representatives about the projects, and submit written comments; and the 30-day public comment period extended the opportunity to the public to

thoroughly review the program on their own and to provide comments. Other opportunities for public involvement were provided through PAG's web site (www.PAGregion.com) and TPC meetings, which are open to the public.

The public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the Federal Transit Administration-required Program of Projects (POP).

PUBLIC INVOLVEMENT ACTIVITIES

Two open houses were held to solicit public comment. Due to health and safety concerns from the COVID-19 pandemic, the open houses were held using a virtual platform. The first open house was held on Tuesday, April 20 from 10:00 to 12:00 p.m. and the second open house was held on Wednesday, April 21, from 4:30 to 6:30 p.m. Approximately 65 people attended the open houses and a total of 37 TIP comment sheets were submitted. The comment sheets solicited input on the proposed TIP, project impacts and priorities for selecting projects. Verbatim comments on the proposed TIP and the tabulated results of the rating scale survey questions are included in a separate public involvement report.

The TIP presentation at the open houses featured maps of TIP projects and Title VI analysis, along with slides on regional transportation funding sources, how to read the TIP projects section, and common acronyms and funding sources to interpret the TIP projects section. PAG also provided the public with candidate project listings by jurisdiction or agency, background information about the TIP, and other related information, as well as the TIP public comment form. Transportation professionals from PAG member jurisdictions and the Regional Transportation Authority (RTA) were available to answer questions regarding TIP projects.

The TIP open houses were widely publicized in print and electronic media (see Appendix 4). The open houses were advertised through the *Arizona Daily Star's* print edition and website and in *Arizona Bilingual* through a digital ad in Spanish. In addition, the open houses were promoted on PAG's website, via email and social media channels and via bus posters in English and Spanish on mass transit buses. A FY 2022-2026 TIP web page featured the draft TIP, which included the candidate project list, project and Title VI maps, an online public comment form and information about the TIP planning process.

A 30-day final notice for public comment and public hearing was published in the *Arizona Daily Star* on April 19, 2021, with the comment period starting on April 19, 2021, and ending May 18, 2021, in preparation for the May 27, 2021, public hearing and Regional Council meeting considering the final TIP for adoption. TIP survey results and public comments received during the 30-day public comment period were documented with responses. Prior to the May 27 meeting, comments and responses were transmitted to the Regional Council for consideration and were posted on PAG's website.

In addition to the PAG regional public participation process, the individual PAG jurisdictions also conduct public involvement activities which help inform the development of the regional TIP. Most jurisdictions conduct public participation efforts in conjunction with the development of their Capital Improvement Programs (CIP) prior to beginning the regional TIP development process. Jurisdictional recommendations for projects to be included in the candidate TIP project list are typically based on these CIP processes.

Pima Association of Governments
1 E. Broadway, Suite 401, Tucson, AZ 85701
Regional Transportation Programming Open House
April 2021

Proposed FY 2022-2026 Transportation Improvement Program (TIP)

The region’s leaders want to know what you think about the programming of proposed transportation projects for Pima Association of Governments’ (PAG’s) FY 2022-2026 Transportation Improvement Program (TIP). Please take a moment to review the maps and/or lists of proposed TIP projects, or ask a transportation professional in attendance. Then, please answer the questions below.

1. What specific comments do you have about the suggested programming of projects in the proposed FY 2022-2026 Transportation Improvement Program?

2. In what way do you feel the proposed programming of FY 2022-2026 TIP project(s) might affect you or your immediate neighborhood either positively or negatively?

3. Please provide any other comments or questions you may have regarding the proposed FY 2022-2026 TIP or TIP planning process.

4. Given the region's limited funding for transportation improvements, please rate the relative importance of the following factors if you were making decisions about which transportation projects to fund in the next five years:

Factors for project selection	Please select one for each Factor: 1= Most Important 5=Least Important	Factors for project selection	Please select one for each Factor: 1= Most Important 5=Least Important
Improve safety	1 2 3 4 5	Provide air quality benefits	1 2 3 4 5
Maintain and preserve the existing transportation infrastructure	1 2 3 4 5	Widen roads to gain more capacity from the existing system	1 2 3 4 5
Support economic development efforts by improving movement of goods/services and access to jobs, businesses and/or commercial areas	1 2 3 4 5	Provide opportunities for alternative modes of transportation such as transit, bicycling, walking or ridesharing	1 2 3 4 5
Relieve congestion	1 2 3 4 5	Provide improvements that benefit the greatest number of people	1 2 3 4 5
Use new technology to gain more capacity from the existing system	1 2 3 4 5	Solve major problems on a regional level	1 2 3 4 5

ADDITIONAL INFORMATION		
Please provide your five-digit ZIP code (home):		
Did you find the information you expected at this Open House?	Yes	No
Did you receive adequate answers to your questions?	Yes	No
Can you suggest ways we might improve the Open House next year?		
Thank you for submitting your comments!		

Completed Comment Forms can be mailed or emailed to:
Pima Association of Governments
Attn: Carolyn Laurie (info@pagregion.com)
1 E. Broadway Blvd., Suite 401, Tucson, AZ 85701



APPENDIX 1

FY 2022-2026 TIP PROJECT LISTING AND MAPS



The tables on the following pages present PAG's Regional TIP for the five-year period beginning in FY 2022 and ending with FY 2026. Project priorities are indicated by the year during which the project is programmed to utilize the designated funds. For federally funded projects, the year programmed refers to the federal fiscal year ending Sept. 30. For state and locally funded projects from sources other than federal, the year programmed refers to the fiscal year ending June 30.

The TIP includes federally funded transportation system improvements (highways, transit, airports, etc.) and any non-federally funded transportation system improvements that are of regional significance. The project sponsor is the agency responsible for implementation and is identified with each project. The tables present information in columns that cover the following:

1. **TIP ID:** Each project has a project ID number that is used to identify the projects in the text and on any reference maps.
2. **Project Name:** Each project is identified by its location and beginning and ending points, where applicable.
3. **Project Description:** The general scope of each project is described.
4. **Length:** The length of the project in miles, where applicable.
5. **Total Cost:** The total cost of the project including studies, design and construction in thousands of dollars.
6. **Yearly Costs:** Costs associated with the project in the years one to five as applicable in thousands of dollars.
7. **Phase:** Phase indicates whether the funds are programmed for Study, (D) Design, (R) Right of Way, or (C) Construction
8. **Funding Source:** The funding source or sources. Funding source acronyms are listed in Appendix 3.

* Unless otherwise designated, the funding ratio for federal projects is assumed to be 94.3 percent federal and 5.7 percent local match. Transit projects are 80 percent federal and 20 percent local match unless otherwise shown. These ratios conform to historical ratios.

The project costs in this section are expressed in thousands of dollars. So, for example, a listing of 1200, actually means a project cost of \$1,200,000. When project cost amounts are rolled from one fiscal year to the next, as happens when a project programmed for the current fiscal year does not expend all the funds programmed for it during that year, then listed TIP amounts are rounded to the nearest thousand.

How to read the TIP projects list

PIMA ASSOCIATION OF GOVERNMENTS 2020-2024 TIP PROJECTS APPROVED

Tip ID SponsorID	RTAID Length	STREET/PROJECT NAME LOCATION	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)									
			PROJECT DESCRIPTION	TOTAL COST	FISCAL YEAR							
					2020	2021	2022	2023		2024		
		Mobility on Demand Rita Ranch area	100 RTA -169 RTA 169 FTA									
33.12	48_g 0.0 0 0	Purch Regionwide Transit Purchase Sun Shuttle Vehicles AQ STATUS = Exempt Total Cost = 2326	359 FTA5307 PM 449 RTA P -359 RTA RE V	265 FTA5311 PM 332 RTA P -265 RTA RE V	548 RTA P 210 FTA5311 PM -439 RTA RE V 229 FTA5307 PM	314 FTA5307 PM 392 RTA P -314 RTA RE V	614 FTA5307 PM 767 RTA P -614 RTA RE V					
		Regional Traffic Signal Program: Equipment Regionwide Equipment for traffic signal program AQ STATUS = Exempt Total Cost = 1220	250 RTA C	250 RTA C								
97.06	47_i 0.0 0 0	RTA Special Needs Transit Expansion Expand to include new areas AQ STATUS = Exempt	4193 RTA O	4318 RTA O	4448 RTA O	4581 RTA O	4719 RTA O					
69.06	43_ 0.0 0 0	Small Business Assistance Small Business Assistance AQ STATUS = Exempt Total Cost = 475	475 RTA C	475 RTA C	475 RTA C	475 RTA C	475 RTA C					
1.14	42_r 0.0 0 0	SR 77: Wildlife Crossing off highw SR 77 Wildlife fencing out of the ADOT ROW AQ STATUS = Exempt Total Cost = 1000										
		Sun Shuttle Base Transit Services Base services: 410, 413, 430, 440, Ajo-Da AQ STATUS = Exempt Total Cost = 5576	-379 RTA RE V	-379 RTA RE V	1245 RTA O 379 FTA5311 PM T -379 RTA RE V	1282 RTA O 379 FTA5311 PM T -379 RTA RE V	1321 RTA O 379 FTA5311 PM T -379 RTA RE V					

Project Name

Project funding amount for year in thousands

Funding Year
FY July 1-June 30

Project Location

Project phase for year
C: construction, D: design, etc.

Project tested & analyzed for air quality conformity in the model

Project Sponsor

Project Description

Funding Source

Pima Association of Governments 2022-2026 TIP Projects

Approved

Tip ID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
			2022	2023	2024	2025	2026
87.06	20__ 2.5 4 6	Barraza Aviation Pkwy Extension I-10 Widening Future SR210 connection to I-10 I-10, Alvernon Way to Valencia Rd AQ STATUS = Exempt Total Cost = 2078				10584 STP R 635 STMatch R	9016 STP R 541 STMatch R
The sponsor of this project is: ADOT							
74.07	1.0 0 0	I-10: Country Club TI Construct TI AQ STATUS = Analyzed Total Cost = 5789					10000 ASTP D 47894 ASTP R
The sponsor of this project is: ADOT							
30.16	09_b	I-10: Ina Rd to Ruthrauff Rd I-10: Ina Rd to Ruthrauff Rd Widen I-10 AQ STATUS = Analyzed Total Cost = 11746	14145 ASTP R 67185 ASTP C 13101 STP C 1100 HURF26 C	35163 ASTP C 6756 STP C 3400 HURF26 C	25587 ASTP C 3165 HURF26 C		
The sponsor of this project is: ADOT							
5.12	09_a 1.1 H8480 010-D(213)S	I-10: Ruthrauff Rd TI I-10 and Ruthrauff TI Improve Traffic Interchange at I-10 and Ruthrauff AQ STATUS = Analyzed Total Cost = 1881	86 RTA C				
The sponsor of this project is: ADOT							
38.13	22_a	I-19: Irvington TI I-19 at Irvington Road Traffic Interchange at Irvington Rd. AQ STATUS = Analyzed Total Cost = 6686	1800 STP D 108 STMatch D	4835 STP D 290 STMatch D 3165 STP R 190 STMatch R	565 ASTP D 4835 ASTP R	47609 ASTP C	
The sponsor of this project is: ADOT							
20.12	42_m 7.0 2 2	SR 86: Kitt Peak Linkage Wildlife Crossing State Route 86 - Mile posts 127-134 Construct 2 over-crossings AQ STATUS = Exempt Total Cost = 6654	1768 RTA C 3000 RTA C 666 RTA D	20 RTA C			
The sponsor of this project is: ADOT							

9/03/2021

APPENDIX 1 - APPROVED FUNDING

Pima Association of Governments 2022-2026 TIP Projects

Approved

Tip ID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
			(IN THOUSANDS OF DOLLARS)				
SponsorID	Length	LOCATION	FISCAL YEAR				
StateID	ExistingLanes	PROJECT DESCRIPTION	2022	2023	2024	2025	2026
FedID	AfterLanes	AQ STATUS TOTAL COST					
64.12	42_n 0.0 0 0	Ina Rd Bridge Bat Boxes Ina Rd Bridge over the Santa Cruz Bat Condos for bats displaced by bridge AQ STATUS = Exempt Total Cost = 75	40 RTA S				
The sponsor of this project is: AZ Game & Fish							

Pima Association of Governments 2022-2026 TIP Projects

Approved

Tip ID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
			2022	2023	2024	2025	2026
32.21		Dove Mt Blvd & Moore Rd - Traffic Signal Dove Mt Blvd & Moore Rd New Traffic Signal AQ STATUS = Undetermined Total Cost = 741		189 HSIP D	552 HSIP C		
The sponsor of this project is: Marana							
562.00	0.0 0 0	Pavement Preservation Program Various Locations Reconstruct & Overlay AQ STATUS = Exempt Total Cost = 2500	1200 LOCAL C	1200 LOCAL C	1200 LOCAL C	1200 LOCAL C	1200 LOCAL C
The sponsor of this project is: Marana							
12.15 ST021	42_s	Tangerine Rd Corridor: Wildlife Linkages Wildlife Linkages along Tangerine Corridor: Twin to La Cañada Drive AQ STATUS = Exempt Total Cost = 3603	800 RTA C 150 RTA D		400 RTA C	400 RTA C	400 RTA C
The sponsor of this project is: Marana							
86.06 ST021	01_a 10.0 2 4	Tangerine Rd: I-10 to La Canada Dr Twin Peaks Rd to La Canada Dr Widen to 4 lanes with sidewalks & multi-use AQ STATUS = Exempt Total Cost = 11360	755 RTA D 2758 STATE D 1917 STATE R 325 STATE ENV	2000 RTA D	4000 HURF12R R	4692 HURF12R C	340 HURF12R C 17744 MAR C
The sponsor of this project is: Marana							

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Pima Association of Governments 2022-2026 TIP Projects

Approved

Tip ID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS	TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)										
				FISCAL YEAR										
				2022		2023		2024		2025		2026		
15.21		AIR TRAFFIC CONTROL TOWER Marana Regional Airport (AVQ) Control Tower AQ STATUS = Undetermined Total Cost = 1646		228 FAA S	137 FAA D	1184 FAA C	10928 FAA C							
The sponsor of this project is: Marana Airport														
16.21		AIRPORT DRAINAGE STUDY Marana Regional Airport (AVQ) AIRPORT DRAINAGE STUDY AQ STATUS = Undetermined Total Cost = 480					432 STATE D							
The sponsor of this project is: Marana Airport														
18.21		AIRPORT EA Marana Regional Airport (AVQ) EA, RWY 3-21, TWY B2, HANGAR 6 AQ STATUS = Undetermined Total Cost = 481					437 FAA S							
The sponsor of this project is: Marana Airport														
17.21		AIRPORT MIRL, BEACON, PAPI REPLACE Marana Regional Airport (AVQ) AIRPORT MIRL, BEACON, PAPI REPLACE AQ STATUS = Exempt Total Cost = 2100		1520 STATE C										
The sponsor of this project is: Marana Airport														
19.21		AIRPORT TAXIWAY A RECONSTRUCTION Marana Regional Airport (AVQ) AIRPORT TAXIWAY A RECONSTRUCTION AQ STATUS = Undetermined Total Cost = 6792			529 FAA D									
The sponsor of this project is: Marana Airport														
21.21		EAST AND WEST APRON REHABILITATION Marana Regional Airport (AVQ) EAST AND WEST APRON REHABILITATION AQ STATUS = Undetermined Total Cost = 5100		2025 FAA C	2025 FAA C									
The sponsor of this project is: Marana Airport														

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Pima Association of Governments 2022-2026 TIP Projects

Approved

Tip ID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
			2022	2023	2024	2025	2026
11.12	0.0 0 0	Marana Airport Taxiway C Reconstruction Marana Regional Airport Rehab Taxiway C and install MITLs AQ STATUS = Exempt Total Cost = 191					173 FAA D 9 STATE D 9 LOCAL D
The sponsor of this project is: Marana Airport							
23.21	0.0	RWY 3-21, TWY B2, HANGAR 6, MODIFY Marana Regional Airport (AVQ) RWY 3-21, TWY B2, HANGAR 6, MODIFY AQ STATUS = Undetermined Total Cost = 1092		820 FAA D 40 STATE D 40 LOCAL D	810 FAA D 90 LOCAL D	7649 FAA C 376 STATE C 720 FAA C 376 LOCAL C	
The sponsor of this project is: Marana Airport							

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APPENDIX 1 - APPROVED FUNDING

Pima Association of Governments 2022-2026 TIP Projects

Approved

Tip ID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)					
			FISCAL YEAR					
			2022	2023	2024	2025	2026	
27.16	42_t	La Cholla Blvd: Overton Rd to Tangerine Rd La Cholla Blvd: from Overton Rd to Tangerine Wildlife linkages La Cholla Blvd, from Overton to AQ STATUS = Exempt Total Cost = 1740	100 RTA S					
The sponsor of this project is: Oro Valley								
107.06	51_d 0.0 0 0	Oro Valley Park-and-Ride Park & Ride Lot at Rancho Vistoso Rancho Vistoso Lot AQ STATUS = Exempt Total Cost = 1582	70 RTA O 70 RTA O	70 RTA O	70 RTA O	70 RTA O	70 RTA O	70 RTA O
The sponsor of this project is: Oro Valley								

9/03/2021

APPENDIX 1 - APPROVED FUNDING

Pima Association of Governments 2022-2026 TIP Projects

Approved

Tip ID	RTAID	STREET/PROJECT NAME	PROPOSED FUNDING				
			(IN THOUSANDS OF DOLLARS)				
SponsorID	Length	LOCATION	FISCAL YEAR				
StateID	ExistingLanes	PROJECT DESCRIPTION	2022	2023	2024	2025	2026
FedID	AfterLanes	AQ STATUS TOTAL COST					
833.00		Local Technical Assistance Program (LTAP)	50 STP S	50 STP S	50 STP S	50 STP S	50 STP S
OWP #3210	0.0	Training funding for Tucson, Pima County, et.al.					
RLTAP 06P	0	AQ STATUS = Exempt Total Cost = 250					
	0						
The sponsor of this project is: OWP-ADOT							

9/03/2021

APPENDIX 1 - APPROVED FUNDING

Pima Association of Governments 2022-2026 TIP Projects

Approved

Tip ID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
			FISCAL YEAR				
			2022	2023	2024	2025	2026
769.00	0.0 0 0	Transportation Art by Youth - Marana Transportation Art by Youth AQ STATUS = Exempt Total Cost = 325	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C
The sponsor of this project is: OWP-LOCAL							
766.00	0.0 0 0	Transportation Art by Youth - Oro Valley Transportation Art by Youth AQ STATUS = Exempt Total Cost = 325	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C
The sponsor of this project is: OWP-LOCAL							
765.00	0.0 0 0	Transportation Art by Youth - Pima Co. Transportation Art by Youth Transportation Art by Youth AQ STATUS = Exempt Total Cost = 325	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C
The sponsor of this project is: OWP-LOCAL							
764.00	0.0 0 0	Transportation Art by Youth - Sahuarita Transportation Art by Youth AQ STATUS = Exempt Total Cost = 325	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C
The sponsor of this project is: OWP-LOCAL							
767.00	0.0 0 0	Transportation Art by Youth - South Tucson Transportation Art by Youth AQ STATUS = Exempt Total Cost = 325	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C
The sponsor of this project is: OWP-LOCAL							
768.00	0.0 0 0	Transportation Art by Youth - Tucson Transportation Art by Youth AQ STATUS = Exempt Total Cost = 325	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C	25 HURF126 C
The sponsor of this project is: OWP-LOCAL							

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Pima Association of Governments 2022-2026 TIP Projects

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Tip ID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)									
			FISCAL YEAR									
			2022		2023		2024		2025		2026	
635.00 H5224 03X		Commuter Services Assistance Travel Reduction Program AQ STATUS = Exempt Total Cost = 1630	985 STP 267 ADEQ	O O	985 STP 267 ADEQ	O O	985 STP 267 ADEQ	O O	985 STP 267 ADEQ	O O	985 STP 267 ADEQ	O O
The sponsor of this project is: OWP-PAG												
84.10	0.0 0 0	PAG - Alternative Modes Program Regionwide Outreach & Promotion AQ STATUS = Exempt Total Cost = 530	100 STP	S	100 STP	S	100 STP	S	100 STP	S	100 STP	S
The sponsor of this project is: OWP-PAG												
85.01	0.0 0 0	PAG Consultant Services Misc studies & consultant activities AQ STATUS = Exempt Total Cost = 2575	200 STP 100 HURF126	S S	200 STP 100 HURF126	S S	200 STP 100 HURF126	S S	100 HURF126 200 STP	S S	100 HURF126 200 STP	S S
The sponsor of this project is: OWP-PAG												
96.03	0.0 0 0	Regional Orthophotos Update imagery & terrain data for the metro area AQ STATUS = Exempt Total Cost = 1644					500 STP 30 LOCAL	S S				
The sponsor of this project is: OWP-PAG												
851.00	0.0 0 0	Regional Traffic Congestion Info System Transview updates and mapping AQ STATUS = Exempt Total Cost = 778	100 STP 6 LOCAL	S S	100 STP 6 LOCAL	S S	100 STP 6 LOCAL	S S	100 STP 6 LOCAL	S S	100 STP 6 LOCAL	S S
The sponsor of this project is: OWP-PAG												
659.00	0.0 0 0	Transportation Planning Program Operations and Contingency Transportation Planning AQ STATUS = Exempt Total Cost = 9408	2350 STP 100 HURF126	S S	2350 STP 100 HURF126	S S	2350 STP 100 HURF126	S S	2350 STP 100 HURF126	S S	2350 STP 100 HURF126	S S
The sponsor of this project is: OWP-PAG												

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			FISCAL YEAR									
			2022		2023		2024		2025		2026	
	TOTAL COST											
466.00		Tucson - Pavement Management System	28 LOCAL	S	450 STP	S	450 STP	S	450 STP	S	450 STP	S
H4115 01X	0.0 0 0	City portion of PMS Project funded thru PAG AQ STATUS = Exempt Total Cost = 2662	450 STP	S	28 LOCAL	S	28 LOCAL	S	28 LOCAL	S	28 LOCAL	S
The sponsor of this project is: OWP-TDOT												

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
75.06	47_d 0.0 0 0	Volunteer Transit Volunteer service coordinated w/Council on AQ STATUS = Exempt Total Cost = 4900	250 RTA 0 168 RTA 0	250 RTA 0	250 RTA 0	250 RTA 0	250 RTA 0
The sponsor of this project is: PCOA							

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
31.21		Sign Panel Replacement, Phase 2 Countywide - Replace approx. 4,195 panels HSIP: Replace RWM Signs (SF) and OM Signs AQ STATUS = Undetermined Total Cost = 665		210 HSIP D	455 HSIP C		
The sponsor of this project is: Pima County							
82.06 4RTFIR	13__ 1.0 2 4	1st Ave: Orange Grove Rd to Ina Rd Orange Grove Rd to Ina Rd Widen to 4 lanes w/bike lanes AQ STATUS = Analyzed Total Cost = 7439		700 PCDFIFO D	700 RTA D	2928 HURF12R C	2928 HURF12R C
The sponsor of this project is: Pima County							
98.12	0.0 0 0	ADA Transit Enhancements Various Bus Stop enhancements (sidewalks, ramps, AQ STATUS = Exempt Total Cost = 480	100 FTA5307 C 20 LOCAL C	100 FTA5307 C 20 LOCAL C	100 FTA5307 C 20 LOCAL C	100 FTA5307 C 20 LOCAL C	100 FTA5307 C 20 LOCAL C
The sponsor of this project is: Pima County							
44.12 4AERO2	0.0 0 0	Aerospace Parkway Expansion Nogales Highway to Alvernon Design and Construction AQ STATUS = Analyzed Total Cost = 2270	624 HURF126 C				
The sponsor of this project is: Pima County							
25.20 Pima County	1 2	Blanco Wash Bridge West Silverbell Road, Bridge Structure # 8259 Bridge replacement: design, ROW acquisition, & AQ STATUS = Undetermined Total Cost = 4771	31 OSB R 89 LOCAL R	900 OSB C 3409 LOCAL C			
The sponsor of this project is: Pima County							
137.00 4CFCOT	1.4 2 4	Cortaro Farms Rd: Camino de Oeste to Camino de Oeste to Thornydale Rd Widen to 4 lanes AQ STATUS = Analyzed Total Cost = 1880	2 HURF126 C				
The sponsor of this project is: Pima County							

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
13.15		Elemental Level Bridge Inspection Bridge Inspection AQ STATUS = Exempt Total Cost = 371	179 HURF126 O				
The sponsor of this project is: Pima County							
14.15		Elemental Level Culvert Inspection Program Regionwide Culvert Inspection AQ STATUS = Exempt Total Cost = 530	140 HURF126 O				
The sponsor of this project is: Pima County							
23.16		Guardrail Selection Tool Upgrade for RSAP Countywide Software upgrade to support and identify AQ STATUS = Exempt Total Cost = 50	5 HURF126 S				
The sponsor of this project is: Pima County							
787.00 DOT-32	2.1 2 3	Kolb Rd: Sabino Canyon to Sunrise Dr Sabino Canyon to Sunrise Dr. Widen to 3 lanes AQ STATUS = Analyzed Total Cost = 2006	3280 LOCAL C				
The sponsor of this project is: Pima County							
26.15	41dc	School Safety Infrastructure Improvements County Wide Infrastructure improvements near schools AQ STATUS = Exempt Total Cost = 362	200 RTA C				
The sponsor of this project is: Pima County							
24.20 Pima County	11.0 2 4	South Houghton Road Widening Pantano to Andrada Polytechnic High School The construction of a 4-lane divided, all-weather AQ STATUS = Undetermined Total Cost = 3387	23822 LOCAL C	9660 LOCAL C	440 LOCAL C		
The sponsor of this project is: Pima County							

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
10.18 4SRRIV	08_b 0 4	Sunset: I-10 to River Sunset Rd, from I-10 to River Rd Extend roadway AQ STATUS = Undetermined Total Cost = 3406	1500 PCDIFO C 3714 STP C 500 PCDIFO C 452 RTA D 2000 HURF12R C	318 PCDIFO C	2500 TUC C		
The sponsor of this project is: Pima County							
114.06 4RTVWE	21_b 3.5 2 4	Valencia Rd: Ajo to Wade Ajo to Wade Widen to 4 lanes AQ STATUS = Analyzed Total Cost = 2620	1295 RTA C				
The sponsor of this project is: Pima County							
78.06 4RTWNS	33__ 6.0 2 2	Wilmot North of Sahuarita Rd Sahuarita Rd to 6 miles north Pave existing dirt road AQ STATUS = Analyzed Total Cost = 1029	2618 RTA C				
The sponsor of this project is: Pima County							
1.18		Wilmot: Valencia to DM-AFB Wilmot Rd: Valencia Rd to DM-AFB Wilmot Rd Roadway improvements AQ STATUS = Analyzed Total Cost = 1406	79 HURF126 C				
The sponsor of this project is: Pima County							

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			FISCAL YEAR							
			2022		2023		2024		2025	
57.16		FTA 5311 Administration Administration of FTA 5311 Grant AQ STATUS = Undetermined Total Cost = 1000	200 FTA5311 O	200 FTA5311 O	200 FTA5311 O					
The sponsor of this project is: RTA										
61.16		FTA 5311 Capital Grant Grant for Capital Purchases AQ STATUS = Undetermined Total Cost = 158	378 FTA5311 O	168 FTA5311 O	168 FTA5311 O					
The sponsor of this project is: RTA										
59.16		FTA 5311 Intercity Transit Intercity Transit AQ STATUS = Undetermined Total Cost = 715	143 FTA5311 O	143 FTA5311 O	143 FTA5311 O					
The sponsor of this project is: RTA										
60.16		FTA 5311 Operating Grant Transit Operations AQ STATUS = Undetermined Total Cost = 2320	464 FTA5311 O	464 FTA5311 O	464 FTA5311 O					
The sponsor of this project is: RTA										
33.12	48_g 0.0 0 0	Purchase of Sun Shuttle Vehicles Regionwide Transit Purchase Sun Shuttle Vehicles AQ STATUS = Exempt Total Cost = 2326	210 FTA5311 PMT 1390 RTA P 229 FTA5307 PMT -439 RTA REV	339 FTA5307 PMT 423 RTA P -339 RTA REV 85 RTA P	580 FTA5307 PMT 725 RTA P -580 RTA REV 145 RTA P	459 FTA5307 PMT 574 RTA PMT -459 RTA REV 115 RTA P	621 FTA5307 PMT 776 RTA PMT -621 RTA REV 155 RTA P			
The sponsor of this project is: RTA										
24.15	40ar	Regional Traffic Signal Program: Equipment Regionwide Equipment for traffic signal program AQ STATUS = Exempt Total Cost = 2392	1326 STP C 81 LOCAL O							
The sponsor of this project is: RTA										

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			FISCAL YEAR									
			2022		2023		2024		2025		2026	
	TOTAL COST											
97.06	47_i 0.0 0 0	RTA Special Needs Transit Expansion Expand to include new areas AQ STATUS = Exempt Total Cost = 2225	3065 RTA	O	3157 RTA	O	3252 RTA	O	3350 RTA	O	3450 RTA	O
The sponsor of this project is: RTA												
69.06	43__ 0.0 0 0	Small Business Assistance Main Street Small Business Assistance AQ STATUS = Exempt Total Cost = 1000	486 RTA	O	464 RTA	O	475 RTA	O	475 RTA	O	339 RTA	O
The sponsor of this project is: RTA												
1.14 H6694 01C	42_r	SR 77: Wildlife Crossing off highway fencing SR 77 Wildlife fencing out of the ADOT ROW AQ STATUS = Exempt Total Cost = 1005	711 RTA	C								
The sponsor of this project is: RTA												
86.09 H6694-01-C	42_j 5.4 0 0	SR 77: Wildlife Crossing Structures Tangerine Rd to Pima County Line Construct Wildlife Crossings AQ STATUS = Exempt Total Cost = 11236	1641 RTA	C								
The sponsor of this project is: RTA												
72.06	4870 0.0 0 0	Sun Shuttle Base Transit Services Base services: 410, 413, 430, 440, Ajo-Dar AQ STATUS = Exempt Total Cost = 5576	1247 RTA	O	1284 RTA	O	1323 RTA	O	1362 RTA	O	1403 RTA	O
			577 FTA5311	PMT	594 FTA5311	PMT	612 FTA5311	PMT	-631 RTA	REV	-650 RTA	REV
			-577 RTA	REV	-594 RTA	REV	-612 RTA	REV	631 FTA5311	PMT	650 FTA5311	PMT
			-469 RTA	O								
The sponsor of this project is: RTA												
42.10	487e 0.0 0 0	Sun Shuttle Expanded Transit Services Regionwide Exp. Svcs: 401, 411, 412, GV, OVDAR, Ajo-Tuc AQ STATUS = Exempt Total Cost = 1080	1881 RTA	O	1937 RTA	O	1995 RTA	O	2055 RTA	O	2117 RTA	O
			394 FTA5311	PMT	406 FTA5311	PMT	419 FTA5311	PMT	-431 RTA	REV	444 FTA5311	PMT
			-394 RTA	REV	-406 RTA	REV	-419 RTA	REV	431 FTA5311	PMT	-444 RTA	REV
The sponsor of this project is: RTA												

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			FISCAL YEAR									
			2022		2023		2024		2025		2026	
93.06	4671 0.0 0 0	Sun Tran - Frequency and Area Expansion Improve frequencies along major routes, extend AQ STATUS = Analyzed Total Cost = 1774	2148 RTA O 269 RTA O		2212 RTA O		2278 RTA O		2347 RTA O		2417 RTA O	
The sponsor of this project is: RTA												
13.11	473a 0.0 0 11.80.00	Transferred Special Needs Transit Service Operating funds for Expanded Transit Services AQ STATUS = Exempt Total Cost = 2145	3958 MOE PMT -3958 RTA REV 5208 RTA O		5364 RTA O 3998 MOE PMT -3998 RTA REV		5525 RTA O 4038 MOE PMT -4038 RTA REV		5691 RTA O 4078 MOE PMT -4078 RTA REV		5862 RTA O 4119 MOE PMT -4119 RTA REV	
The sponsor of this project is: RTA												

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
40.16	1.2 0 2	Quail Creek Connection, Phase 2 Old Nogales Hwy to Nogales Hwy Construction of two-lane road with multi-use AQ STATUS = Analyzed Total Cost = 6290	4194 LOCAL C	2096 LOCAL C			
			The sponsor of this project is: Sahuarita				
25.16		Roadway Lane and Shoulder Width Study El Toro Rd, Twin Buttes, La Villita: La Canada to Study of lane and shoulder widths AQ STATUS = Exempt Total Cost = 50	23 HURF126 S				
			The sponsor of this project is: Sahuarita				

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
16.10 242-610	37ao 0.0 0 0	10th Ave and EPSW HAWK Crossing @ Intersection Construct HAWK signal AQ STATUS = Exempt Total Cost = 140	85 RTA C				
The sponsor of this project is: South Tucson							
89.01	41bj 0.5 0 0	36th St Bikelane/Pathway EPSW Greenway to along 36th St from EPSW Greenway east to City Design & Construct amenities to enhance AQ STATUS = Exempt Total Cost = 150	150 RTA C				
The sponsor of this project is: South Tucson							
7.18	36bv	Intersection Improvement: 6th Av and 40th Intersection of 6th Av and 40th St Intersection improvements AQ STATUS = Undetermined Total Cost = 1000	850 RTA C 150 RTA D				
The sponsor of this project is: South Tucson							
6.18	36bu	Intersection Improvement: 4th Av and 40th St Intersection of 4th Av and 40th St Construct Intersection to improve capacity and AQ STATUS = Undetermined Total Cost = 1000	850 RTA C 150 RTA D				
The sponsor of this project is: South Tucson							
113.07	40_g 0.0 0 0	Speed Alert Monitor Signs Electronic speed alert signs AQ STATUS = Exempt Total Cost = 60	60 RTA C				
The sponsor of this project is: South Tucson							

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
89.10 20112202	0.0 0 0	Ryan Airfield Access Roadway and Parking Rehabilitate Access Roadway and Parking Lot AQ STATUS = Exempt Total Cost = 575			525 FAA D 25 SAF D 25 LOCAL D		
The sponsor of this project is: TAA							
43.10 20109018	0.0 0 0	Ryan Airfield Apron Construction Apron construction - Phase 1 & 2 AQ STATUS = Exempt Total Cost = 4097					3731 FAA C 183 SAF C 183 LOCAL C
The sponsor of this project is: TAA							
27.14 20112225		Ryan Airfield CCTV Cameras Ryan Airfield Install CCTV Cameras AQ STATUS = Exempt Total Cost = 150					150 LOCAL C
The sponsor of this project is: TAA							
1.20 20117961		Ryan Airfield PAPI Install Ryan Airfield Installation on Rwy 6L, 6R, 24R AQ STATUS = Exempt Total Cost = 567	517 FAA C 25 SAF C 25 LOCAL C				
The sponsor of this project is: TAA							
2.20 20119088		Ryan Airfield Tower Equipment Ryan Airfield Replace tower equipment AQ STATUS = Undetermined Total Cost = 528	480 FAA C 24 SAF C 24 LOCAL C				
The sponsor of this project is: TAA							

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			FISCAL YEAR					
			2022	2023	2024	2025	2026	
	Length ExistingLanes AfterLanes	PROJECT DESCRIPTION AQ STATUS	TOTAL COST					
10.21		Air Traffic Control Tower (ATCT) siting study Ryan Airfield - Air Traffic Control Tower (ATCT) RYN Project No. 20120297: Air Traffic Control AQ STATUS = Undetermined Total Cost = 175					159 FAA S 8 LOCAL S 8 SAF S	
The sponsor of this project is: TIA-RYN								
3.21		Access Control at Ryan Airfield Ryan Airfield - Access Control RYN Project No 20120349: Access control at AQ STATUS = Undetermined Total Cost = 810	260 LOCAL C	550 LOCAL C				
The sponsor of this project is: TIA-RYN								
7.21		APMS-Taxiway A (TWARY 10) - PCI 94 (2017) Ryan Airfield - Taxiway A RYN Project No. 20116872: Taxiway A (TWARY) AQ STATUS = Undetermined Total Cost = 29		26 SAF C 3 LOCAL C				
The sponsor of this project is: TIA-RYN								
24.21		Continental Road Pavement Maintenance Ryan Airfield - Continental Road Pavement RYN Project No. 20210109:Continental Rd AQ STATUS = Undetermined Total Cost = 13	13 LOCAL C					
The sponsor of this project is: TIA-RYN								
9.21		Design Runway 6R/24L Extension Phase I Ryan Airfield: Design Runway 6R/24L Extension RYN Project No. 20120304: Extend Runway AQ STATUS = Undetermined Total Cost = 374				340 FAA C 17 SAF C 17 LOCAL C		
The sponsor of this project is: TIA-RYN								
2.21		Environmental Assessment for the 800' Ryan Airfield - Environmental Assessment RYN Project No 20120303: Environmental AQ STATUS = Undetermined Total Cost = 425	387 FAA S 19 FAA S 19 FAA S					
The sponsor of this project is: TIA-RYN								

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			FISCAL YEAR					
			2022	2023	2024	2025	2026	
6.21		Extend main trunk of RYN Sewer west for Ryan Airfield - Extend main trunk of RYN Sewer RYN Project No. 20120331: Extend WW, AQ STATUS = Undetermined Total Cost = 352	352 LOCAL C					
The sponsor of this project is: TIA-RYN								
4.21		Extend Sewer 1,400 feet along Airfield Drive Ryan Airfield - Extend sewer along Airfield RYN Project No. 20120326: Extend Sewer 1,400 AQ STATUS = Undetermined Total Cost = 240	240 LOCAL C					
The sponsor of this project is: TIA-RYN								
8.21		Land acquisition Ryan Airfield: Acquire 2.81 acres of land on the RYN Project No.20120351: Acquire 2.81 AC of AQ STATUS = Undetermined Total Cost = 54		49 SAF R 5 LOCAL R				
The sponsor of this project is: TIA-RYN								
5.21		Runway 15/33 construct, asphalt, mill, and Ryan Airfield - Runway 15/33 RYN No. 20120300: 4,000 asphalt, mill, and AQ STATUS = Undetermined Total Cost = 2970		200 FAA C 10 SAF C 10 LOCAL C	2504 FAA C 123 SAF C 123 LOCAL C			
The sponsor of this project is: TIA-RYN								

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				FISCAL YEAR				
				2022	2023	2024	2025	2026
13.21		Country Club Extension TUS: Country Club Road Extension TUS Project No. 10113336Country Club AQ STATUS = Undetermined Total Cost = 735			735 LOCAL C			
The sponsor of this project is: TIA-TUS								
12.21		Joint Seal Air Freight Apron - Phase 2 TUS: Joint Seal Air Freight Apron - Phase 2 TUS Project No.10110090: Joint Seal Air Freight AQ STATUS = Undetermined Total Cost = 659		659 LOCAL C				
The sponsor of this project is: TIA-TUS								
14.21		Reconstruct Portion of Run Up Apron TUS: Run Up Apron TUS Project No.10113368 :Reconstruct Portion AQ STATUS = Undetermined Total Cost = 1000		200 LOCAL C	800 LOCAL C			
The sponsor of this project is: TIA-TUS								
35.14 10110090		TIA Air Freight Apron TIA Joint seal Air Freight Apron AQ STATUS = Exempt Total Cost = 658		660 LOCAL C				
The sponsor of this project is: TIA-TUS								
1.21		TUS Airport Authority Master Plan Tucson Airport - Master Plan TUS Project No.10119124: Master Plan Update AQ STATUS = Undetermined Total Cost = 1000				900 SAF S 100 LOCAL S		
The sponsor of this project is: TIA-TUS								
97.10 10110096	0.0 0 0	TUS Airside Service Road Reconstruction TUS Reconstruct Service Road AQ STATUS = Exempt Total Cost = 477			358 SAF C 119 LOCAL C			
The sponsor of this project is: TIA-TUS								

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				FISCAL YEAR				
				2022	2023	2024	2025	2026
25.04 10100-362	0.0 0 0	TUS Economy Overflow Lot Upgrade Paving on economy overflow lot Buildout north portion of Economy lot AQ STATUS = Exempt Total Cost = 3521			3521 LOCAL C			
The sponsor of this project is: TIA-TUS								
4.15		TUS Near Parallel Runway TUS Relocate runway 11R/29L and associated AQ STATUS = Exempt Total Cost = 2656	40744 FAA C 2000 SAF C 2000 LOCAL C	72150 FAA C 3538 SAF C 3538 LOCAL C	69527 FAA C 3413 SAF C 3413 LOCAL C	4912 FAA C 241 SAF C 241 LOCAL C	54576 FAA C 2676 SAF C 2676 LOCAL C	
The sponsor of this project is: TIA-TUS								
94.10 10106676	0.0 0 0	TUS Security Master Plan Update TUS Update Security Master Plan AQ STATUS = Exempt Total Cost = 150		150 LOCAL S				
The sponsor of this project is: TIA-TUS								
32.14 10113366		TUS Taxiway A TUS Reconstruct Taxiway A and shoulders AQ STATUS = Exempt Total Cost = 1848			1682 FAA C 83 SAF C 83 LOCAL C			
The sponsor of this project is: TIA-TUS								
96.10 10106575	0.0 0 0	TUS Taxiway G - Phase 3 Construct Taxiway G AQ STATUS = Exempt Total Cost = 2305			2099 FAA C 103 SAF C 103 LOCAL C			
The sponsor of this project is: TIA-TUS								
11.21		Upgrade Perimeter Road Tucson Airport: Upgrade Perimeter Road TWY TUS Project No.10102469: Upgrade Perimeter AQ STATUS = Undetermined Total Cost = 759	759 FAA C					
The sponsor of this project is: TIA-TUS								

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Pima Association of Governments 2022-2026 TIP Projects

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Tip ID SponsorID StateID FedID	RTAID Length ExistingLanes AfterLanes	STREET/PROJECT NAME LOCATION PROJECT DESCRIPTION AQ STATUS	TOTAL COST	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
				FISCAL YEAR				
				2022	2023	2024	2025	2026
79.10	41ci 0.6 0 0	San Xavier Rd: Little Nogales to I-19 San Xavier Rd: Little Nogales to I-19 Construct pedestrian path AQ STATUS = Exempt Total Cost = 611	66 RTA C 9 LOCAL C					
The sponsor of this project is: Tohono O'odham								
19.18		TON Safety Improvements Phase 4 TO Nation, IR 34 and IR 42 Pavement markings, signage, and other safety AQ STATUS = Undetermined Total Cost = 952	752 HSIP-HRR C					
The sponsor of this project is: Tohono O'odham								

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
81.06 SR11	14__ 3.1 4 6	1st Ave: Grant to River Grant Rd. to River Rd. Widen to 6 lanes AQ STATUS = Analyzed Total Cost = 7439	4000 RTA D 7000 RTA R	2802 TUC D	7650 HURF12R C	33400 RTA C	19348 RTA C
The sponsor of this project is: Tucson							
32.00	30__ 2.0 4 4	22nd St: Camino Seco to Houghton Rd Camino Seco to Houghton Rd Improve 3 and 4 lane roadway AQ STATUS = Analyzed Total Cost = 9066			700 RTA D 1000 TUC C	630 HURF12R C 531 RTA C 1000 TUC C	4205 HURF12R C 1000 TUC C
The sponsor of this project is: Tucson							
131.00 SR5A	19_a 3.7 5 6	22nd St: I-10 to Tucson Blvd I-10 to Tucson Blvd Widen to 6 lanes AQ STATUS = Analyzed Total Cost = 11695	6450 HURF12R C 10247 RTA C 4627 PCBonds C 2500 HURF12R C 173 HURF126 C 24800 RTA C	9375 RTA C 4584 PCBonds C	1400 TUC C	447 HURF12R C	5851 HURF12R C
The sponsor of this project is: Tucson							
83.12 SP11	41cp 0.0 0 0	5th St Bike Boulevard: 7th Avenue to 5th Street, from 7th to University Design and construct a bike boulevard AQ STATUS = Exempt Total Cost = 375	32 RTA C				
The sponsor of this project is: Tucson							
20.16 SA12	41dd	Arcadia Ave and Timrod St Bike Boulevards Timrod St: Alvernon to Sahuara; Arcadia: Grant Bike Boulevards AQ STATUS = Exempt Total Cost = 1396	38 RTA C				
The sponsor of this project is: Tucson							
76.12 SP09	41cr 0.0 0 0	Arroyo Chico Greenway: Country Club to Winsett Blvd between Country Club and Treat signalized crossing, greenway segment AQ STATUS = Exempt Total Cost = 600	345 RTA C				
The sponsor of this project is: Tucson							

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
32.15 49B4	41cz	Bike Boulevard Package I Citywide Bike Boulevards AQ STATUS = Exempt Total Cost = 1000	1000 RTA C				
The sponsor of this project is: Tucson							
19.10 49B3	41bl 0.0 0 0	Bike Lane Package III Various Locations TBD Design and Construction of bike lane package III AQ STATUS = Exempt Total Cost = 400	211 RTA C				
The sponsor of this project is: Tucson							
36.00 SR10	29__ 2.0 5 4	Broadway Blvd: Camino Seco to Houghton Camino Seco Blvd to Houghton Rd Widen to 4 lanes divided AQ STATUS = Analyzed Total Cost = 1821	20 DIFO C				
The sponsor of this project is: Tucson							
22.05 SR3A	17__ 1.5 5 6	Broadway Blvd: Euclid Ave to Country Club Euclid Ave to Country Club Rd widen to 6 lanes, bus pullouts, sidewalks, bike AQ STATUS = Analyzed Total Cost = 7476	11409 RTA C 2487 HURF12R C				
The sponsor of this project is: Tucson							
25.21		Country Club Rd - Street Lighting, Grant Country Club Rd between Grant Rd and 22nd St HSIP: Design and Construct continuous street AQ STATUS = Undetermined Total Cost = 1576		175 HSIP D	1401 HSIP C		
The sponsor of this project is: Tucson							
81.04 S30N	16_a 0.5 0 4	Downtown Links: Broadway to I-10 Broadway to I-10 Construct new 4 lane roadway AQ STATUS = Analyzed Total Cost = 1005	2513 HURF126 C 2228 HURF12R C 26101 RTA C 507 RTA C				
The sponsor of this project is: Tucson							

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
27.21		Flashing Yellow Arrow and Backplates Citywide- 22 locations listed HSIP: Convert signals to flashing yellow arrows AQ STATUS = Undetermined Total Cost = 436		111 HSIP D	325 HSIP C		
The sponsor of this project is: Tucson							
28.21		Flashing Yellow Arrow, Backplates and Lens Citywide - 40 Locations HSIP: Convert signals to FYA AQ STATUS = Undetermined Total Cost = 1187		153 HSIP D	1034 SAF C		
The sponsor of this project is: Tucson							
55.06 SR2A	18__ 5.0 4 6	Grant Rd: Oracle Rd to Swan Rd Oracle Rd to Swan Rd Widen to 6 lanes + bike lanes & sidewalks AQ STATUS = Analyzed Total Cost = 1718	4200 HURF12R C 14883 HURF12R R	20800 HURF12R C 1088 TUC C	1000 HURF12R C 9696 RTA C	8979 HURF12R C	
The sponsor of this project is: Tucson							
84.06 SR16	15__ 0.0 4 6	Grant Rd: RR Underpass Reconstruction Grant Rd near I-10 Reconstruct existing RR underpass AQ STATUS = Analyzed Total Cost = 3738	500 RTA D 2551 RTA D	1600 RTA D 2509 STP C	1316 RTA C 16765 STP C	1045 HURF12R C 5689 STP C	
The sponsor of this project is: Tucson							
38.00	31__ 3.0 2 6	Harrison Rd: Irvington Rd to Golf Links Rd Irvington Rd. to Golf Links Rd. Bridge over the Pantano Wash only AQ STATUS = Analyzed Total Cost = 2261			989 RTA D	169 HURF12R C	5000 HURF12R R
The sponsor of this project is: Tucson							
29.21		HAWK Package 1 Various Locations HSIP: Pedestrian Hybrid Beacon (PHB)/HAWK AQ STATUS = Undetermined Total Cost = 2569		504 HSIP D	2065 HSIP C		
The sponsor of this project is: Tucson							

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
30.21		HAWK Package 2 2 locations: Speedway Blvd/Sahuara, Silverlake HISP: PHB HAWK Pedestrian Safety projects AQ STATUS = Undetermined Total Cost = 660		126 HSIP D	505 HSIP C 29 LOCAL C		
The sponsor of this project is: Tucson							
29.15 SH31-33	37bf	HAWKs Speedway+Richey Grant+Arcadia Speedway/Richey, Grant/Arcadia, Design and construction of 3 HAWK crossings AQ STATUS = Exempt Total Cost = 700	113 RTA C				
The sponsor of this project is: Tucson							
19.13 SR1W	42_q	Houghton Rd UPRR Bridge Bat Roost Houghton Rd UPRR bridge Bat condos for new Houghton UPRR bridge AQ STATUS = Exempt Total Cost = 123	38 RTA C				
The sponsor of this project is: Tucson							
16.15 SR1J	32_j	Houghton Rd: 22nd St to Irvington Rd Houghton Rd from 22nd St to Irvington Rd Widen Houghton Road AQ STATUS = Analyzed Total Cost = 3271	10000 HURF12R C 2202 RTA C	18000 RTA C	764 RTA C		4162 PCDIFO C
The sponsor of this project is: Tucson							
23.20 TUS	32_k 1.0 2 4	Houghton Rd: Broadway to Tanque Verde Rd Houghton Rd from Broadway to Tanque Verde Widen Houghton Road to 4 lanes, bridges over AQ STATUS = Undetermined Total Cost = 3726	206 TUC D 1300 PCDIFO D	4000 TUC D			1820 PCDIFO C
The sponsor of this project is: Tucson							
46.14 SR1H	32_i 2 6	Houghton Rd: Valencia Rd to Mary Ann Houghton Rd: Valencia Rd to Mary Ann Widen Road from 2 lanes to 6 lanes AQ STATUS = Analyzed Total Cost = 2407	6169 PCBonds C 528 HURF12R C				
The sponsor of this project is: Tucson							

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
26.21		Nogales Highway - Street Lighting Nogales Highway between Drexel Road and Los HSIP: Design and Construct continuous lighting AQ STATUS = Undetermined Total Cost = 1400		137 HSIP D	1263 HSIP C		
The sponsor of this project is: Tucson							
39.08 490L	40am 0.0 0 0	Regional Transportation Data Network Various locations SmartWave AQ STATUS = Exempt Total Cost = 1800	742 STP O 45 LOCAL O				
The sponsor of this project is: Tucson							
56.06 SR6A	05__ 7.6 2 4	Silverbell Rd: Grant to Ina Grant to Ina Widen to 4 lanes w/ bike lanes AQ STATUS = Analyzed Total Cost = 6928	1838 RTA D 6891 HURF126 D	850 HURF12R C 6650 RTA C 3000 TUC C	10000 HURF12R C 545 TUC C	4760 HURF12R C	6326 HURF12R C 6400 PCDIFO C
The sponsor of this project is: Tucson							
78.12 SP12	41cq 5.5 0 0	Treat Ave: Rillito River to Barraza-Aviation Treat Ave from Rillito River to Barraza-Aviation Design and Construct Bike Blvd improvements AQ STATUS = Exempt Total Cost = 500	99 RTA C				
The sponsor of this project is: Tucson							
90.12 SP14	41di 0.0 0 0	UA 2nd Street Bike and Pedestrian 2nd Street, from Park to Highland Bike and pedestrian safety improvements AQ STATUS = Exempt Total Cost = 106	70 STP D 6 RTA D				
The sponsor of this project is: Tucson							
32.16 SR13-2	25_a	Valencia and Kolb Intersection East Valencia Rd and Kolb Rd intersection Eastside approach to intersection AQ STATUS = Analyzed Total Cost = 8780	2098 RTA C				
The sponsor of this project is: Tucson							

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			FISCAL YEAR				
			2022	2023	2024	2025	2026
60.06	23__ 4.4 6 6	Valencia Rd: I-19 to Alvernon I-19 to Alvernon Construct controlled access improvements AQ STATUS = Exempt Total Cost = 1000				60 RTA C 992 STP C	499 RTA C 8249 STP C
The sponsor of this project is: Tucson							
59.06 SR14	25__ 4.7 4 6	Valencia Rd: Kolb Rd to Houghton Rd Kolb Rd to Houghton Rd Widen to 6 lanes AQ STATUS = Analyzed Total Cost = 3488	2987 RTA C 1007 TUC D 3825 PCDIFO D	2000 RTA C 175 PCDIFO C 1000 TUC C	6902 RTA C 1000 TUC C	5200 RTA C 1500 TUC C	
The sponsor of this project is: Tucson							

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			FISCAL YEAR									
			2022		2023		2024		2025		2026	
72.03 MRC2 ALI 11.43.03	46_f 0.0 0 0	Administrative & Maintenance Facility near Prince Rd & Romero Rd Design & build new facility AQ STATUS = Exempt Total Cost = 5500	29 RTA O 29 RTA O	29 RTA O 29 RTA O	29 RTA O 29 RTA O	32 RTA O 32 RTA O	33 RTA O 33 RTA O	The sponsor of this project is: Tucson Transit				
471.00 ALI 11.12.01	46_b 0.0 0 0	Bus Replacements Citywide Replacement buses AQ STATUS = Exempt Total Cost = 72118	5253 FTA5307 P 1898 FTA5339 P 677 FLEX P 1957 LOCAL P	5883 FTA5307 P 1898 FTA5339 P 677 FLEX P 1471 LOCAL P	5883 FTA5307 P 1898 FTA5339 P 677 FLEX P 1471 LOCAL P	5883 FTA5307 P 1898 FTA5339 P 677 FLEX P 1471 LOCAL P	5883 FTA5307 P 1898 FTA5339 P 677 FLEX P 1471 LOCAL P	The sponsor of this project is: Tucson Transit				
108.06 MRC1	51_e 0.0 0 0	Houghton / Broadway Park-and-Ride Park and Ride O&M AQ STATUS = Exempt Total Cost = 3260	52 RTA O 52 RTA O	52 RTA O 52 RTA O	52 RTA O 52 RTA O	52 RTA O 52 RTA O	52 RTA O 52 RTA O	The sponsor of this project is: Tucson Transit				
2.13	4675 0.0 0 0	Marana Transit Services Marana, various locations Transit services in Marana AQ STATUS = Exempt Total Cost = 150	46 RTA O 100 MOE PMT -100 RTA REV	49 RTA O 101 MOE PMT -101 RTA REV	50 RTA O 102 MOE PMT -102 RTA REV	52 RTA O 103 MOE PMT -103 RTA REV	53 RTA O 104 MOE PMT -104 RTA REV	The sponsor of this project is: Tucson Transit				
42.12	4672 0.0 0 0	Pima County Transit Services Various locations Replace service formally provided by Pima AQ STATUS = Exempt Total Cost = 1616	3402 RTA O 2635 MOE PMT -2635 RTA REV	3504 RTA O 2661 MOE PMT -2661 RTA REV	3609 RTA O 2688 MOE PMT -2688 RTA REV	3718 RTA O 2715 MOE PMT -2715 RTA REV	3829 RTA O 2742 MOE PMT -2742 RTA REV	The sponsor of this project is: Tucson Transit				
68.03 11.7A.00	0.0 0 0	Preventative Maintenance SunTran & VanTran Provide capital maintenance AQ STATUS = Exempt Total Cost = 3632	6147 FTA5307 O 1537 LOCAL O	6065 FTA5307 O 1516 LOCAL O	6001 FTA5307 O 1500 LOCAL O	5964 FTA5307 O 1491 LOCAL O	5737 LOCAL O 1434 LOCAL O	The sponsor of this project is: Tucson Transit				

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			FISCAL YEAR									
			2022		2023		2024		2025		2026	
16.18		Preventative Maintenance (Real Property) Regionwide Preventative maintenance on real property AQ STATUS = Undetermined Total Cost = 3150	500 FTA5307 O 125 LOCAL O	720 FTA5307 O 180 LOCAL O	530 FTA5307 C 133 LOCAL C	700 FTA5307 O 175 LOCAL O	700 FTA5307 O 175 LOCAL O					
The sponsor of this project is: Tucson Transit												
64.03	0.0 0 0	Security for Transit 1% of FTA Apportionment Required Install AQ STATUS = Exempt Total Cost = 782	156 FTA5307 O 39 LOCAL O	156 FTA5307 O 39 LOCAL O	156 FTA5307 O 39 LOCAL O	156 FTA5307 O 39 LOCAL O	156 FTA5307 O 39 LOCAL O	156 FTA5307 O 39 LOCAL O	156 FTA5307 O 39 LOCAL O	156 FTA5307 O 39 LOCAL O	156 FTA5307 O 39 LOCAL O	
The sponsor of this project is: Tucson Transit												
43.12	4674 0.0 0 0	South Tucson Transit Services Providing transit services in South Tucson AQ STATUS = Exempt Total Cost = 2897	588 RTA O	606 RTA O	624 RTA O	643 RTA O	662 RTA O					
The sponsor of this project is: Tucson Transit												
40.13	50_b	Streetcar Startup Streetcar Route Operations of Modern Streetcar AQ STATUS = Exempt Total Cost = 6800	1127 RTA O									
The sponsor of this project is: Tucson Transit												
42.13		Sun Shuttle OV DAR Bus Replacements Region wide Replace sun shuttles on OV DAR routes AQ STATUS = Exempt Total Cost = 758		17 LOCAL P 67 FTA5307 P		41 LOCAL P 166 FTA5307 P						
The sponsor of this project is: Tucson Transit												
95.06	4976 0.0 0 0	Sun Tran - Express Service Expansion Expand existing express routes and add new AQ STATUS = Exempt Total Cost = 11058	1958 RTA O 291 FTA5311 PMT -291 RTA REV 747 RTA O	2017 RTA O 300 FTA5311 PMT -300 RTA REV	2077 RTA O 309 FTA5311 PMT -309 RTA REV	2139 RTA PMT 318 FTA5311 PMT -318 RTA REV	2204 RTA O 328 FTA5311 PMT -328 RTA REV					
The sponsor of this project is: Tucson Transit												

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			FISCAL YEAR									
			2022		2023		2024		2025		2026	
70.06	44__ 0.0 0 0	Sun Tran - Weekday Evening Service Expand weekday evening service along major AQ STATUS = Exempt Total Cost = 3771	2770 RTA O 372 RTA O	2853 RTA O	2938 RTA O	3026 RTA O	3117 RTA O					
The sponsor of this project is: Tucson Transit												
94.06	45__ 0.0 0 0	Sun Tran - Weekend Service Expansion Expand weekend service along major routes AQ STATUS = Exempt Total Cost = 1916	1619 RTA O 47 RTA O	1668 RTA O	1718 RTA O	1770 RTA O	1823 RTA O					
The sponsor of this project is: Tucson Transit												
27.03 ALI 11.12.15	0.0 0 0	Sun Van Replacement Vans Citywide Purchase replacement paratransit vehicles AQ STATUS = Exempt Total Cost = 1872	2008 FTA5307 P 502 LOCAL P	1755 FTA5307 P 439 LOCAL P	815 FTA5307 P 204 LOCAL P	1391 FTA5307 P 348 LOCAL P	1622 FTA5307 P 406 LOCAL P					
The sponsor of this project is: Tucson Transit												
71.06	473b 0.0 0 0	Sun Van/Paratransit Expansion Expand ADA paratransit services regionwide AQ STATUS = Exempt Total Cost = 4456	2193 RTA O 1284 RTA O	2259 RTA O	2326 RTA O	2396 RTA O	2468 RTA O					
The sponsor of this project is: Tucson Transit												
7.19 5/24/2018		SunLink Wheel Truiging Equipment Regionwide Wheel truiging infrastructure for SunLink AQ STATUS = Undetermined Total Cost = 950			760 FTA5307 C 190 LOCAL C							
The sponsor of this project is: Tucson Transit												
77.08	0.0 0 0	Support Vehicles - Sun Tran Support vehicles for Sun Tran operations Support vehicles for Sun Tran operations AQ STATUS = Exempt Total Cost = 941			160 FTA5307 P 40 LOCAL P	160 FTA5307 P 40 LOCAL P	160 FTA5307 P 40 LOCAL P					
The sponsor of this project is: Tucson Transit												

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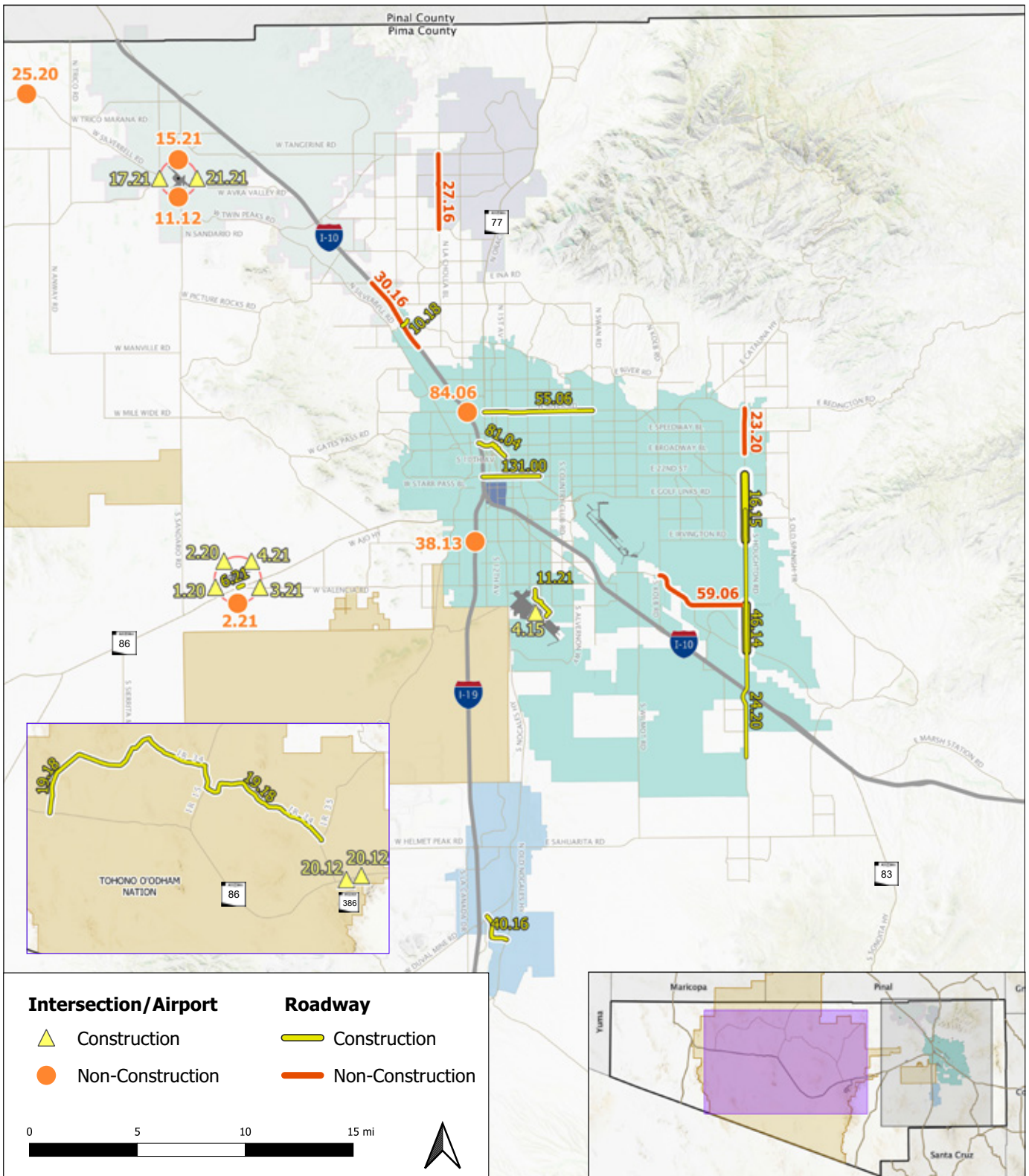
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			FISCAL YEAR				
			2022	2023	2024	2025	2026
8.19 5/24/2018		Transit Employee Training System Wide Employee Training AQ STATUS = Undetermined Total Cost = 128		25 FTA5307 O 7 LOCAL O	25 FTA5307 O 7 LOCAL O	25 FTA5307 O 7 LOCAL O	25 FTA5307 O 7 LOCAL O
The sponsor of this project is: Tucson Transit							
32.03	0.0 0 0	Transit Enhancements/ADA Citywide 1% of FTA Apportionment AQ STATUS = Exempt Total Cost = 759	156 FTA5307 C 39 LOCAL C	156 FTA5307 C 39 LOCAL C	156 FTA5307 C 39 FTA5307 C	156 FTA5307 C 39 LOCAL C	156 FTA5307 C 39 LOCAL C
The sponsor of this project is: Tucson Transit							
66.03 ALI 11.79.00	46_j 0.0 0 0	Transit Grant Administration Transit Grant Administration AQ STATUS = Exempt Total Cost = 2714	160 FTA5307 O 40 LOCAL O	160 FTA5307 O 40 LOCAL O	160 FTA5307 O 40 LOCAL O	40 LOCAL O 160 FTA5307 O	40 LOCAL O 160 FTA5307 O
The sponsor of this project is: Tucson Transit							
5.19 5/24/2018		Transit Technology Upgrades Sytem Wide Technology upgrades for transit AQ STATUS = Undetermined Total Cost = 1826	1140 FTA5307 O 285 LOCAL O	194 FTA5307 O 49 LOCAL O	194 FTA5307 O 74 LOCAL O	300 FTA5307 O 75 LOCAL O	300 FTA5307 O 75 LOCAL O
The sponsor of this project is: Tucson Transit							

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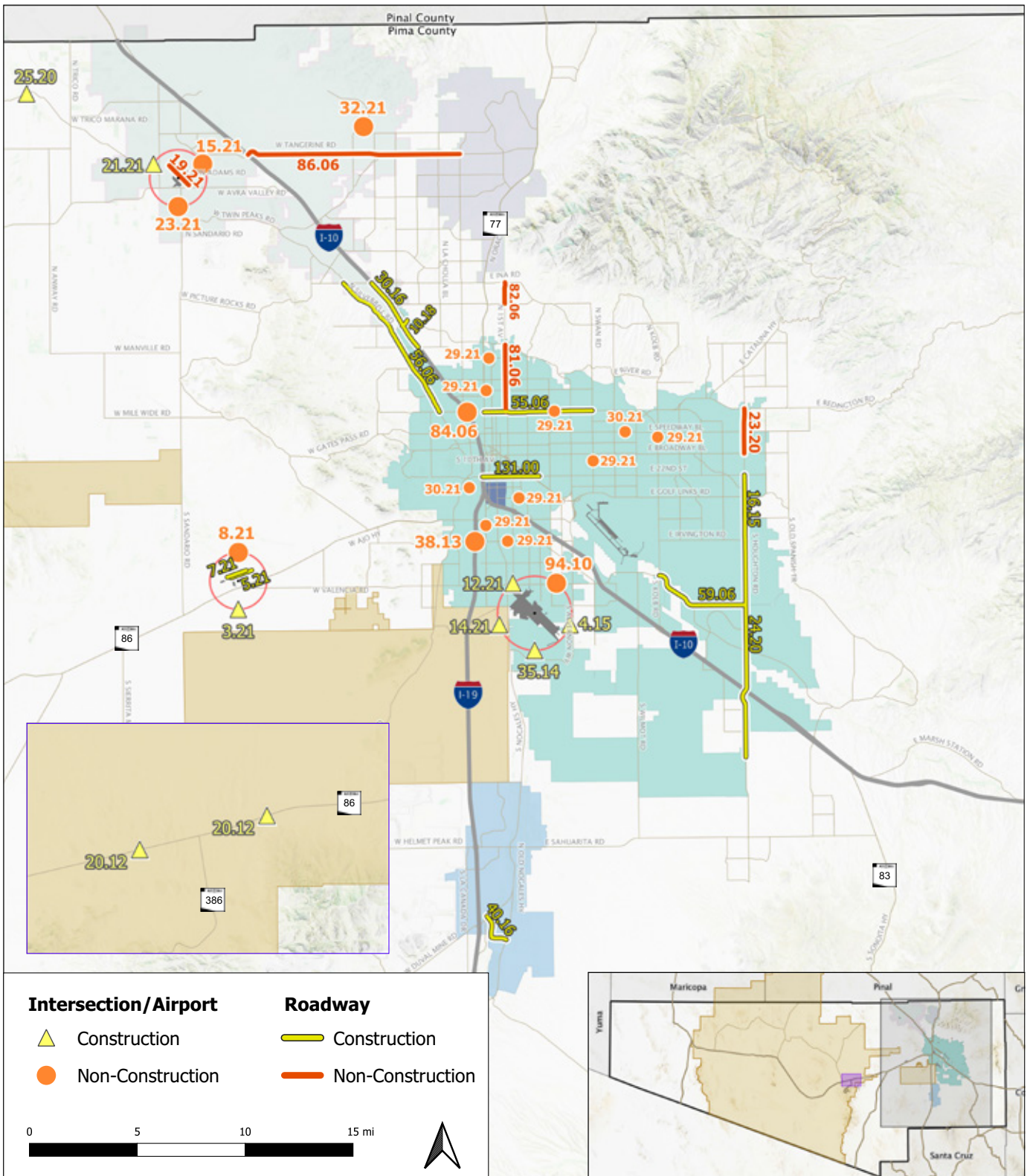
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FY 2022 TIP Projects



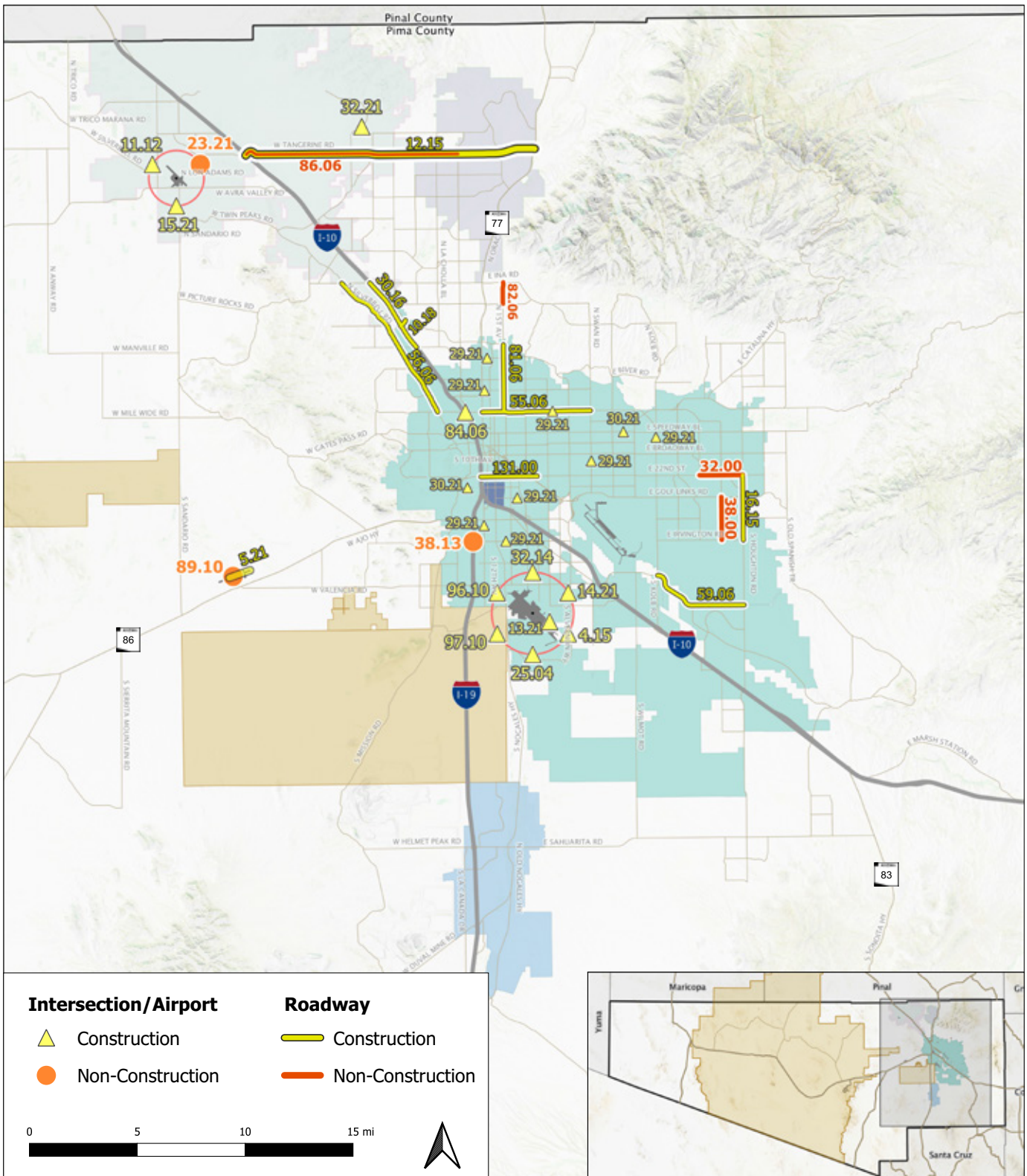
Transportation Improvement Program | FY 2022-2026

FY 2023 TIP Projects



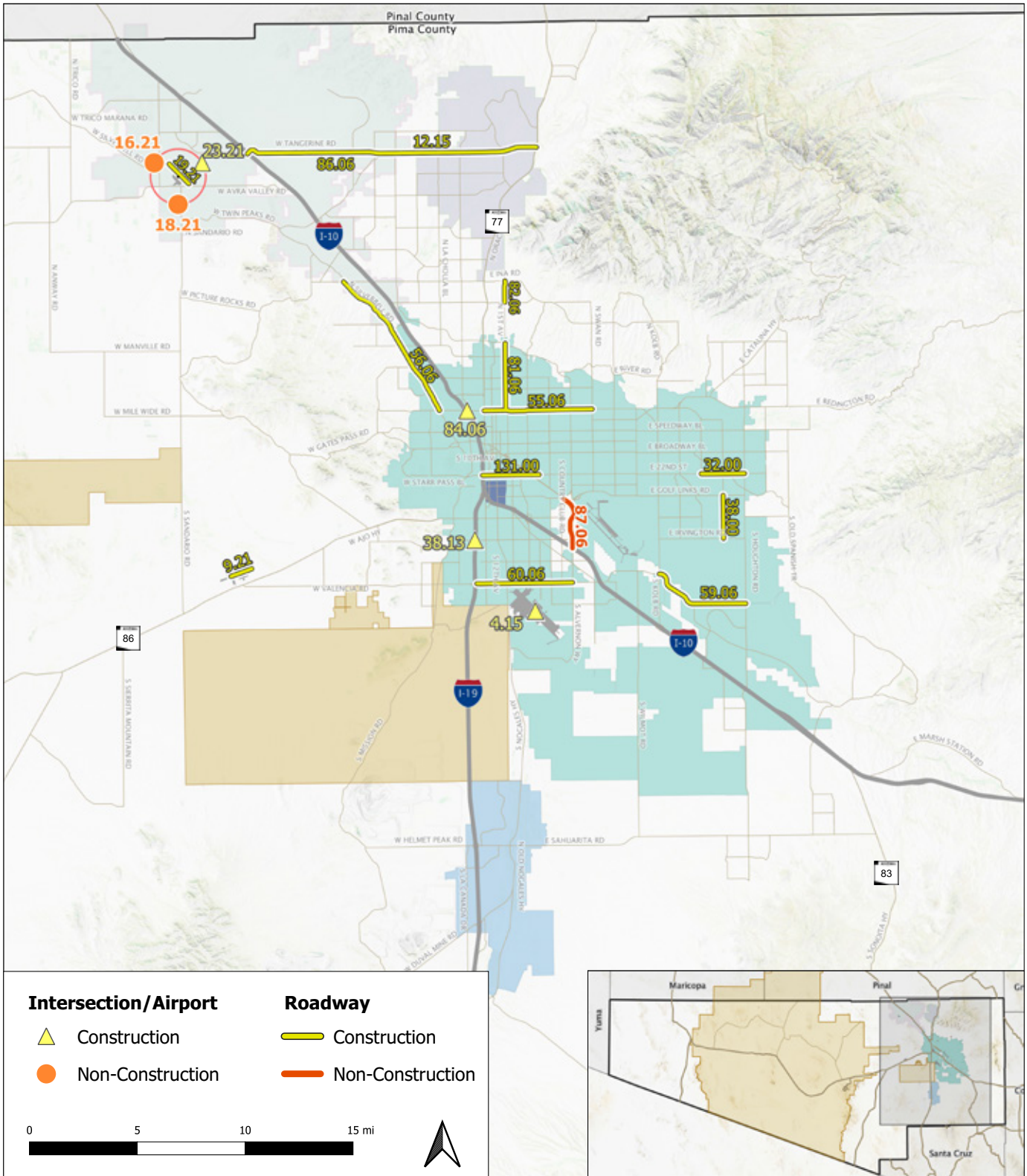
Transportation Improvement Program | FY 2022-2026

FY 2024 TIP Projects



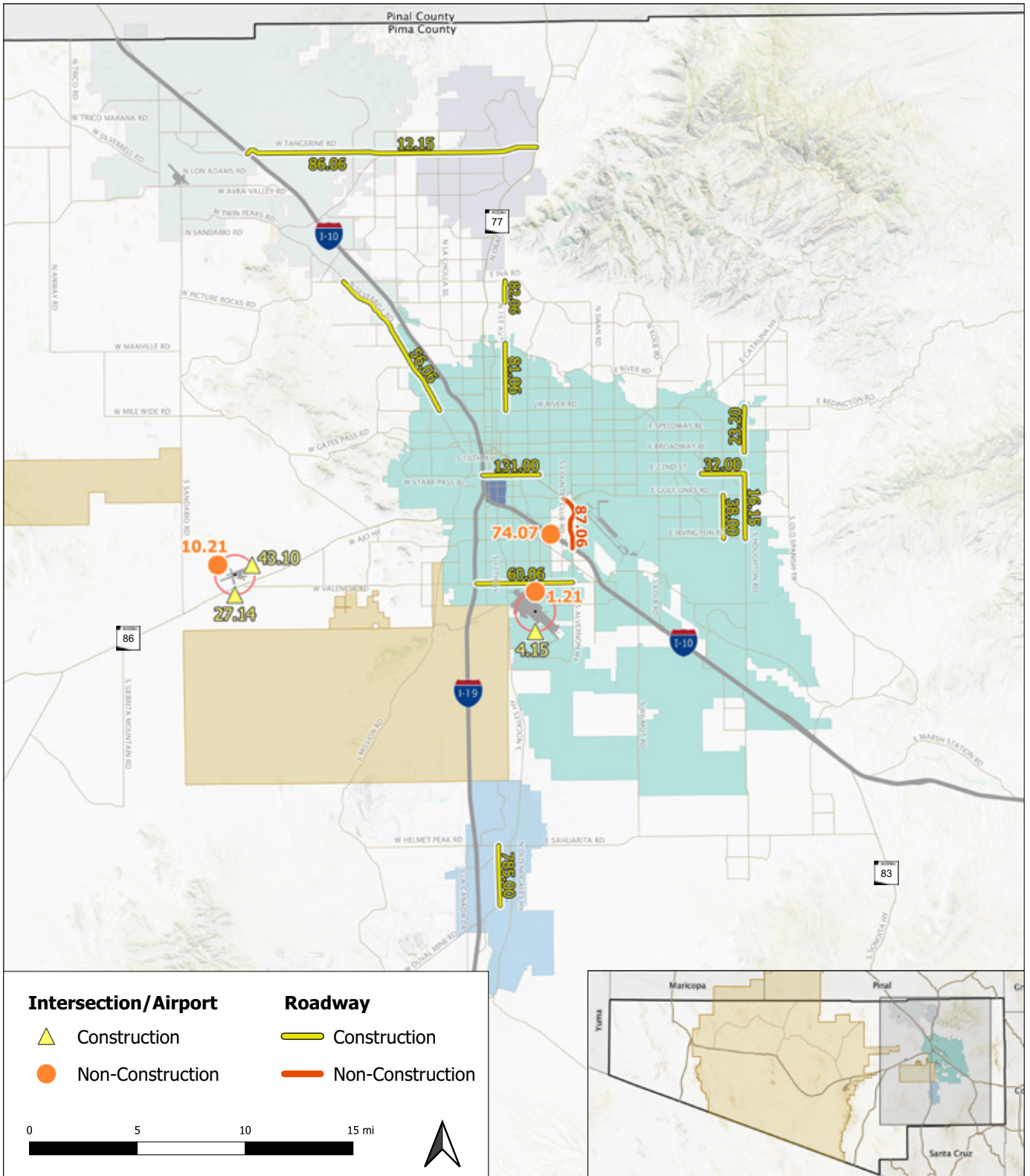
Transportation Improvement Program | FY 2022-2026

FY 2025 TIP Projects



Transportation Improvement Program | FY 2022-2026

FY 2026 TIP Projects



Transportation Improvement Program | FY 2022-2026

FISCAL CONSTRAINT ANALYSIS



HISTORICAL TIP REVENUES

State HURF Revenues Distributed to PAG		
Fiscal Year	2.6% Funds	12.6% Funds
2001	4,833,927	18,597,617
2002	4,844,033	17,544,352
2003	4,441,679	17,542,369
2004	3,977,717	19,128,680
2005	3,708,764	15,904,727
2006	4,866,177	20,765,239
2007	6,786,329	22,308,091
2008	*8,534,172	23,413,319
2009	4,320,453	19,770,000
2010	4,104,000	17,497,000
2011	3,771,875	16,572,282
2012	3,086,898	13,421,071
2013	3,836,069	16,848,465
2014	3,959,536	17,622,725
2015	4,046,123	19,468,263
2016	4,241,596	20,379,729
2017	4,441,305	22,186,379
2018	4,739,959	23,079,799
2019	5,270,928	23,126,924
2020	5,267,212	24,465,835
Estimated Revenues		
2021	4,250,000	20,000,000
2022	1,100,000	21,000,000
2023	3,400,000	22,000,000
2024	5,000,000	23,000,000
2025	5,250,000	24,000,000
2026	5,500,000	25,000,000

*Includes \$2,317,653 of one-time legislative appropriation

Federal STP Funds Distributed to PAG			
Fiscal Year	STP / STBG Apportionment	Obligation Limitation	Spendable Resources
2001	17,047,777	0.8877	15,132,633
2002	17,693,918	0.9103	16,107,440
2003	14,960,317	1.0420	15,589,006
2004	16,610,897	1.0711	17,792,528
2005	17,828,832	1.0320	18,399,941
2006*	16,152,088	0.9331	15,071,182
2007	18,373,621	0.9178	16,862,672
2008	18,749,220	0.9529	17,865,608
2009	20,286,245	1.0000	20,286,245
2010	21,035,867	1.0000	21,035,867
2011	16,444,138	1.0000	16,444,138
2012	16,444,138	1.0000	16,444,138
2013	17,392,131	0.9550	16,609,485
2014	17,398,021	0.9488	16,506,420
2015	17,398,021	0.9388	16,333,695
2016	17,860,885	0.9493	16,955,896
2017	18,314,740	0.9490	17,380,688
2018	18,871,741	0.9490	17,909,282
2019	22,030,583	0.9490	20,907,023
2020	22,591,709	0.9490	21,439,532
Estimated Revenues			
2021	21,500,000	1.0	21,500,000
2022 ⁺	21,500,000	1.0	21,500,000
2023	21,500,000	1.0	21,500,000
2024	21,500,000	1.0	21,500,000
2025	21,500,000	1.0	21,500,000
2026	21,500,000	1.0	21,500,000
* Totals prior to 2006 includes PL and SPR funds			
+ FY 2022 revenues do not include federal revenues from FY 2021 that are carried forward to FY 2022. Such carryforward of federal funds only happens under special circumstances.			

State Discretionary Funds (a combination of state and federal funding, the amounts shown are the amounts provided for programming.)	
Fiscal Year	Amount provided to PAG area
2006	57,940,000
2007	57,275,000
2008	*96,422,000
2009	50,005,000
2010	67,310,000
2011	64,400,000
2012	71,800,000
2013	64,501,000
2014	57,835,000
2015	60,100,000
2016	37,250,000
2017	50,900,000
2018	42,941,000
2019	62,194,000
2020	84,596,000
2021	60,785,000
2022	81,330,000
2023	35,163,000
2024	30,987,000
2025	47,609,000
2026	57,894,000
* includes \$4,600,000 and \$4,320,000 in supplemental state discretionary and Revenue Aligned Budget Authority (RABA)	

Total ADOT funding in the PAG region consists of the ADOT Subprogram and State Discretionary Funds (which are shown in the table above). Projects in the ADOT Subprogram are determined by technical analysis (bridge deficiencies, pavement condition, etc.), while discretionary funds are jointly programmed by ADOT and PAG based on mutually determined priorities. Together, these sources consist of 13% of all funding that ADOT has available for projects throughout the state. Years in which the subprogram for the PAG region is particularly large will result in less funding for discretionary projects (as seen in 2023 and 2024 in the above table).

FY 2022-2026 TIP Fiscal Constraint Analysis					
All numbers in 000s					
	HURF 2.6%	HURF 12.6%	STP / STBG	FTA 5307	RTA*
FY2022 Revenues	1,100	21,000	26,592	15,849	93,772
FY2022 Expenses	1,100	21,000	26,592	15,849	73,552
FY2022 Balance	0	0	0	0	20,220
FY2023 Revenues	3,400	22,000	21,500	16,380	101,356
FY2023 Expenses	3,400	22,000	21,500	16,380	101,356
FY2023 Balance	0	0	0	0	0
FY2024 Revenues	5,000	23,000	21,500	14,899	104,627
FY2024 Expenses	3,165	23,000	21,500	14,899	81,966
FY2024 Balance	1,835	0	0	0	22,661
FY2025 Revenues	5,250	24,000	21,500	15,620	107,331
FY2025 Expenses	0	24,000	21,500	15,620	100,845
FY2025 Balance	5,250	0	0	0	6,486
FY2026 Revenues	5,500	25,000	21,500	15,621	110,294
FY2026 Expenses	0	25,000	21,500	15,621	82,463
FY2026 Balance	5,500	0	0	0	27,831

*RTA revenues include sales tax revenues, transit revenues, miscellaneous revenues, and repayments. RTA revenues are estimates. Actual RTA revenues and budget to be formally established by the RTA Board.

TIP POLICIES AND PROCEDURES



Transportation Improvement Program (TIP) Policies and Procedures

Introduction: These policies and procedures govern the programming of available regional funds through Pima Association of Governments' Transportation Improvement Program (TIP). Proposed projects that are regionally significant¹, regardless of fund source, are required to be included in the TIP document and, as such, portions of the TIP Policies and Procedures apply to those projects as indicated below. Additionally, funds associated with the Regional Transportation Authority (RTA) are governed by the RTA Memorandums of Policy and the RTA Policy, Objectives and Procedures documents.

Goal: To provide consistency in the development of the TIP, which creates a common ground from which everyone can plan and to establish consistent and efficient use of the regional funds to comply with all applicable state, federal and other guidelines.

Nothing in the TIP Policies and Procedures is intended to contradict or supersede federal rules, the Arizona Constitution or statutes and/or the RTA Memorandum of Policies (MOPs) or RTA Policies, Objectives and Procedures (POPs).

Process: It must be stressed that while the PAG regional funds programming process strives for consistency, there are fundamental differences in the role, and associated authority, that PAG has in the programming of federal, state and regional funding. The process tries to balance federal requirements for a performance-based planning and programming approach overall.

Federal regulations state that metropolitan planning organizations (MPOs) shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the state. At the same time, the enabling legislation for the Regional Transportation Authority (RTA) calls for expenditures to be consistent with the RTA plan approved by the voters in 2006.

¹ As defined by 40 CFR 93.101, regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Concepts and Definitions:

Policies – for the purposes of this document, refers to the consistent rules to be followed by PAG staff and the jurisdictional sponsors in developing and implementing the TIP.

Procedure – for the purposes of this document, refers to the set processes that are followed by PAG to develop and update the TIP and manage the regional program.

OWP – Overall Work Program. The OWP describes the amount of local, state and federal funds programmed for PAG’s operations including how they are used for personnel and outside professional services.

HURF – Highway User Revenue Fund.

TPC – Transportation Planning Committee. TPC is the PAG committee responsible for development of the TIP document.

PAG HURF 12.6% Funds – Regional funds that come from the state Highway User Revenue Fund set aside for roadway projects.

PAG HURF 2.6% Funds – Regional funds that come from the state Highway User Revenue Fund set aside for roadway projects on the state system. This fund source is cooperatively programmed with ADOT.

RTA – The Regional Transportation Authority is the government entity that manages the \$2.1 billion, 20-year RTA plan, which was approved by Pima County voters on May 16, 2006.

RMAP – Regional Mobility and Accessibility Plan is the region’s long-range transportation plan.

STBGP Funds – Federal Surface Transportation Block Grant Program funds. Sometimes abbreviated as STP.

RTAG – Regional Transportation Alternatives Grant. The portion of statewide-apportionments of Transportation Alternatives funds that are suballocated to the PAG region for programming through a competitive selection process.

PDAF – Project Development Activity Fund. A set-aside of PAG HURF 12.6% funds used to jumpstart projects by doing the necessary study or preliminary design that prepares projects for construction.

Advanced Construction Agreement – An agreement between PAG, ADOT and a project sponsor that allows a project to begin even in the absence of sufficient federal-aid obligation authority in the current fiscal year. The agreement identifies a future date when the obligation authority will be available.

Severability – Any parts of these policies and procedures that do not apply for any reason – including but not limited to federal rules, Arizona Revised Statutes, or RTA policies – to a given set of circumstances, do not void their application where possible.

Compatibility with Existing Legislation – The Arizona State Constitution and Arizona Revised Statutes are already in place for HURF funds; use and reimbursement requirements remain in place and are not impacted by these policies and procedures.

Existing federal rules for federal funds' use, match and obligation requirements remain in place and are not impacted by these policies and procedures. These policies and procedures will be administratively updated to reflect changes necessitated by changes in federal regulations.

Continuation – The TIP Policies and Procedures are to remain in effect unless modified by action of the PAG Regional Council. Additional guidelines and procedures may be modified, added or deleted by the PAG Executive Director acting upon the Regional Council's policies in lieu of Regional Council action. Change in FHWA or FTA policy or regulations may also necessitate revision of these policies and procedures.

Policies:

TIP Development

PO1.0 – The TIP shall be fiscally constrained in each individual fund source in each of the first four years of the TIP. The region shall establish a fifth year of the TIP; however, it does not need to be fiscally constrained.

PO1.1 – Only projects that are consistent with the region's long-range transportation plan, the Regional Mobility and Accessibility Plan (RMAP), are eligible to be in the TIP.

PO2.0 – The TIP document may contain an appendix that provides programming for years six through 10 for planning purposes. This appendix will be called the "Development Program" and will allow the jurisdictions to plan and evenly space projects in the program. Additionally, FHWA may require certain studies or design projects to demonstrate the need for future construction funds prior to obligation, or a portion/phase thereof.

PO2.1 – While fiscal constraint is not required for the Development Program, the utility of the planning exercise would be diminished if some level of constraint is not used. Years six through 10 of the Development Program shall be constrained within 10 percent of the funding estimates for the fourth year of the TIP.

PO2.2 – The region is not required to advance projects in the Development Program into the fifth year of the TIP as part of the TIP development process. However, if the sponsoring jurisdiction has been developing the project, advancing these projects should be strongly considered.

PO3.0 – No individual jurisdiction may request more funding in any given year from any individual funding source, than the total amount available to the region.

PO3.1 – Privately funded projects must provide evidence of funding to be included in the TIP. The sponsoring jurisdiction shall confirm in writing to PAG that the private funding is reasonably expected in the year of expenditure programmed in the TIP.

PO3.2 - Jurisdictions shall confirm in writing that their local match and any other funds necessary to complete the project will be made available within the specified timeframe.

PO4.0 – Construction projects may not appear in the first two years of the TIP unless the phase shown within those years is fully funded.

PO4.1 – Construction (“C”) projects may not be shown in the first two years of the TIP document unless the project is fully funded. Construction funds should not be shown in year three of the TIP unless the jurisdiction has an “Advanced Construction” plan. The funding set-aside (FS) designation shall be used when a jurisdiction is compiling the necessary funding for a phase. The phase of the project shall be included in the FS designation, e.g. design set-aside funds will be labeled as DFS and construction set-aside as CFS.

PO4.2 – Advanced Construction (AC) funds must be sufficient to complete the construction project and are provided at the sponsor’s risk. Reimbursement of AC funds in later years of the TIP are to be viewed as tentative commitments and are subject to adjustments based on funding availability and other project priorities.

PO5.0 – Non-infrastructure programs should be regional in nature and be included in both the TIP and the OWP.

PO5.1 – Requests to be included in the OWP shall be made to PAG, in writing, by November of the year prior to the funding request.

PO5.2 – Programmatic funding is not guaranteed; no long-term commitments should be made by the jurisdiction beyond the first year of the TIP.

PO6.0 – Should HURF funds not be available for a reimbursement request, reimbursements will be done on a first-come, first-serve basis.

PO7.0 – For STBG and PAG HURF 12.6% projects in excess of \$3 million, jurisdictions over 100,000 in population may request up to three new projects, and jurisdictions under 100,000 in population may request one new project biennially for consideration.

PO8.0 – Jurisdictions can request additional funds for projects already in the TIP if those funds are going toward project elements. Such additions should not be more than 10 percent of the budget beyond the original scope, or \$200,000, whichever is less. Increases in scope or budget beyond that amount requires a review and approval of the project MOU.

PO9.0 – Jurisdictions shall not enter into STPX exchanges or loan agreements if other regional resources are available to take their place.

PO10.0 – PAG HURF 2.6% funds are available to the region to cooperatively program with ADOT for projects or studies on the state system. The policies below are unique to this fund source.

PO10.1 – PAG 2.6% funds shall be programmed using the existing TIP process. The steps shall include:

- Jurisdictions requesting 2.6% funding should submit that request during the normal TIP process using the TIP application by the established deadline.

- PAG will cooperatively review the requests with ADOT and jointly develop the ADOT program recommendation for review at the TPC TIP development meeting.

PO10.2 – PAG HURF 2.6% funding should not be programmed more than two years in advance.

PO10.3 – Priority for 2.6% funding shall be given to projects that:

1. Fund RTA projects that are on a state facility.
2. Supplement funding for a jurisdictional project that is located on an ADOT route or highway.
3. Cover a local share contribution to an ADOT project.
4. Fund additional elements in a state project as requested by the region but that were not part of the original ADOT project. The additional elements must be HURF eligible. For example: rubberized asphalt.
5. Augment the funding of a state project.
6. Fund a study of a state facility.

PO10.4 – PAG HURF 2.6% funds shall be prioritized to keep the RTA-related time periods on schedule.

Project Charters

PO11.0 – A Project Charter document is required for all RTA roadway element projects while in the project planning phase and must be on file before the project moves to final design.

Project MOUs

PO12.0 - The purpose of the Transportation Improvement Program Memorandum of Understanding is to ensure that all stakeholders have the same understanding of the project that will be delivered. The jurisdictions will commit to delivering the project as scoped in the MOU.

PO12.1 - In the case of federal funding, the jurisdiction will affirm its understanding that federal funds must be authorized in the year for which they are programmed and will commit to deliver federally funded projects in the years indicated in the MOU.

PO12.2 - A project will be required to have an MOU in place before funds can be programmed in years one or two of the TIP. A project sponsor may, at its option, enact an MOU for phases in years three, four or five.

PO12.3 - Projects that already have an RTA IGA in place are not required to also establish an MOU. The RTA IGA is sufficient in these cases.

PO12.3.1 – Items outside of the scope of the RTA IGA that are funded with regional funds will require an MOU.

PO12.4 - An MOU covering the phase in question will be required prior to any project programming regional funding sources for design, construction, right of way or operations. Regional funding sources include HURF 12.6%, HURF 2.6%, STBG, RTAG and HSIP funds.

PO12.5 - A single project can have separate MOUs for each project phase. Or, at the discretion of PAG and the sponsoring jurisdiction, a single MOU can be amended each time a new project phase would otherwise require a new MOU.

PO12.6 - Programmatic or non-infrastructure projects will require an amended MOU for each fiscal year in which regional funding has been programmed.

PO13.0 - An MOU amendment may be required when the scope of work or programmed amounts change as described herein. An MOU amendment may also be used, at the discretion of PAG and the sponsoring jurisdiction, to add a new phase to an existing MOU. A formal TIP amendment may also be required and will be processed concurrently.

PO13.1 - Substantive changes to the scope that would require an MOU amendment include:

- Change in project end points resulting in a change to the project length of a quarter mile or more.
- Change in outcomes, deliverables, or affected jurisdictions or organizations.
- Addition or elimination of key project features.

PO13.2 - A significant change in funding amount is one that changes the total amount programmed of regional funding sources in the TIP by more than 10 percent of its original programmed amount, or \$200,000, whichever is less.

PO13.3 - An MOU amendment also will be required if a change requests that all funding be removed from the current fiscal year, or if the project will be removed from the program entirely.

PO13.4 - An MOU amendment is not required to shift funds between phases, as long as the total amount of programmed funding of that source does not change. Likewise, an MOU amendment is not required for end-of-year rollovers.

PO13.5 - The MOU amendment will be reviewed by the PAG Regional Council prior to PAG Regional Council approval. The sponsoring jurisdiction can advance the MOU amendment through its own approval process concurrently, if so desired.

TIP Amendments

PO14.0 – PAG has multiple methods by which the TIP may be amended. See the matrix at the end of this document for details.

PO15.0 –A jurisdiction can request an expedited approval of an amendment. Expedited approval involves scheduling the item at either TPC or Management and placing the item on the agenda for Regional Council.

PO16.0 – Amendments, as required of all TIP projects, may not add projects that are not consistent with the adopted RMAP.

PO17.0 – Amendments shall not include project funding beyond the current fiscal year unless needed to maintain fiscal constraint and regional balance.

PO17.1 – Changes for future fiscal years should only be included as part of the TIP development process.

PO18.0 – Amendments may not add capacity-changing projects unless applicable requirements of the CMP are met and an air quality conformity analysis is run for the region that includes the proposed project.

PO18.1 – Amendments that impact the conformity analysis (capacity projects that must be modeled) require the same public notice and opportunity for comment as the original TIP document.

PO18.2 – Due to the nature of the modeling process, an amendment that requests a new capacity-changing project will not have the ability to be expedited. Jurisdictions are asked to plan accordingly.

PO18.3 – For the purposes of these policies and procedures, a capacity-changing project is defined as one that adds or removes a vehicular travel lane one mile or more per the CMP. Turn lanes, road widening (without adding additional travel lanes), bicycle, pedestrian and transit projects that do not remove travel lanes are not, for the purposes of this policy, considered capacity changing.

PO19.0 – Amendments must maintain fiscal constraint by fund type and by year.

PO20.0 – The programming of available regional funds will follow a regional programming process. This includes funds that are returned to the region at the conclusion of a project or funds that are identified as no longer needed to complete a project.

PO20.1 – Reprogramming of available funds shall go through the regular TIP process.

PO20.2 – Once a jurisdiction becomes aware of excess funding on a project, it should contact PAG, in writing, with the approximate time frame of the return and funding amount.

PO20.3 – PAG staff will notify all jurisdictions of the available funds in an email that will serve as a “supplemental Notice of Funding Availability.” The email shall include:

- the type and amount of funding
- the approximate time frame the funding will become available
- any deadlines associated with the spending or obligation of the funding
- deadline for applications requesting the funding
- the day/time of the PAG meeting where the programming of those funds will occur

PO20.4 – Any jurisdiction returning the funds shall be required to follow the same process as all the other jurisdictions requesting the returned funds for other projects.

Regional Priorities

PO21.0 – Regional planning and programming are dependent on responding to a variety of different factors (e.g. land use, populations, environment and economic) that require an understanding of current priorities. The PAG programming process should be consistent with established Regional Council or RTA Board priorities.

PO21.1 – Current established priorities include:

- 1 - Payments for work already completed.
- 2 - RTA corridor projects already under construction to complete work included in the scope of work described in the voter-approved RTA ballot.
- 3 - RTA corridor projects within two (2) years of the “period” deadline by which construction was mandated to be started per the RTA ballot language, provided that the funds needed are for work described in the voter-approved RTA ballot.
- 4 - Non-RTA projects that are already under construction in need of additional funds to complete the original scope of work.
- 5 - Payments for jurisdictionally bonded projects that are payments for work already completed.
- 6 - RTA corridor projects already in the adopted TIP.
- 7 - Non-RTA projects already in the adopted TIP.
- 8 - Major RTA categorical projects, intersections for example, that are in need of additional funding.
- 9 - New regional projects.

Procedures:

TIP Development

PR1.0 – During the month of August, in the year prior to the adoption of a new TIP, PAG staff shall work to develop the fund estimate for the upcoming TIP document. Development of these estimates shall be done in conjunction with the FHWA and State of Arizona. These estimates shall reconcile previous estimates vs. actual revenues, if available for previous years, as well as determine estimates for the “out” year of the upcoming TIP.

PR2.0 – PAG staff shall present the fund estimate outlined in PR1.0 to TPC for their concurrence. PAG staff shall adjust the estimates based on the recommendations of the TPC as appropriate for the development of the Notice of Funding Availability. The fund estimates should be consistent with ADOT’s estimates. TPC may use a limited duration task force or subcommittee to hold a special meeting to review the funding estimates in detail.

PR2.1 – PAG shall reserve up to 10 percent of the estimated HURF 12.6% funds available for the current fiscal year and 5% in future years as a contingency. Contingency funds will allow the region to assist jurisdictions with projects in construction to cover any cost overruns or unforeseen circumstances. It should be stressed that the intent of the contingency fund is for jurisdictions to provide estimates for projects they are developing that are not overly conservative.

PR2.2 – The contingency is not intended to increase the scope of a project beyond what is outlined and agreed upon in the Memorandum of Understanding (MOU) or IGA for the project.

PR2.3 – The programming of contingency funds will follow the procedures outlined for the reprogramming of available funding, as set forth in PO20, including a supplemental NOFA. If a jurisdiction makes a request for the programming of contingency funds for an eligible project, then all other jurisdictions will be notified of the request and will be permitted to submit eligible projects to be considered for the programming of contingency funds.

PR 2.4 – Staff will review requests for the use of contingency funds for eligibility and compliance with TIP policies prior to the TPC meeting in which the requests are reviewed.

PR2.5 – Projects selected for the programming of contingency funds will be included in the next available TIP amendment request.

PR3.0 – Biennially, on or about Sept. 1, PAG shall make available the Notice of Funding Availability, which outlines the funds available over the next five years that cover the upcoming TIP period, by fund source.

PR3.1 - The fund sources included in the Notice of Funding Availability may include: STBG, RTA Categorical funds, HURF 12.6%, HURF 2.6%, HURF PDAF, and any other regional funds determined to be specifically available to the region.

Specific fund sources that require a competitive selection process may be included in the Notice of Funding Availability. However, that competitive process will follow separate grant selection requirements (see PR6.1).

PR3.2 – The Notice of Funding Availability will include the “Year of Expenditure” (YOE) factor to be used in the calculation of expenditures anticipated in future years of the TIP.

PR3.3 – The Notice of Funding Availability shall include the due date to receive funding requests from the project sponsors.

PR3.3.1 – No funds can be programmed until after the submittal deadline, when all project requests can be considered together.

PR3.4 – PAG shall make available, as attachments or Web postings, all of the necessary forms associated with the Notice of Funding Availability.

PR3.5 – The Notice of Funding Availability will provide direction on current regional priorities as set by the PAG Regional Council/RTA Board.

PR4.0 – Biennially, each project sponsor shall submit a status update of all current, programmed and requested projects (if requests are in response to a Notice of Funding Availability). The update shall include a report on progress toward RMAP performance targets. PAG shall distribute a spreadsheet to each jurisdiction with its TIP projects and programs listed by TIP ID number. Information requested shall include project cost estimate, source, and date of that estimate, project status, and an estimate (month/year) of project start and completion. The request shall contain a date the completed status report is due back to PAG.

PR4.1 – At this time, projects requiring an MOU will be identified.

PR4.2 – Each project sponsor will submit its funding requests with its own prioritized ranking by fund source based on its own priority system for new projects. Project applications may only be submitted to PAG by the jurisdiction’s TPC representative. Applications submitted by other jurisdictional personnel will not be considered during the programming process.

PR4.3 – Because of the implementation of performance measures in federal legislation, it should be noted that regional performance measure requirements may take precedence over jurisdictional priorities.

PR5.0 - Prior to TIP development, PAG shall review the status of RTA projects in the current and next period with the project sponsors and identify any opportunities to supplement RTA funding. Outcomes of that review should be reflected in the project sponsor’s funding requests.

PR5.1 - Non-federalized RTA projects should remain non-federalized to maximize regional funding. For example, HURF funds should be considered to supplement non-federalized RTA projects.

PR5.2 - Federalized RTA projects should maximize the use of STBG, RTAG and HSIP funding as opportunities arise, provided obligation deadlines can be accommodated. Consideration should be given to entering into Advance Construction Agreements, in order to efficiently use the region’s entire federal obligation authority.

PR5.3 - Should STBG funding be in jeopardy of not meeting obligation deadlines, the TPC shall investigate flexing those STBG funds to transit projects, provided that a like amount of RTA funds which would otherwise be committed to RTA transit projects are returned to the RTA to be used where it is needed most to keep the RTA plan on schedule or for corridor or categorical projects.

PR6.0 – After project applications have been submitted in response to the Notice of Funding Availability, PAG will develop a matrix of project applications and their corresponding impacts on the congestion management process and performance measures.

PR6.1 – Federal grants that have been identified to be programmed “competitively” will have a few additional steps to ensure, to the extent practicable, that there is separation between agencies/individuals that are developing the selection criteria, applying for the grant, and making grant award recommendations.

PR6.1.1 – The competitive selection criteria shall be developed by PAG staff based on federal guidance, applicable performance measures and regional priorities as defined by the PAG Regional Council/RTA Board. Projects not consistent with these priorities will be returned to the sponsoring agency for revision and will not be considered in the programming process.

PR6.1.2 – A competitive selection panel may be formed by PAG staff from the existing membership of appropriate PAG committees or subcommittees.

PR6.1.2.1 – Members of the competitive selection panel must not have a conflict of interest, defined for these purposes as:

- Employed by a jurisdiction that is sponsoring an application.
- Employed by a public/private entity that has worked on the project application.
- Employed by, or has an interest in, a public/private entity that is a sub-contractor or sub-recipient of the requested grant funds.

- Directly or indirectly benefit as a recipient or subrecipient of the project/program.

PR6.1.3 – The final recommendation(s) of the selection panel will be forwarded to the TPC for inclusion in the draft project list. While TPC can alter the recommendation of the panel, it should do so only after giving great weight to the findings of the panel.

PR6.1.4 – While great weight is given to the recommendation(s) of the panel, it is ultimately the PAG Regional Council that makes funding/programming decisions for the region.

PR6.2 – At the discretion of the PAG Executive Director, additional fund sources or types of projects may also follow a compatible competitive process to gather additional input from subject matter experts.

PR6.3 – Technical-related projects may be assigned by PAG to the appropriate subcommittee to work through the recommendation process.

PR7.0 – The Transportation Planning Committee is tasked with the development of a draft project list. The TPC may need to hold three special meetings during the TIP development if they do not address these issues during the normally scheduled TPC meetings: a meeting to review/develop fund estimates (PR2.0), another meeting to provide technical review of the performance data matrix, and a meeting to develop the draft project list. TPC may use a limited duration task force or subcommittee to conduct these special meetings.

PR7.1 – TPC will review the Performance Measure matrix prior to the TIP development meeting. Based on the technical knowledge and expertise of those reviewing the matrix, the performance measure scores may be adjusted, if necessary.

PR8.0 – The TPC shall meet after project applications have been submitted and performance data has been generated to develop a draft TIP. The time, day and duration of the meeting(s) is at their discretion but should be within the final quarter of the calendar year.

PR8.1 – TPC shall review the performance data matrix populated with each project application and its impact on regional performance measures.

PR8.2 – New projects submitted for consideration in the draft TIP shall include a TIP Criteria Sheet. These forms are used to objectively compare competing projects for the limited available funding.

PR8.2.1 – The Congestion Management Process (CMP), which is required by federal regulation, shall be incorporated into the project selection process. Consideration of congestion mitigation strategies shall be included as part of the TIP application process for capacity-increasing projects. However, congestion mitigation strategies also will be considered for inclusion as part of non-capacity increasing TIP projects when appropriate.

PR8.3 – After reviewing the funding available, by fiscal year and fund source, TPC shall review the funding requests made by fiscal year.

PR8.4 – Fiscal constraint must be achieved in the first four years of the TIP by fund source.

PR8.4.1 – Projects that are not programmed in the first five years of the TIP may be placed in years six through 10 of the Development Program. The Development Program must be constrained within 10 percent of the revenue estimate of year five of the draft TIP.

PR8.4.2 – Additional adjustments may need to be made to the Development Program to maintain the appropriate fiscal constraint.

PR8.4.3 – Projects and programs included in the Development Program do not automatically move forward each year; status of the project development and jurisdictional priorities will dictate its location in the Development Program.

PR9.0 – December 15 is the deadline for finalizing the proposed project list.

PR9.1 – The proposed project list will be reviewed by the Management Committee and Regional Council at their January meetings.

PR10.0 – Once a proposed project list has been drafted, it will be modeled for air quality conformity and Title VI compliance.

PR11.0 - Development of draft TIP materials shall be scheduled so that TIP public open house(s) to review the proposed project list and the results of the TIP modeling process can occur in March.

PR12.0 – After development of a draft TIP, PAG is required to hold at least one open house to solicit public comment. After review of the public comments, the TPC shall finalize the draft TIP which shall be noticed for a 30-day public comment period while it concurrently moves through the PAG committee process. Both the public comment period and the PAG committee process shall culminate in a PAG Regional Council meeting where the TIP is properly noticed for adoption. The Regional Council meeting should take place in May or June, prior to the end of the fiscal year, June 30.

PR13.0 – Funding resources that are designed to accelerate projects, such as HELP loans, shall not be programmed in the TIP, just the re-payment of these resources, to avoid “double counting” of regional funds.

Memorandums of Understanding

PR14.0 – In April, PAG will identify projects that will require an MOU prior to adoption of the next TIP. In general, projects identified will be those that will be in year two of the next TIP and are beginning a new project phase or have not yet been programmed with regional funds.

PR14.1 - At the discretion of PAG, a project that is beginning a new project phase can amend its existing MOU, instead of drafting a separate MOU.

PR15.0 – As part of the annual TIP rollover meetings, the sponsors of the identified projects will submit a detailed scope of work, as outlined in the MOU template. At this time, programmed amounts will be estimated based on current revenue estimates. These amounts may be adjusted later at the TIP development meeting.

PR16.0 – Using the submitted scopes of work, PAG will draft MOUs for all identified projects. Draft MOUs will be sent to the project sponsors at the same time as the Notice of Funding Availability.

PR17.0 - The sponsors of the identified projects will submit comments on the draft MOUs, along with their new project applications. The due date for these comments will be the same due date as the new project applications.

PR17.1 – If a jurisdiction submits a project application for a project to be inserted directly into years one or two of the TIP, the project application will include a Scope of Work (SOW). PAG will use the SOW to draft an MOU for the project but will not submit the MOU to the jurisdiction for review and approval until and unless the project is selected for inclusion in the TIP at the TIP development meeting.

PR18.0 – The TIP development meeting will refine revenue projections and adjust programmed project amounts as needed, including those projects in years one or two of the draft TIP and/or those otherwise requiring an MOU. These adjustments will be made to the draft MOUs.

PR18.1 – The TIP development meeting may result in projects being added directly to years one or two of the TIP. Jurisdictions will have already submitted scopes of work for these projects, and once they are selected for inclusion in the TIP, PAG will submit the previously prepared draft MOU for jurisdictional review and approval.

PR19.0 - Based on comments and corrections from the jurisdictions, PAG will prepare a final MOU for a jurisdiction's final approval. The signed MOUs must be in place 10 days prior to the day of the February TPC meeting. If there are outstanding MOUs at that time, the TPC may, at its discretion, remove a project from the draft TIP. If funds are removed from a project, those funds will be re-programmed as part of the February TPC meeting. At the discretion of the committee, the reprogramming of HURF 12.6% funds and HURF 2.6% funds may be delayed until the TIP development meeting the following year. However, any deprogrammed federal funds (STBG, RTAG, HSIP) must be reprogrammed at this time.

PR19.1 – If projects of regional significance are removed from the proposed project list, PAG will re-model the new proposed project list as soon as possible.

PR20.0 - The PAG Regional Council will approve the MOUs prior to the start of the TIP public comment period. If there are outstanding MOUs at that time, the Regional Council may, at its discretion, remove the project(s) that do not have MOUs in place.

TIP Amendments

PR21.0 – When a TIP amendment is requested by a jurisdiction, PAG staff will first determine if the request follows PAG policies that govern TIP amendments. If so, the request will be presented at the next TPC meeting for a vote. If the nature of a TIP amendment request is such that time is of the essence, a jurisdiction can request an expedited approval.

PR21.1 – If the nature of the request falls within the parameters of an Administrative Amendment, the PAG Executive Director may, at his/her discretion, administratively approve the amendment.

PR21.2 – If an expedited amendment is appropriate, the proposed amendment can be scheduled on the agenda for the next TPC or Management Committee meeting. If no meetings are scheduled and there is an urgent need, a special TPC meeting can be called prior to Regional Council to discuss the amendment, provided that the TPC special meeting is properly noticed and a quorum is present.

PR22.0 – Ensuring that the policies are complied with is the responsibility of PAG staff and all committee members. However, individual jurisdiction requests may at times require an exception be made to one or more policies. Having a robust and well-managed set of policies on how to deal with requested exceptions allows the committee(s) to be proactive, rather than reactive, when it comes to compliance management.

PR22.1 – Following any proposed new TIP funding request(s) or amendment(s) to an already approved TIP, PAG staff shall conduct a compliance review in advance of any TPC meeting scheduled to consider the request(s) and to present compliance management considerations for the committee's discussion.

PR22.2 – Upon completion of compliance management review, any individual funding request that requires an exception to established policy, procedures or manner for inclusion in the TIP shall require a waiver request by the jurisdiction's Management Committee representative. PAG staff will seek Management Committee's review and recommendation prior to the request being considered by other committees or the Regional Council. The TPC is a standing technical committee of the RTA Technical Management Committee (TMC) and PAG Management Committee. The RTA Technical Management Committee or the PAG Management Committee may wish to seek input from TPC prior to making a recommendation.

Special TPC Meetings

PR23.0 – Deadlines associated with different fund sources necessitate special TPC meetings to be held from time to time. Special meetings can be called by PAG staff or the TPC Chair.

PR23.1 – If the nature of the special meeting is to develop a draft work product, neither notice nor quorum is required. No action may be taken at these working meetings.

PR23.2 – If action is anticipated to be taken by the committee, the meeting shall be properly noticed with the posting of an agenda within the time period specified by the Open Meeting Law.

Payments and Obligations

PR24.0 – Regional HURF funds are provided on a reimbursement basis. Thus, if funds appear in the current year of the TIP, a jurisdiction may proceed with the project and submit billings for reimbursement. Federal funds also are provided on a reimbursement basis and projects must first comply with all federal requirements prior to funding.

PR24.1 – HURF 12.6% funds are reimbursed by submitting a completed "drawdown" request to PAG, including documentation of work performed. After PAG review/concurrence, the request can either be sent back to the jurisdiction for further explanation/documentation, adjusted by PAG to reflect eligible cost items only, or forwarded to ADOT for payment.

PR24.2 – Federal STBG reimbursements work differently. A jurisdiction must obligate federal funds before the work starts for design, right-of-way and construction activities. “Obligate” means PAG and FHWA authorize the federal funds and move them from a general PAG account into a project specific account. The jurisdictions then receive reimbursement from that project specific account. Construction obligation cannot occur until the project plans are completed and the Plan, Specification and Estimate (PS&E) submittal has been approved. This requires all necessary clearances for right-of-way, environmental, utilities, railroad, etc.

PR24.2.1 – Due to the cost and scope of some large infrastructure projects, there will be occasions when a project sponsor needs to obligate more federal funding for a project than is available in the current fiscal year. A jurisdiction may obligate the available funds in the current fiscal year and then obligate the remaining amount(s) in subsequent fiscal year(s). Before the project begins, the sponsoring jurisdiction shall enter into an Advance Construction Agreement with ADOT or FHWA, which outlines the estimated total cost of the project and the schedule for subsequent obligations. Within the agreement, the sponsor acknowledges that they are starting the project at “their own risk” as future federal fund availability cannot be guaranteed.

PR24.3 – For HURF projects, drawdown requests will not be processed if the request does not agree with the scope or budget provided in the MOU.

PR24.4 – For STBG projects, obligations and/or additional obligations will not be supported if the obligation request does not agree with the scope or budget provided in the MOU.

PR24.5 - For federally funded projects, project closeout follows federal procedure. For RTA and regionally funded HURF projects, jurisdictions should inform the RTA and PAG when a project is substantially completed and develop a schedule for when the final invoice from the contractor will be processed and the project closed. Additional billings associated with utility bills, staff time and warranty inspections are the responsibility of the sponsor and are ineligible for reimbursement. See RTA Policies, Objectives and Procedures (POPs) for specific RTA policies related to the project closeout process.

PR25.0 – Federal funds typically become available on an annual basis. The region will work cooperatively to make sure that obligations for the coming year are identified early so that no federal funds are lost because they were not obligated in a timely fashion.

PR26.0 – If a project using federal funds in the current fiscal year is not ready to obligate, the sponsoring jurisdiction shall notify PAG immediately so that other plans to obligate those funds can be made.

PR26.1 – If a jurisdiction fails to notify PAG by March 31, and if the federal obligation authority is lost, the jurisdiction in question may be required to “make the region whole” by providing an amount equal to those lost funds for that project with jurisdictional funds.

PR26.2 – Excess obligation of federal funds also may require repayment to “make the region whole.” Jurisdictions should only obligate the amount of federal funds that will be needed for the project, as excess funds must be de-obligated later. De-obligated funds must be re-obligated within the same federal fiscal year in which they were de-obligated, or they will be

lost. In addition, they will count against the current year's Obligation Authority (OA), meaning the OA from the original year is lost.

PR27.0 – Projects showing no progress or activity for five (5) years may be removed from the TIP and the funds reprogrammed. Federal funds in the first two years of the TIP must demonstrate progress toward obligation (completed clearances, approved construction drawings, etc.) in order to avoid losing the funding to the region (see PR26).

PR27.1 – For obligated funds, federal rules will dictate if previously expended funds would need to be repaid to the region if a project is removed from the TIP or canceled.

PR27.2 – For regional HURF, the expectation is that a jurisdiction may be required to repay any already expended funds if a project is removed from the TIP or not completed per the MOU.

PR28.0 – A jurisdiction may appeal to the Management Committee to have regional HURF repayments waived. The Management Committee may recommend canceling the regional HURF project because of extenuating circumstances beyond the control of the jurisdiction. Repayment of federal STBG funds previously received for a canceled project cannot be waived.

PR29.0 – When a jurisdiction no longer needs funding for a project, it needs to notify PAG that the funds are available for reprogramming.

PR29.1 - The TIP is a financial document and even if a project has not yet received its certificate of completion if the billing activities have significantly ceased, the jurisdiction is expected to notify PAG and return any unused funding. It is acceptable for a jurisdiction to maintain an appropriate amount of funding for landscape establishment remembering that this amount needs to continue in the TIP as it is the mechanism for which the funds can be drawn.

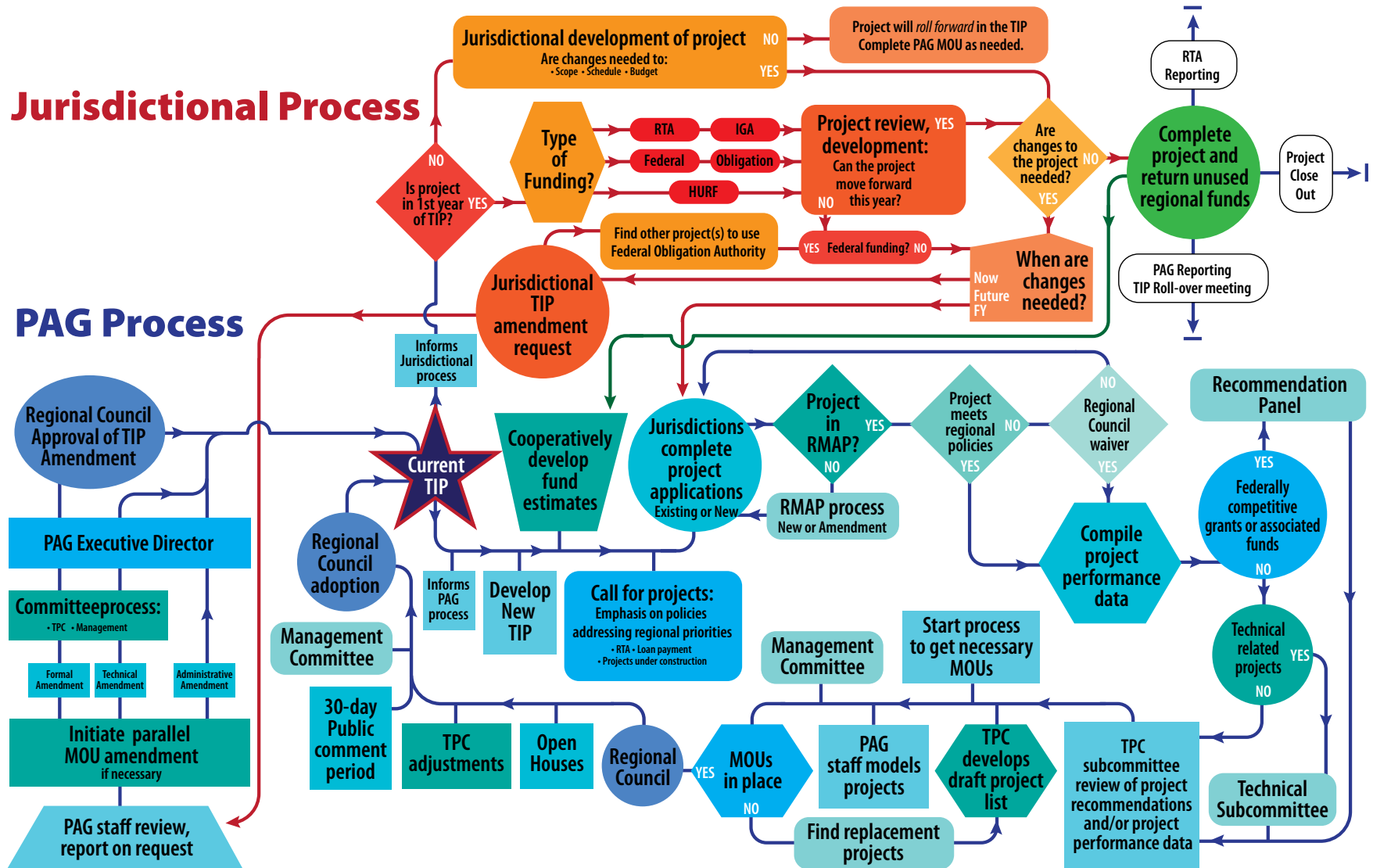
PR29.1.2 – Within 30 days of bid acceptance, the jurisdiction shall notify PAG and return bid savings funds to the region. Jurisdictions are encouraged to maintain within the project contract an appropriate contingency fund not to exceed 10 percent.

PR29.2 - Once regional STBG funds are obligated to a project, the region has no way of tracking closeout or landscape establishment. When unused STBG funds are returned to the region after project closeout, the OA must be used in the year it was returned, or it is lost to the region.

Amendment Type	May be Initiated by:	Recommendation for Approval Needed from:	Final Approval Required by:	Air Quality Conformity	Fiscal Constraint	Other/Notes Examples
Administrative Amendment	PAG, Implementing Agency, or Previous approval by ADOT or RTA.	PAG Staff or Implementing Agency	PAG Executive Director	Projects Must be Exempt or the Amendment of a nature that does not require analysis	Must have no adverse impact	<ul style="list-style-type: none"> • Scrivener's errors • Revisions to Project Name • Change in type of federal funding source • Change in program year of no more than one year (non-federal funds only). • Transfer of funds of \$100,000 or less between projects already in the TIP, as long as total project cost does not increase on any project. • Changes in the distribution of funding between phases • Minor change to project description or scope, as determined by the Executive Director. • Correction of other minor oversights that do not impact air quality, fiscal constraint, or project scope • Incorporation of RTA funding levels as outlined in IGAs • Incorporation of projects or funding from grants and other funds previously approved by a public funding agency • Increase of local funding contributions to federalized projects • Incorporation of projects from an established reserve or conditional list, upon completion and approval of an MOU.
Technical Amendment	Implementing Agency	TPC and Management Committee	PAG Executive Director, subsequently reported at the next available Regional Council meeting	Projects must be exempt or the amendment of a nature that does not require analysis	Must have no adverse impact	<ul style="list-style-type: none"> • Change of funding source • Transfer of funds of over \$100,000 but less than \$200,000 between projects already in the TIP • Increases or decreases in existing project funding of \$200,000 or less • Change of project sponsor • Change in funding schedule over one year • Deletion of non-regionally significant projects • Other adjustments which would not trigger a formal amendment
Formal Amendment	Implementing Agency	TPC, Management Committee, and PAG Executive Director	Regional Council	Project impact may require new conformity analysis	Fiscal impact must be addressed	<ul style="list-style-type: none"> • Additions or deletions of projects which require an air quality analysis • Reasonably substantive change in project description, limits, scope, or phase start dates • Adding new projects for which funding has been identified • Increases or decreases in existing project funding in excess of \$200,000. • Transfers of funding amounts in excess of \$200,000, between projects already in the TIP.

Jurisdictional Process

PAG Process



APPENDIX 4

PUBLIC NOTICES



Note to the reader: This Appendix will be added to the approved draft and will include press releases, display ads, public notices, etc. used to notify the public of opportunities to review and comment on the draft TIP.

April 13, 2021

Virtual open houses set for public review of proposed 5-year transportation funding schedule

Pima Association of Governments (PAG), the federally designated metropolitan planning organization for the greater Tucson region, is hosting two virtual open houses for public review of the draft Transportation Improvement Program, or TIP, for fiscal years 2022-2026. The TIP schedules regional, state and federal funding for transportation projects over the next five years.

Projects in the TIP are in alignment with PAG's federally required long-range transportation plan, known as the Regional Mobility and Accessibility Plan, or RMAP. The 2045 RMAP Update was adopted by the PAG Regional Council last September.

The draft TIP includes funding for the Regional Transportation Authority plan projects to ensure the funding levels identified on the RTA ballot are met, as committed by the RTA Board, and pursuant to state statutes. The 20-year RTA plan and a half-cent excise (sales) tax to fund the plan were approved by Pima County voters in May 2006.

"As an officer of the Pima Association of Governments' (PAG) Regional Council, I am pleased that PAG's professional staff has once again successfully managed this TIP development process in full compliance with federal, state and RTA regulations to prepare a financial plan that will greatly benefit our respective communities," said Sahuarita Mayor Tom Murphy, PAG Regional Council Treasurer and RTA Board member. "The contents of this TIP support the RTA Board's pledge to the voters to deliver RTA projects to the ballot amount. This will ensure we retain voter trust, which we will need to support the next RTA plan and address our future regional transportation needs."

The virtual open houses will be conducted using Zoom and are scheduled from 10 a.m. to noon on April 20 and 4:30 to 6:30 p.m. on April 21. Advance registration is required by visiting PAGregion.com/TIP or registering directly through the following links:

- **April 20** – https://zoom.us/webinar/register/WN_MFIO2pp4ROeGMBnQLP5DYQ. Presentations are at 10 a.m. and 11 a.m.
- **April 21** - https://zoom.us/webinar/register/WN_bxt5YaF1SsO_72RrLNQWyQ. Presentations are at 4:30 p.m. and 5:30 p.m.

The TIP is updated every two years and must have a fiscally balanced budget. PAG's members include the cities of South Tucson and Tucson, the towns of Marana, Oro Valley and Sahuarita, Pima County, the Pascua Yaqui Tribe and Tohono O'odham Nation and the Arizona Department of Transportation.

"The TIP development process is inclusive and transparent and was unanimously recommended by the PAG Management Committee for the Regional Council's approval," said Marana Town Manager Terry Rozema, chairman of the Management Committee, which is made up of representatives from each PAG jurisdiction member.

Projects highlights from the draft FY 2022-26 TIP include:

- Design and construction of a new traffic interchange on Interstate 10 for Sunset Road
- Construction of the final phase of the Downtown Links project, a four-lane urban linkage in downtown Tucson that will include multimodal features
- Continuation of current public transit services through RTA funding and federal transit grants

"Public review and feedback on regional transportation priorities is an important part of the planning process," said Jamie Brown, PAG's strategic planning and public affairs administrator. "The TIP identifies projects that will enhance our region's economic vitality through roadway corridor, transit, intersection, traffic signalization, bicycle and pedestrian improvements, among others."

The draft project list and full document can be found at PAGregion.com/TIP. A 30-public comment period will start April 19 and conclude on May 18. Written comments may be submitted to publiccomments@PAGregion.com.

A virtual public hearing will be held at noon on May 27 prior to the PAG Regional Council meeting for final public comment before the Regional Council considers approval of the TIP. People interested in speaking during the public hearing should send an email to info@PAGregion.com or call (520) 792-1093 by 5 p.m. on May 26.

Persons with a disability or language barrier may request documents in alternative formats or translations or other reasonable accommodations by contacting Sheila Storm at (520) 792-1093. Requests should be made as early as possible to allow time to arrange the accommodation.

If you need assistance with translation, please contact Nathan Barrett at (520) 792-1093. *Si necesita ayuda con traducción, llame por favor al (520) 792-1093 y comuníquese con Nathan Barrett.*

Pima Association of Governments is an association of local, county, state and tribal governments with a mission to build consensus among its members and the public on regional planning for transportation, watershed, air quality and economic vitality. Please visit www.PAGregion.com or www.facebook.com/PAGregion for more information.

ARIZONA DAILY STAR

Tucson, Arizona

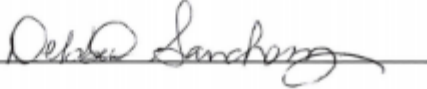
STATE OF ARIZONA)
COUNTY OF PIMA)

Debbie Sanchez, being first duly sworn deposes and says: that she is the Advertising Representative of **TNI PARTNERS**, a General Partnership organized and existing under the laws of the State of Arizona, and that it prints and publishes the Arizona Daily Star, a daily newspaper printed in Phoenix, AZ and published in the City of Tucson, Pima County, State of Arizona, and having a general circulation in said City, County, State and Cochise and Santa Cruz Counties, and that the attached ad was printed and


Legal Notice

published correctly in the entire issue of the said Arizona Daily Star on each of the following dates, to-wit:

APRIL 16, 2021

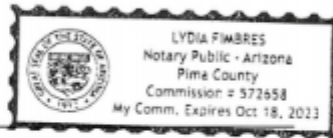


Subscribed and sworn to before me this 16th day of
APRIL, 2021


Notary Public

My commission expires _____

AD NO. 4677416



Publication date: April 16, 2021

Draft Legal Notice for
proposed FY 2022-2026
Transportation Improvement Program

□

Public Notice

Draft FY 2022-2026
Transportation Improvement Program
30-day Comment Period | Public Hearing

Pima Association of Governments (PAG), the federally designated metropolitan planning organization in Pima County, is accepting public comments on the proposed Transportation Improvement Program, or TIP, for fiscal years 2022-2026.

The draft TIP shows a proposed schedule of funded regional transportation projects for the next five years. The projects and funding must be consistent with PAG's federally required long-range transportation plan, the Regional Mobility and Accessibility Plan. The 2045 RMAP Update was adopted by the PAG Regional Council in September 2020.

The TIP identifies priorities for national, state and regional roadways; transit or bus services; aviation, bike and pedestrian facilities; as well as eligible programs.

PLEASE SEE ATTACHED E-TEAR


Public Notices

Publication date: April 16, 2021

Draft Legal Notice for proposed FY 2022-2026 Transportation Improvement Program



Pima Association of Governments

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The TIP identifies priorities for national, state and regional roadways; transit or bus services; aviation, bike and pedestrian facilities; as well as eligible programs.

The TIP is updated every two years to identify new projects from the RMAP that are proposed by local and state governments and regional public transportation providers for funding. The TIP provides a general description of the projects, their funding sources, the agency implementing each project and a general project schedule.

The goal of the TIP is to use available resources effectively in compliance with federal, state and regional regulations to serve the region's transportation needs through the cooperation of all PAG's member jurisdictions.

The Regional Transportation Authority (RTA) projects are also identified in the TIP, along with RTA funding, pursuant to state statutes. The RTA is a state-established political subdivision within Pima County that collects a half-cent excise (sales) tax from the RTA's special taxing district to fund the RTA's 20-year regional transportation plan. Pima County voters approved the plan and tax in May 2006.

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(continued on next page)

A copy of the draft TIP is available for review at the following locations:

- Pima Association of Governments, 1 E. Broadway Blvd., Suite 401, Tucson. To view the draft TIP at PAG, call (520) 792-1093 to schedule an appointment.
- City of Tucson office for the Department of Transportation and Mobility
- City of South Tucson administrative offices
- Town Engineer's offices for the Towns of Marana, Oro Valley and Sahuarita
- Pima County Department of Transportation Administrative Offices
- Tribal offices of the Pascua Yaqui Tribe, the Tohono O'odham Nation and the San Xavier District.
- The PAG website at: **PAGregion.com**"

The draft TIP also may be viewed online at all branches of the Pima County library system that have computers available for public use and at the PAG website listed above.

If you need translation assistance, please contact Nathan Barrett at (520) 792-1093. **Si necesita ayuda con traducción, llame por favor al (520) 792-1093 y comuníquese con Nathan Barrett.**

Public Comment Schedule
The 30-day public comment period begins Monday, April 19, 2021. All written public comments on the proposed program must be received by 5 p.m. on Tuesday, May 18, 2021, which concludes the comment period. Comments may be submitted via the online public comment form at PAGregion.com or at publiccomments@PAGregion.com.

Mailed comments should be sent to: Pima Association of Governments, 1 E. Broadway Blvd., Suite 401, Tucson, AZ 85701.

Public Hearing Schedule
A virtual public hearing for comments on the proposed TIP will be held at noon, May 27, 2021, prior to the PAG Regional Council virtual meeting. Interested members of the public should call PAG at (520) 792-1093 to confirm the Regional Council meeting date and time and to inform PAG of your interest in participating in the virtual public hearing.

This notice of public involvement activities and time established for public review and comments on the transit elements of the TIP will satisfy the Federal Transit Administration Program of Projects (POP) requirements.

For more information, call Carolyn Laurie, PAG Planning Coordinator, at (520) 792-1093.

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Published April 16, 2021
Arizona Daily Star

Arizona Daily Star print ad
 Sunday, April 11, Sunday, April 18
 and Tuesday, April 20



Public Input
 Transportation Virtual Open Houses

Register at: PAGregion.com/TIP

Learn how your transportation dollars will be programmed for the next five years for roadways, transit, safety, interstate interchanges, bicycle and pedestrian facilities, and more.

Pima Association of Governments (PAG), the greater Tucson region's metropolitan planning organization, invites you to join us for open house presentations and the opportunity to review and comment on PAG's draft Transportation Improvement Program (TIP) for FY 2022-2026.

Draft FY 2022-26 TIP materials will be posted for review at PAGregion.com at least 24 hours prior to the first open house.

Tuesday, April 20, 2021 10 a.m. - noon	Wednesday, April 21, 2021 4:30 - 6:30 p.m.
Presentations start at 10 a.m. and 11 a.m.	Presentations start at 4:30 p.m. and 5:30 p.m.

For questions or reasonable accommodations, call 792-1093 or email info@pagregion.com.
 Si necesita ayuda con traducción, llame por favor al 792-1093 y comuníquese con Nathan Barrett.



Arizona Daily Star digital ads
 Sunday, April 11, Sunday, April 18 and Tuesday, April 20



Public Input
 Transportation Virtual Open Houses

5-year transportation program review

Tuesday, April 20, 2021
 10 a.m. - noon
 Presentations start at 10 a.m. and 11 a.m.

Wednesday, April 21, 2021
 4:30 - 6:30 p.m.
 Presentations start at 4:30 p.m. and 5:30 p.m.

[CLICK HERE](#)




Public Input
 Transportation Virtual Open Houses

Tuesday, April 20, 2021 • 10 a.m. - noon
 Wednesday, April 21, 2021 • 4:30 p.m. - 6:30 p.m.

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Arizona Bilingual digital ad
 Monday, April 12 through Wednesday, April 21



Información Abierta al Público
 Revisión del programa de transporte por cinco años

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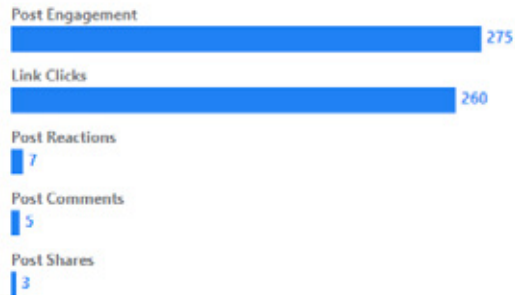
You are invited to learn how your transportation dollars will be spent in the next five years in the greater Tucson region. Register for one of two virtual open houses that Pima Association of Governments is hosting. The draft five-year program identifies funding priorities for national, state and regional roadways; transit or bus services; aviation, bike and pedestrian facilities, and other eligible programs.

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Cost Per Click: \$0.58
Post Engagement: 275

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Pima Association of Governments
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Pima Association of Governments invites you to attend a virtual open house to learn how federal, state and local transportation dollars will be spent in the Tucson metropolitan area for the next five years. Learn how the draft five-year transportation improvement program, or TIP, is developed at one of two virtual open houses April 20 and April 21.

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Learn how your regional transport... [APPLY NOW](#)

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Reach: 4,752
Clicks: 355
Cost Per Click: \$0.42
Post Engagement: 362

Activity



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Pima Association of Governments
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Did you ever wonder how federal, state, regional and local transportation funding is scheduled to be spent in the greater Tucson region? Attend one of two virtual open houses to be held by Pima Association of Governments to learn where transportation dollars will be spent in the next five years.

[About this ad](#)

PAGREGION.COM
Register today.
Learn how your regional transpo... [LEARN MORE](#)

Ad3 – April 20-21
Budget/Spend: \$200/\$200
Reach: 6,827
Clicks: 323
Cost Per Click: \$0.62
Post Engagement: 334

Activity

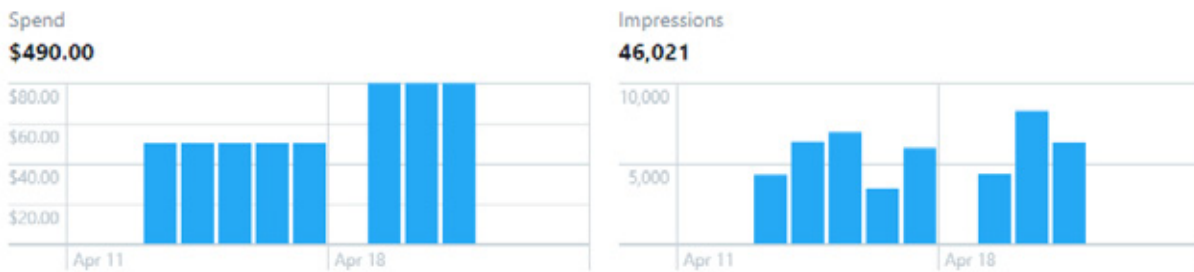


Twitter

Campaign 1 – April 13-17
 Budget/Spend: \$250/\$250
 Click: 84
 Cost Per Click: \$2.98
 Impressions: 27,067

Campaign 2 – April 19-21
 Budget/Spend: \$250/\$240
 Click: 103
 Cost Per Click: \$2.33
 Impressions: 18,954

Note: Twitter allows us to use multiple creatives per campaign. The first campaign used two ads, the second all three.



PAG @PAGregion · Apr 13
 We invite you to attend a virtual open house to learn how federal, state and local transportation dollars will be spent in the region for the next five years and how the draft five-year transportation improvement program is developed. Open houses will be held Apr. 20 and Apr. 21.

Register today to participate.
pagregion.com

2 replies, 10 likes

PAG @PAGregion · Apr 13
 You're invited to learn about the Pima Association of Governments' five-year program for transportation projects in the Tucson metro region. Two presentations this month, April 20 and 21, will explain the transportation improvement program, or TIP, so you can give feedback.

Register Today!
pagregion.com

2 replies, 1 like

PAG @PAGregion · Apr 19
 You are invited to review Pima Association of Governments' draft transportation improvement program (TIP) to learn how federal, state and local transportation dollars will be used over the next five years in the greater Tucson region.

View and comment
pagregion.com

1 reply, 6 likes

PAGregion.com homepage

English Spanish

PAG Pima Association of Governments

Home Who We Are Mobility Sustainability Livability Info Center Get Involved

FY 2022-2026 TIP OPEN HOUSE Learn more »

PUBLIC NOTICE

The draft Transportation Improvement Program, a schedule of projects funded for fiscal years 2022-2026, is available for public review and comment through May 18.

[Review and Comment](#)

FY 2022-2026 TIP

[Learn more](#)

- Maps and Data**
Explore a variety of map viewer tools to learn about our region.
- Travel Data**
Curious about traffic patterns? View regional traffic counts.
- Bike & Pedestrian Safety**
Safety is a regional goal. Learn about bicycle and pedestrian safety tips.
- Public Participation**
Learn how you can participate in the planning process.
- Regional Mobility & Accessibility Plan**
Take a look at our 25-year regional transportation plan.
- Transportation Improvement Program**
Find out what transportation projects are in the pipeline.

Transportation Open House

[Learn more](#)

PAGregion.com open house registration page

English Spanish

 **Pima Association of Governments**

Home | Who We Are | Mobility | Sustainability | Livability | Info Center | **Get Involved** |

Home » Get Involved » Public Participation » Virtual Open House Registration

Virtual Open House Registration

April 8, 2021



Public Input 

Draft TIP



[Download \(PDF\)](#)

More TIP Posts

- [FY 2022-2026 Transportation Improvement Program Title VI Maps](#)
- [FY 2022-2026 Transportation Improvement Program Maps by Year](#)
- [Public Notice: Draft FY 2022-2026 Transportation Improvement Program](#)
- [News Release: Virtual open houses set for public review of proposed 5-year transportation funding schedule](#)
- [PAG preparing five-year transportation program for public feedback](#)

FY 2022-2026 Transportation Improvement Program Virtual Open Houses

Learn how your regional transportation dollars will be allocated for the next five years for roadways, transit, safety, interstate interchanges, bicycle and pedestrian facilities, and more.

Pima Association of Governments (PAG), the greater Tucson region's metropolitan planning organization, invites you to join us for open house presentations and the opportunity to review and comment on PAG's draft Transportation Improvement Program (TIP) for FY 2022-2026. The five-year TIP allocates available federal, state and local funding for transportation improvement projects in the greater Tucson region and is updated every two years.

For questions or reasonable accommodations, call 792-1093 or email info@pagregion.com

Si necesita ayuda con traducción, llame por favor al 792-1093 y comuníquese con Nathan Barrett.

Virtual Open Houses

Tuesday, April 20, 2021
10:00 a.m. to noon
Presentations will be held at 10 a.m. and 11 a.m.
Once registered you can log in anytime during the open house to view your preferred presentation.

Please register in advance for this webinar.

[REGISTER NOW](#)

After registering, you will receive a confirmation email from Zoom containing information about joining the webinar.

Wednesday, April 21, 2021
4:30 p.m. to 6:30 p.m.
Presentations will be held at 4:30 p.m. and 5:30 p.m.
Once registered you can log in anytime during the open house to view your preferred presentation.

Please register in advance for this webinar.

[REGISTER NOW](#)

After registering, you will receive a confirmation email from Zoom containing information about joining the webinar.

Review and Comment

The current draft Transportation Improvement Program, a schedule of projects to be funded in fiscal years 2022-2026, is available for review and comment.

- [Draft FY 2022-2026 Transportation Improvement Program](#)
- [FY 2022-2026 Transportation Improvement Program Maps by Year](#)
- [FY 2022-2026 Transportation Improvement Program Title VI Maps](#)
- Learn more about the TIP and how the program is put together - [TIP Overview](#)
- After reviewing the draft TIP, please take our survey - [TIP Survey](#)

SUBMIT a public comment or send your comments or questions via email at publiccomments@PAGregion.com.


» Get Involved, Public Participation
» TIP

 **Pima Association of Governments**

1 E. Broadway Blvd., Suite 401
Tucson, AZ 85701
p: (520) 792-1093
f: (520) 629-6981

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Bus Posters on Sun Tran Buses
 Monday, April 12 through Wednesday, April 21

Seeking Public Input

Transportation Virtual Open Houses

Learn how your transportation dollars will be programmed for the next five years for roadways, transit, safety, interstate interchanges, bicycle and pedestrian facilities, and more.

Pima Association of Governments (PAG), the greater Tucson region's metropolitan planning organization, invites you to join us for open house presentations and the opportunity to review and comment on PAG's draft Transportation Improvement Program (TIP) for FY 2022-2026.

Draft FY 2022-26 TIP materials will be posted for review at PAGregion.com at least 24 hours prior to the first open house.



Tuesday, April 20, 2021
 10:00 a.m. - noon

Presentations start at 10:00 a.m. and 11:00 a.m.

Wednesday, April 21, 2021
 4:30 - 6:30 p.m.

Presentations start at 4:30 p.m. and 5:30 p.m.

REGISTER at:
PAGregion.com/TIP

For questions or reasonable accommodations, call 792-1093 or email info@pagregion.com.
 Si necesita ayuda con traducción, llame por favor al 792-1093 y comuníquese con Nathan Barrett.



PAG
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Buscando la opinión

Casas Abiertas Virtuales sobre transportación

Aprende cómo se programarán sus dólares de transporte durante los próximos cinco años para carreteras, tránsito, seguridad, intercambios interestatales, instalaciones para bicicletas y peatones, y más.

La Asociación de Gobiernos de Pima (PAG), la organización de planificación metropolitana de la región metropolitana de Tucson, lo invita a unirse a nosotros para las presentaciones de puertas abiertas y la oportunidad de revisar y comentar sobre el borrador del Programa de Mejora del Transporte (TIP) de PAG para los años fiscal 2022-2026.

Los materiales para el TIP provisional para los años fiscales 2022-2026 se publicarán para tu revisión en PAGregion.com al menos 24 horas antes de la primera jornada de puertas abiertas.



Martes, 20 de abril de 2021
 10 a.m. - medio día

Las presentaciones comienzan a las 10:00 a.m. y a las 11:00 a.m.

Miércoles, 19 de abril de 2021, 4:30 - 6:30 p.m.

Las presentaciones comienzan a las 4:30 p.m. y a las 5:30 p.m.

REGÍSTRATE en
PAGregion.com/TIP

Si necesita ayuda con traducción, llame por favor al 792-1093 y comuníquese con Nathan Barrett.
 For questions or reasonable accommodations, call 792-1093 or email info@pagregion.com.



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Road Runner TIP article

Friday, April 23, 2021

Safety sign contest approaching its end

ROAD RUNNER

The Arizona Department of Transportation's safety message contest is here once again for the public to decide which entries will light up message boards along the state's highways.

It's been a way for the department to spark discussions and alert motorists to remain safe on the roads where driver behavior plays a role in more than 90% of vehicle crashes, according to the U.S. Department of Transportation.

'This is the fifth year that we've done the safety message contest and we love seeing all of the people who submit their original safety messages,' said Caroline Carpenter, ADOT's assistant communication director for digital communication. 'It is a contest but at the same time there is a very serious side because we do want to raise awareness of behavior out on a road, there's a lot of things that we can all do to be safer on the road.'

In its first four years there were more than 16,000

entries sent to the department to find the best finalist. This year's contest has added another 2,400 to the list of entries.

The department said it's seen the annual contest incorporate pop culture subjects like 'Star Wars' and current events into safety messages to encourage motorists to make better decisions when driving.

'As we have more drivers turn 16 every year and get out on the road, we're always looking for ways to get more people involved in safety and safety on our roadways,' Carpenter said.

Please see **CONTEST** , [Page B3](#)



One of the winners from last year's safety message contest.

ARIZONA DEPARTMENT OF TRANSPORTATION



SHAQ DAVIS

Arizona Daily Star

Contest

From B1

'Whether it's a contest or a conversation you're having with your new driver or soon to be driver, we just really want people talking about safety and keeping it top of mind.'

It provides some residents, like a Arizona elementary school teacher, or anonymous submitters to have a

azdot.gov/SignContest

Down the Road

Virtual open house for regional transportation plan

Registration is open for a virtual open house to review the Pima Association of Government's proposed five-year transportation funding program for infrastructure improvements.

The work will last from 6 a.m. to 6 p.m. each day until Thursday, April 22, to mill and pave the road. Minor delays are expected.

Contact Star reporter Shaq Davis at 573-4218 or sdavis@tucson.com
On Twitter: [@ShaqDavis1](https://twitter.com/ShaqDavis1)



say in safety messages that are displayed on some of ADOT's 291 overhead message boards statewide.

There are 10 finalists awaiting more votes but 'only a couple will find their way into the bright lights of an ADOT highway message board,' the department said.

These winning messages will be displayed soon after voting ends April 21. Regularly, motorists see those message boards displaying regular traffic information and COVID-19 safety messages.

Last year's winners: 'Signal and Ready to Mingle' and 'Red Fish, Blue Fish, Speeding's Foolish' were pulled from 12 finalists among 5,550 votes cast. In 2019, motorists crowned the creators of 'Drive like the person your dog thinks you are' and 'Drink and Drive? Meet police and see new bars.'

'The impact it's had while it's difficult to quantify that, we do know that we have 1,000s of entries every year and on social media, we see people talking about it sharing the message,' Carpenter said. 'It really is creating at least a conversation around safety and helping bring awareness to how important it is to be safe on the roads.'

Interested respondents can voice their opinion at

Visitors can review the program that schedules regional, state and federal funding for transportation projects over the next five years.

It includes funding for the Regional Transportation Authority's longrange plan continuing through 2026. The 20-year plan and a half-cent sales tax to fund the plan were approved by county voters in May 2006, PAG said.

The virtual open houses will be conducted using Zoom and are scheduled from 10 a.m. to noon on April 20 and 4:30 p.m. to 6:30 p.m. on April 21. To sign up visit PAGregion.com/TIP **Oracle Road construction begins** Crews will start construction from the Interstate 10 junction at Miracle Mile to Calle Concordia in Oro Valley.

For the next 10 weeks, crews work from 8 p.m. to 6 a.m. on the south side of Miracle Mile to remove old concrete, new concrete curb and gutter, new driveway entrances on select driveways, and new sidewalk in some areas. Paving will occur later.

Motorists should expect intermittent lane closures.

Ina Road construction

Crews will continue paving Ina Road from North Oracle Road to North Pima Canyon Drive.



Winning messages will be displayed soon after voting ends April 21. Regularly, motorists see those message boards displaying regular traffic information and COVID-19 safety messages.

ARIZONA DEPARTMENT OF TRANSPORTATION PHOTOS

TIP PUBLIC PARTICIPATION PLAN



FY 2022-2026 Transportation Improvement Program (TIP) Public Participation Plan

INTRODUCTION

Pima Association of Governments (PAG) has developed a Public Participation Plan (PPP), per federal regulations, to promote meaningful community involvement for its Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP). As a short-range, five-year capital improvement program, the TIP identifies how federal, state, regional and local transportation dollars will be invested to improve the greater Tucson region's transportation system. The PPP describes the tools PAG will use to inform the public about the FY 2022-2026 TIP development process and identify opportunities for community involvement.

As the federally designated metropolitan planning organization for Pima County, PAG is required to develop a TIP at least every four years. It must draw from projects included in the region's long-range transportation plan, which PAG refers to as the Regional Mobility and Accessibility Plan (RMAP). The current RMAP, the "2045 RMAP Update," was approved by the PAG Regional Council in September 2020.

The current FY 2020-2024 TIP was adopted by the PAG Regional Council in 2019. PAG began the development process for the FY 2022-26 TIP in mid-2020.

CONSISTENCY WITH THE PAG PUBLIC INVOLVEMENT POLICY

The TIP PPP is an extension of PAG's Public Involvement Policy (PIP). The PIP was adopted in 2018 by the PAG Regional Council as an update to previous versions. In compliance with Federal Highway Administration (FHWA) regulations, the PIP outlines how PAG will conduct its public involvement efforts. Per 23 CFR 450.316 [b] [1], the FHWA requires PAG to have a public involvement process to qualify for federal funds dedicated to advancing regional transportation planning efforts. The PIP includes PAG's public involvement goal, objectives and strategies; levels of public involvement; role of the public; public comment opportunities and procedures, and more. It also refers to PAG's process for complying with federal regulations for Title VI, Environmental Justice, and the Americans with Disabilities Act. As an extension of the PIP, this PPP incorporates public involvement strategies listed in the PIP, among other elements. The adopted PIP can be found on the PAG website under the "Get Involved" menu, and "public policies" tab or accessed directly [here](#).

TIP DEVELOPMENT PHASES, PUBLIC PARTICIPATION ACTIVITIES AND RESPONSIBILITIES

The FY 2022-2026 TIP will be developed under the guidance of existing PAG committees. The process can be divided into three phases, which will include the public participation elements listed below. Since the PAG RMAP and TIP are both required to be fiscally constrained – beginning with the projects and programs included in the approved RMAP – individual jurisdictions propose candidate RMAP

projects for inclusion in the TIP. This is based on a response to a PAG notice of funding availability, when and if funding is available for new programming.

Phase 1: TIP scoping and process kickoff. Notify PAG member agencies of funding available for the FY 2022-2026 TIP and provide information about the TIP development process. This step occurs in August and includes the distribution of a memo on the TIP development process and notice of available funding. It also involves interactions with PAG committees as well as individual meetings with each member agency.

Phase 2: Project list development, review and approval. Begin project list review with input from member jurisdictions at meetings open to the public. Public meeting notices for all committees will be posted on the PAG website. Refine project list and complete project list review. This phase may include coordination with other regional efforts, as appropriate.

Phase 3: Complete proposed FY 2022-2026 TIP and finalize.

- Hold a 30-day public comment period on the proposed FY 2022-2026 TIP; promote via paid advertisement/legal notice. PAG committees also will review the proposed draft TIP.
- Hold public open house event(s) to provide additional opportunity for the public to review draft project lists and other components of the proposed FY 2022-2026 TIP. Promote through paid advertisement/legal notice, news release, email distribution lists, social media and the PAG website.
- Hold a public hearing for the proposed FY 2022-2026 TIP; promote via paid advertisement/legal notice.

PAG provides affected public agencies, transportation operators, representatives of public transportation employers, public ports, freights shippers, providers of freight transportation services, private providers of transportation, users of public transportation, users of transportation facilities, the disabled and other interested parties with a reasonable opportunity to comment on the FY 2022-2026 TIP.

PUBLIC COMMENT PERIOD

Per federal regulations, a minimum public comment period of 30 calendar days is required for review of the proposed TIP. PAG will provide adequate public notice and reasonable opportunity to comment on the proposed TIP. During the comment period, anticipated for mid-April to mid-May, the public can comment in the following ways:

- Email: info@PAGregion.com
- Website: PAGregion.com
- Mail: 1 E. Broadway Blvd., Suite 401, Tucson, AZ 85701
- Phone: (520) 792-1093
- Website: Comments may be submitted through PAG's [Public Comment form](#).

PUBLIC NOTICES

Pima Association of Governments publishes legal notices, as required by law to notify the public of upcoming public participation opportunities, and promotes opportunities to provide input by posting notices at the office, online, on social media sites and through email distributions. Individuals may

request to be added to PAG’s email distribution list to receive newsletters and notices to stay current on the latest information.

PUBLIC MEETINGS AND HEARINGS:

Committee meetings

Since the TIP development process is one of PAG’s core functions, several committees and sub-committees are involved in the process. These include the Regional Council, Management Committee, Transportation Planning Committee (TPC), TIP Subcommittee and Transit Working Group. PAG’s meetings are open to the public, and notices are posted onsite in the office lobby and on the website meeting and events calendar. PAG will strive to schedule meetings at convenient and accessible locations and times.

Open house(s)

PAG will hold at least one virtual public open house. Open houses provide the public with an opportunity to review elements of the proposed TIP, speak with jurisdiction representatives about the projects, and submit written comments.

Public hearing

After the open house(s) and public comment period, one public hearing will be held. This is currently planned for spring 2021.

Public participation process for PAG member agencies

In addition to the PAG regionwide public participation process, the individual PAG jurisdictions also conduct public involvement activities which feed into the development of the regional TIP. Most jurisdictions conduct public participation efforts in conjunction with the development of their capital improvement programs (CIP) prior to beginning the regional TIP development process. Jurisdictional recommendations for projects to be included in the candidate TIP project list are typically based on these CIP processes.

INFORMATION REPOSITORIES FOR THE PROPOSED FY 2022-2026 TIP

Information repositories are places where the public may read and review the proposed FY 2022-2026 TIP, including documents that are subject to public comment. In addition to making the document available on the website (PAGregion.com), PAG has established the following repositories for the proposed FY 2022-2026 TIP:

- Pima Association of Governments – 1 E. Broadway Blvd., Suite 401, Tucson, AZ 85701
- Pima County Public Library – 101 N. Stone Ave. Tucson, AZ 85701
- Member Agency Offices (See table below.)

REGIONAL TRANSPORTATION LEADS (TPC)	
Roderick F. Lane Southcentral District Engineer AZ Department of Transportation 1221 S 2 nd Ave. Tucson, AZ 85713-1602	Ana Olivares Director Pima County Dept of Transportation 201 N Stone Ave 4 th Floor Tucson, AZ 85701
Diana Alarcon Director City of Tucson Dept. of Transportation and Mobility 201 N. Stone Ave. 6 th Floor Tucson, AZ 85701	Keith Brann Town Engineer Town of Marana 11555 W Civic Center Rd Marana, AZ 85653
Mark Pugh Planning Administrator San Xavier District of The Tohono O'odham Nation 2018 W San Xavier Rd Tucson, AZ 85746	Patricia Pablo Grant Writer Supervisor Tohono O'odham Nation Planning Department P.O. Box 837 Sells, AZ 85634-0837
Jose Rodriguez Engineering Division Manager Town of Oro Valley 11000 N La Cañada Dr Oro Valley, AZ 85737	Beth Abramovitz Public Works Director/Town Engineer Town of Sahuarita 375 W Sahuarita Center Way Sahuarita, AZ 85629
Mick Jensen Senior Planner City Of South Tucson 1601 S 6 th Ave South Tucson, AZ 85713	Jason Bahe Transportation/Construction Project Manager Pascua Yaqui Tribe 7474 S Camino De Oeste Tucson, AZ 85757

Distribution List

PAG uses an email list via Constant Contact for all electronic distributions to the public. It includes individuals, groups, public agencies, elected officials, private businesses, governmental agencies and non-profit organizations. Per federal requirements, Indian Tribal government(s) and federal public lands within the planning area will be included, as the TIP development process includes these. The email list will be used to inform them of public meetings, comment opportunities and important updates. The list will be maintained by PAG and will be updated when individuals request to be added or removed.

Website

The PAG website (PAGregion.com) will have information about public comment periods, public meetings and future updates, and a sign-up form for email notifications.

Newspaper Ads

PAG will place advertisements/legal notices in the *Arizona Daily Star* and *Arizona Bilingual*, in English and Spanish, respectively, to announce the public comment period, open house(s) and public hearing for the TIP.

Contacts

If you have questions or need more information about the FY 2022-2026 TIP development process, please contact Carolyn Laurie, PAG Planning Coordinator, at claurie@pagregion.com

Reasonable Accommodations and Translation Assistance

Persons with a disability or language barrier may request documents in alternative formats or translations or other reasonable accommodations by contacting Sheila Storm at (520) 792-1093. Requests should be made as early as possible to allow time to arrange the accommodation. If you need assistance with translation, please contact Nathan Barrett at 792-1093. *Si necesita ayuda con traducción, llame por favor al 792-1093 y comuníquese con Nathan Barrett.*

Appendix 1 – FY 2022-2026 TIP Committee Structure

The following is a description of PAG committees and other groups who will assist with and guide the FY 2022-2026 Transportation Improvement Program (TIP) development.

TIP Subcommittee – This subcommittee of the PAG Transportation Planning Committee is composed of staff from PAG member agencies. During the TIP development process, the TIP Subcommittee provides technical planning services, including for example, approving revenue projections to establish financial constraint. The TIP Subcommittee also provides input on transportation project selection and funding recommendations. Members of the TIP Subcommittee also serve as primary points of contact for questions about their respective jurisdiction’s projects, etc.

Transit Working Group (TWG) – This working group is composed of representatives from PAG member agencies with involvement in transit planning, programming and operations. The TWG recommends, prioritizes and programs federal transit funds for the region. The working group also serves as an evaluation committee for the planning of future transit capital projects and system operations of regional significance. The TWG meets in the fall to review applications for new projects to be included in the TIP from sources such as Federal Transit Administration programs 5307 and 5339 as well as federal Surface Transportation Block Grant Program Flex funds. The TWG also may provide recommendations on Regional Transportation Authority (RTA) transit funding and programming for the TIP.

Transportation Planning Committee (TPC) – This is PAG’s technical advisory committee on transportation issues. TPC’s membership consists of the transportation directors, or assignees, from each of PAG’s member agencies. TPC’s role in the FY 2022-2026 TIP development process will include receiving periodic progress updates about the TIP and providing guidance to staff. TPC will be asked to provide a technical review and recommend approval of the proposed FY 2022-2026 TIP to the PAG Executive Director prior to Management Committee review.

Management Committee – The Management Committee is a policy advisory committee for PAG. The committee reviews and makes recommendations to the PAG Executive Director on information, reports and plans developed by PAG that address regional problems and needs. For the TIP development process, the Management Committee will receive periodic progress updates, either in writing or during regularly scheduled meetings. The Management Committee also will review draft project lists and recommend approval to the Executive Director of the proposed FY 2022-2026 TIP.

Regional Council – The nine-member Regional Council is the governing body of PAG and acts on policies, plans or reports that pertain to cross-jurisdictional issues on transportation, air quality, water quality, land use or human services. The Regional Council will be responsible for making a final determination on the approval of the proposed FY 2022-2026 TIP.

GLOSSARY OF TERMS



ADA: The Americans with Disabilities Act, which was passed by Congress in 1990 and requires certain accessibility requirements on public facilities.

ADEQ: Arizona Department of Environmental Quality

ADT: Average Daily Traffic, a measure used in transportation planning. Traditionally, it is the total volume of vehicle traffic on a highway or road for a year, divided by 365 days.

ADOT: The Arizona Department of Transportation is the transportation planning agency responsible for planning, building, and operating state highways and routes in Arizona.

AHSIP: The state's apportioned share of the federal Highway Safety Improvement Program.

ANG: Air National Guard

ASTP: ADOT discretionary funds. These funds can originate from a variety of state and federal funding sources.

BIA: Bureau of Indian Affairs

Bond: Project funding from local jurisdictional bonds

CAA: Clean Air Act, passed by Congress in 1963, and amended in 1967, 1970, 1977 and 1990. The U.S. law designed to control air pollution on a national level, in coordination with state, local and tribal governments.

CFR: The Code of Federal Regulations, which is the codification of the general and permanent rules and regulations published by the executive departments of the federal government. The CFR is divided into 50 titles that represent broad areas subject to federal regulation.

CIP: Capital Improvement Plan, a short-range plan, usually four to ten years, which identifies capital projects and equipment purchases, provides a planning schedule, and identifies options for financing the plan.

CMP: Congestion Management Program. The use of analytic tools to define and identify congestion within a region, corridor or project area, and the development and selection of appropriate strategies to reduce congestion or mitigate its impacts.

Drawdown Request: A request to ADOT to reimburse the jurisdiction for expenses incurred.

DIFO: Development Impact Fees. Fees collected by some local jurisdictions from new or proposed development projects to pay for all or a portion of the costs of providing public services to the new development.

DOT: Department of Transportation. Often the acronym includes the jurisdiction. For example USDOT (United States Department of Transportation), ADOT (Arizona Department of Transportation), TDOT (Tucson Department of Transportation) or PCDOT (Pima County Department of Transportation)

EPA: Environmental Protection Agency, the agency of the federal government tasked with the protection of human health and the environment.

FAA: The Federal Aviation Administration is the division of the U.S. Department of Transportation that specializes in and oversees aviation.

FAST Act: The Fixing America's Surface Transportation Act, passed by Congress in December 2015. The current Highway Trust Fund authorization bills, which outlines the programs and criteria under which funds deposited in the trust fund may be used, provides a maximum cap to the amounts in the Highway Trust Fund that can be appropriated by Congress each year, and outlines the way in which those funds are distributed to the states. Originally set to expire on September 30, 2020, it was extended for one year.

FLEX: STP funds that have been designated for transit purposes.

FHWA: The Federal Highway Administration is the division of the U.S. Department of Transportation that specializes in and oversees highway transportation.

FTA: The Federal Transit Administration is the division of the U.S. Department of Transportation that specializes in and oversees transit. Grants from the FTA are named after specific sections of legislation that authorizes that grant, and each type of grant is for a specific transit purpose or program.

FTA 5307: A formula grant program for urbanized areas providing capital, operating and planning assistance for mass transportation.

FTA 5310: FTA grant program that provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities.

FTA 5311: FTA formula grant program for rural areas.

FTA 5339: FTA grant program that provides capital funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities.

Fiscal Constraint: Fiscal Constraint is a demonstration that sufficient funds are available or likely to be available for the proposed transportation improvements by comparing estimated revenues with total project costs.

Fiscal Year, Federal: The Federal Fiscal Year begins on October 1 of the previous calendar year and ends on September 30 of the year with which it is numbered.

Fiscal Year, PAG: The PAG Fiscal Year begins on July 1 of the previous calendar year and ends on June 30 of the year with which it is numbered.

HSIP: Highway Safety Improvement Funds. HSIP provides funding for roadway and systematic projects that can demonstrate a positive and significant safety benefit.

HSIP-HRRR: Highway Safety Improvement Funds for High Risk Rural Roads.

HURF: Highway User Revenue Funds are revenues from the state gas tax and the vehicle license tax that are distributed to the State Highway Fund and directly to the cities, towns, and counties in Arizona for transportation purposes.

HURF 2.6%: HURF funds that are distributed to PAG, to be used for projects on state facilities.

HURF 12.6%: HURF funds that are distributed to PAG, to be used on any arterial project in the RMAP.

IGA: Intergovernmental Agreement, a contract between two jurisdictions.

LOCAL: Funds provided by the sponsoring jurisdiction.

MAR: Town of Marana funds provided for projects sponsored by other agencies.

MOE: RTA funds from Maintenance of Effort Agreements

MOU: Memorandum of Understanding, an agreement between two or more parties. Projects programmed with funding in the first two years of the TIP must generally have either an MOU with PAG or an IGA with the RTA.

MPO: Metropolitan Planning Organization, a federally mandated transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. PAG is the MPO for Pima County.

NHS: National Highway System, the network of highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals, and other strategic transport facilities.

Obligate: A federal designation indicating funds are available for reimbursement.

OA: Obligation Authority, the amount of a state or region's federal allocation of transportation dollars that can be obligated to specific projects. Obligation Authority is usually expressed as a percent.

OSB: Off-System Bridge program funding.

OV: Town of Oro Valley funds provided for projects sponsored by other agencies.

OWP: Overall Work Program, the planning document prepared by PAG on a biennial basis which identifies the transportation and other work to be undertaken within the metropolitan planning area.

PAG: Pima Association of Governments is the metropolitan planning organization for the Pima County region.

PCBonds: Pima County bonds.

PCDIFO: Pima County Development Impact Fees. This designation is used when Pima County provides DIFO funds for a project sponsored by another jurisdiction, to distinguish PCDIFO from any DIFO that the sponsoring jurisdiction may be contributing to the project.

PCLocal: Pima County funds that are provided to a project sponsored by another jurisdiction, to distinguish PCLocal from Local funds that the sponsoring jurisdiction may be contributing to the project.

Regionally Significant Project: a transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, that includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

RTA: The Regional Transportation Authority is the government entity that manages the \$2.1 billion, 20-year RTA plan, which was approved by Pima County voters on May 16, 2006.

RTAG: Regional Transportation Alternatives Grant. A federally funded program generally used for alternate mode projects such as bicycle and pedestrian projects, or for Safe Routes to School projects.

RMAP: The Regional Mobility and Accessibility Plan. The region's long-range plan for transportation.

SAF: State Aviation Fund.

SPR: State Planning and Research Funds. These are federal funds and require a 20% match from a non-federal funding source.

STATE: Non-federal funds provided by the State.

STBG: See STP.

STMatch: State Match

STP: Surface Transportation Program. These funds are flexible federal transportation funds that are allocated to the state, a portion of which are sub-allocated to urban areas such as Tucson. Renamed the Surface Transportation Block Grant Program (STBGP) in recent federal transportation legislation.

STIP: State Transportation Improvement Program. The State's TIP, which includes the TIPs of all other COGs and MPOs as well as the ADOT Five-Year Program.

TAP: See RTAG.

TIP: The Transportation Improvement Program is a five-year schedule and budget of proposed transportation improvements within eastern Pima County.

TIP Amendment: An amendment to the TIP alters the approved TIP in some way. A formal TIP amendment must be approved by the Regional Council.

TPC: Transportation Planning Committee, consisting of the transportation directors of each jurisdiction in Pima County, including Pima County, including other regional stakeholders such as ADOT, the Tucson Airport Authority, the University of Arizona, and Pima County Department of Environmental Quality. TPC reports to the PAG Executive Director.

Travel Demand Model: Model that approximates trip generation and trip destinations, which can be used to estimate how the projects in the TIP will impact congestion and travel times in the future.

TUC: City of Tucson funds that are provided to a project sponsored by another jurisdiction, to distinguish them from Local funds that the sponsoring jurisdiction may be contributing to the project.

USC: United States Code, the official compilation of the general and permanent federal statutes of the United States.

VLT: Vehicle License Tax, a tax paid to the state of Arizona upon registration of a motor vehicle. A portion of the VLT collected is deposited in the HURF, while another portion is distributed directly to individual counties for transportation uses. Other portions of the VLT are distributed to the general fund of cities, towns and counties.

VMT: Vehicle Miles Traveled, a measurement of miles traveled by vehicles within a specified region for a specific time period (e.g., Daily VMT or Annual VMT).

Phase Codes Used in the PAG TIP

- S = Study
- D = Design
- R = Right-of-way acquisition
- U = Utilities relocation
- C = Construction
- O = Operations
- P = Procurement
- PMT = Payment, the repayment of funds previously expended by the project sponsor
- DRC = Design, Right-of-Way and Construction. Used only with RTA-funded phases.

APPENDIX 7

RESERVE PROJECTS



This Appendix contains a listing of projects that were not funded due to inadequate financial resources. The projects may be carried forward for consideration during the next TIP cycle.

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost (000's)	BMP EMP	Length	Lanes Before Lanes After	Sponsor
14.20	Arizona Board of Regents Capital Transit Grant 2 Regionwide FTA 5310 Grant - golf cart replacement Reserve		\$14				ADOT
							Project Funding
							Amount (000's) Fundtype Fiscal Year Phase
15.20	Arizona Board of Regents Capital Transit Grant 3 Regionwide FTA 5310 Grant - golf cart replacement Reserve		\$14				ADOT
							Project Funding
							Amount (000's) Fundtype Fiscal Year Phase
16.20	Catholic Community Services Capital Transit Grant 2 Regionwide Van purchase Reserve		\$49				ADOT
							Project Funding
							Amount (000's) Fundtype Fiscal Year Phase
17.20	Easter Seals Transit Capital Grant Regionwide Van purchase Reserve		\$49				ADOT
							Project Funding
							Amount (000's) Fundtype Fiscal Year Phase
18.20	Easter Seals Transit Operation Grant Regionwide Transit operations Reserve		\$100				ADOT
							Project Funding
							Amount (000's) Fundtype Fiscal Year Phase

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost	BMP		Lanes Before		Sponsor	
Sponsor ID	Location		(000's)	EMP	Length	Lanes After			
State ID	Description								
Fed ID	Air Quality Status	TIP Status							
64.14	I-10: Park Ave TI Park Ave and I-10 Traffic Interchange	Reserve	\$8,000					ADOT	
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase
130.08	I-10: Tangerine Rd TI - Relocation Tangerine Farms Rd. to Tangerine Rd. @ Trico	Reserve	\$70,000	0.0	1.5	2		ADOT	
SR 989	Replacement interchange, grade separation with UPRR			0.0		6			
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase
13.20	Marana Health Center Operations Grant Maintaince, salaries, benefits, fuel, insurance, etc.	Reserve	\$13					ADOT	
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase
14.16	Red Hill Ranch Rd at UPRR Red Ranch Rd north of Marsh Station	Reserve	\$485					ADOT	
	Railroad signal improvements								
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase
19.20	SAAVI Transit Grant 2 Regionwide Van purchase	Reserve	\$27					ADOT	
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before Lanes After	Sponsor
65.14	SR 86: Kinney to Santa Cruz River SR 86, from Kinney Road to Santa Cruz River Pavement preservation	\$5,000				ADOT
	Reserve					
Project Funding						
		Amount (000's)	Fundtype	Fiscal Year	Phase	
52.12	Naranja Drive Pedestrian Improvements Naranja, from La Canada to First Construct a 12 foot multi-use path	\$2,000	0.0 0.0	0.0	0 0	Oro Valley
	Reserve					
Project Funding						
		Amount (000's)	Fundtype	Fiscal Year	Phase	
23.01	OV Transit Program Purchase paratransit/vanpool vehicles	\$574	0.0 0.0	0.0	0 0	Oro Valley
ALI 11.12.15	Reserve					
Project Funding						
		Amount (000's)	Fundtype	Fiscal Year	Phase	
16.03	Rancho Vistoso Blvd #2 Tangerine Rd to Honey Bee Bridge Resurface existing pavement	\$2,100	0.0 0.0	2.5	4 4	Oro Valley
	Reserve					
Project Funding						
		Amount (000's)	Fundtype	Fiscal Year	Phase	
19.03	Transportation Art by Youth - Pascua Yaqui TABY	\$175	0.0 0.0	0.0	0 0	OWP-LOCAL
	Reserve					
Project Funding						
		Amount (000's)	Fundtype	Fiscal Year	Phase	

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before Lanes After	Sponsor
20.03	Transportation Art by Youth - Tohono Oodham TABY	\$275	0.0 0.0	0.0	0 0	OWP-LOCAL
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase
46.12	Camino de Oeste / Los Reales Los Reales and Ignacio to Camino de Oeste and Torim Pavement Preservation	\$7,500	0.0 0.0	0.0	0 0	Pascua Yaqui
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase
82.06 4RTFIR	1st Ave: Orange Grove Rd to Ina Rd Orange Grove Rd to Ina Rd Widen to 4 lanes w/bike lanes	\$74,398	0.0 0.0	1.0	2 4	Pima County
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase
19.16 4CLBUS	Benson Hwy / Columbus Blvd Intersection Improvements Benson Hwy and Columbus Blvd Intersection improvements	\$1,246				Pima County
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase
148.00 4KRAWB	Kinney Rd: Ajo to Bopp Ajo Way to Bopp Widen to 4 lanes	\$20,408	0.0 0.0	0.9	2 4	Pima County
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before Lanes After	Sponsor
592.00 4MRLCO	Magee Rd: La Canada Dr to Oracle Rd La Canada Dr. to Oracle Rd. Widen to 4 lanes	\$17,498	0.0 0.0	1.2	2 4	Pima County
Reserve						
						Project Funding
						Amount (000's) Fundtype Fiscal Year Phase
602.00 DOT-23 4TTCLV	Thornydale Rd: Cortaro to Linda Vista Cortaro to Linda Vista Widen to 4 lanes	\$20,663	0.0 0.0	1.5	2 4	Pima County
Reserve						
						Project Funding
						Amount (000's) Fundtype Fiscal Year Phase
785.00	La Villita Road Extension Sahuarita Rd to Nogales Hwy Design/construction of road extension	\$5,936	0.0 0.0	1.5	0 2	Sahuarita
Reserve						
						Project Funding
						Amount (000's) Fundtype Fiscal Year Phase
87.08	Pima Mine Rd Bridge Replacement Pima Mine Rd./Santa Cruz River Bridge replacement at Santa Cruz River	\$6,200	0.0 0.0	0.0	2 2	Sahuarita
Reserve						
						Project Funding
						Amount (000's) Fundtype Fiscal Year Phase
40.16	Quail Creek Connection, Phase 2 Old Nogales Hwy to Nogales Hwy Construction of two-lane road with multi-use path	\$6,290		1.2	0 2	Sahuarita
Reserve						
						Project Funding
						Amount (000's) Fundtype Fiscal Year Phase

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost (000's)	BMP EMP	Length	Lanes Before Lanes After	Sponsor
41.16	Quail Creek Connection, Phase 3 Old Nogales Hwy to Nogales Hwy Construct new roadway		\$25,000		1.0	0 2	Sahuarita
	Reserve						
Project Funding							
		Amount (000's)	Fundtype	Fiscal Year	Phase		
29.13	Rancho Sahuarita Blvd: South of Sahuarita Blvd From Sahuarita Blvd through RS Region 6 Design and Construction of new roadway		\$5,000			0 4	Sahuarita
	Reserve						
Project Funding							
		Amount (000's)	Fundtype	Fiscal Year	Phase		
17.10	ADA Upgrades Various locations Ensure current curb ramps meet ADA specs		\$300	0.0 0.0	0.0	0 0	South Tucson
	Reserve						
Project Funding							
		Amount (000's)	Fundtype	Fiscal Year	Phase		
88.01	East 40th Street 4th to 6th Improve unimproved street		\$700	0.0 0.0	0.2	2 3	South Tucson
	Reserve						
Project Funding							
		Amount (000's)	Fundtype	Fiscal Year	Phase		
56.10	Pavement Preservation Arterial and Collector Streets Maintenance and Rehabilitation		\$100	0.0 0.0	0.0	0 0	South Tucson
	Reserve						
Project Funding							
		Amount (000's)	Fundtype	Fiscal Year	Phase		

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost	BMP		Lanes Before			
Sponsor ID	Location		(000's)	EMP	Length	Lanes After	Sponsor		
State ID	Description	TIP Status							
Fed ID	Air Quality Status								
87.01	West 40th Street 6th to 4th Widen from 2 to 3 lanes	Reserve	\$1,000	0.0 0.0	0.2	2 3	South Tucson		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase
24.21	Continental Road Pavement Maintenance Ryan Airfield - Continental Road Pavement Maintenance RYN Project No. 20210109:Continental Rd Pavement Maintenance	Reserve	\$13				TAA		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase
8.16 20114631	Ryan Airfield AWOS Replacement Ryan Airfield Replace All Weather Operation System	Reserve	\$310				TAA		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase
75.00 10190056	Ryan Airfield Runway Extension Extend runway 6R/24L to 6300' incl box culverts	Reserve	\$8,244	0.0 0.0	0.0	0 0	TAA		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase
69.08 20106424	Ryan Airfield Runway Extension Runway Extension	Reserve	\$500	0.0 0.0	0.0	0 0	TAA		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost	BMP		Lanes Before	
Sponsor ID	Location		(000's)	EMP	Length	Lanes After	Sponsor
State ID	Description	TIP Status					
Fed ID	Air Quality Status						
19.09	Ryan Airfield Taxiway Extension		\$100	0.0	0.0	0	TAA
20108953	Runway 6L and Taxiway A Extension			0.0		0	
	Runway 6L and Taxiway A Extension						
	Reserve						
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
77.04	TIA demo exitsitng fuel facility		\$2,087	0.0	0.0	0	TAA
10106554	Demo existing fuel facility			0.0		0	
	Reserve						
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
95.10	TIA Drainage Detention Basin		\$375	0.0	0.0	0	TAA
10195206	Construct Drainage Detention Basin			0.0		0	
	Reserve						
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
68.04	TIA Fuel Storage Facility		\$30,255	0.0	0.0	0	TAA
10102-510	Fuel storage facility			0.0		0	
	Reserve						
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
52.04	TIA Ground Cargo Infrastructure		\$4,255	0.0	0.0	0	TAA
10102-499	Ground cargo infrastructure			0.0		0	
	Reserve						
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost (000's)	BMP EMP	Length	Lanes Before Lanes After	Sponsor		
12.06 10106565	TIA Land Acquisition Land acquisition (RPZ-Noise) Reserve		\$1,027	0.0 0.0	0.0	0 0	TAA		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase
.....									
32.02 PD02-465	TIA Park Ave Improvements Reconstruct with landscaping, signs, lighting, guardrails,dr Reserve		\$512	0.0 0.0	0.0	0 0	TAA		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase
.....									
76.04 10102-470	TIA Park-and-Save Lot Upgrade paving at Park-N-Save overflow lot Reserve		\$669	0.0 0.0	0.0	0 0	TAA		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase
.....									
57.07 10199-330	TIA Runway Tenant Relocation Maintenance Area Runway 11R-24L Tenant Relocation Area 1 Reserve		\$3,691	0.0 0.0	0.0	0 0	TAA		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase
.....									
37.14 10113283	TIA Sustainability Management Plan TIA Sustainability Management Plan Reserve		\$105				TAA		
Project Funding									
Amount (000's)							Fundtype	Fiscal Year	Phase
.....									

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost (000's)	BMP EMP	Length	Lanes Before Lanes After	Sponsor
Sponsor ID	Location						
State ID	Description						
Fed ID	Air Quality Status	TIP Status					
53.04 10102-516	TIA Taxiway C Taxiway C (A5 to A8)		\$6,226	0.0 0.0	0.0	0 0	TAA
	Reserve						
						Project Funding	
		Amount (000's)	Fundtype	Fiscal Year	Phase		
.....							
54.04 10102-517	TIA Taxiway C Taxiway C (A8 to A11)		\$7,123	0.0 0.0	0.0	0 0	TAA
	Reserve						
						Project Funding	
		Amount (000's)	Fundtype	Fiscal Year	Phase		
.....							
55.04	TIA Taxiway D Extension Taxiway D-3 Extension		\$2,675	0.0 0.0	0.0	0 0	TAA
	Reserve						
						Project Funding	
		Amount (000's)	Fundtype	Fiscal Year	Phase		
.....							
75.04 10102-490	TIA West Apron Replacement Slab replacement for west apron		\$1,744	0.0 0.0	0.0	0 0	TAA
	Reserve						
						Project Funding	
		Amount (000's)	Fundtype	Fiscal Year	Phase		
.....							
58.14	Little Nogales Drive Roadway Drainage Little Nogales Drive, between SX Road segments Improvements to ensure proper drainage of roadway		\$300				Tohono O'odham
	Reserve						
						Project Funding	
		Amount (000's)	Fundtype	Fiscal Year	Phase		
.....							

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost (000's)	BMP EMP	Length	Lanes Before Lanes After	Sponsor
91.09	San Xavier: Little Nogales Mission Gateway Path Little Nogales Rd. Construct pathway		\$918	0.0 0.0	0.5	0 0	Tohono O'odham
	Reserve	Project Funding					
		Amount (000's)	Fundtype	Fiscal Year	Phase		
33.00	36th St Forgeus Ave to Country Club Rd Add curbs, bike lanes and sidewalk.		\$1,500	0.0 0.0	0.0	4 3	Tucson
	Reserve	Project Funding					
		Amount (000's)	Fundtype	Fiscal Year	Phase		
34.15	36th St: Park Ave to Country Club Rd sidewalks Park Ave to Country Club Rd ADA Sidewalks		\$450				Tucson
	Reserve	Project Funding					
		Amount (000's)	Fundtype	Fiscal Year	Phase		
65.02	5th Street: Wilmot to Craycroft Craycroft to Wilmot Sidewalks, crosswalks & spot safety improvements		\$400	0.0 0.0	1.0	0 0	Tucson
	Reserve	Project Funding					
		Amount (000's)	Fundtype	Fiscal Year	Phase		
80.04	Ajo Way: I-19 to 6th I-19 to 6th Widen to 6 lanes, w/curb, sidewalk, drainage		\$4,513	0.0 0.0	1.0	5 6	Tucson
	Reserve	Project Funding					
		Amount (000's)	Fundtype	Fiscal Year	Phase		

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before Lanes After	Sponsor
Sponsor ID	Location					
State ID	Description					
Fed ID	Air Quality Status	TIP Status				
37.00	Country Club Rd: Glenn St to Grant Rd Glenn St to Grant Rd Widen to 5 lanes	\$8,456	0.0 0.0	0.5	4 5	Tucson
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase
40.00	Irvington Rd Kolb Rd to Houghton Widen to 3 lanes	\$1,377	0.0 0.0	2.0	2 3	Tucson
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase
77.06	Irvington Rd: West of I-19 Santa Cruz River to east of I-19 Improve intersections, access mgmt, bike lanes and sidewalks	\$9,800	0.0 0.0	0.9	0 0	Tucson
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase
83.04	Kolb: Escalante to Valencia Escalante Rd to Valencia Rd Widen to 6 lanes	\$12,000	0.0 0.0	1.5	4 6	Tucson
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase
54.12	La Cholla Blvd Urban Upgrades La Cholla, from Star Pass to Ajo Add curb, sidewalk, street lighting	\$15,000	0.0 0.0	0.0	0 0	Tucson
	Reserve				Project Funding	
					Amount (000's)	Fundtype Fiscal Year Phase

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost	BMP		Lanes Before			
Sponsor ID	Location		(000's)	EMP	Length	Lanes After		Sponsor	
State ID	Description	TIP Status							
Fed ID	Air Quality Status								
53.12	Rita Road Urban Upgrades		\$3,000	0.0	0.0	0		Tucson	
	Rita Road, from UPRR to I-10			0.0		0			
	Add curb, sidewalk, and street lighting								
	Reserve								
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase
44.06	RR Grade Xing		\$1	0.0	0.0	0		Tucson	
	Toole Ave and Euclid Ave			0.0		0			
SR195 01C	Install concrete surface								
	Reserve								
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase
91.12	Safe Routes to School Program (Tucson)		\$159	0.0	0.0	0		Tucson	
SP13	City of Tucson			0.0		0			
	Non-infrastructure education and outreach K-8 schools								
	Reserve								
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase
58.02	Stone Ave Corridor: Ft. Lowell to Wetmore		\$750	0.0	1.5	5		Tucson	
	Ft. Lowell to Wetmore			0.0		5			
	Drainage, lighting, bike lanes, shelters etc.								
	Reserve								
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase
56.02	Stone Ave Corridor: Speedway to Ft. Lowell		\$1,400	0.0	2.0	5		Tucson	
	Speedway to Ft. Lowell			0.0		5			
	Drainage, lighting, bike lanes, shelters etc.								
	Reserve								
						Project Funding			
						Amount (000's)	Fundtype	Fiscal Year	Phase

APPENDIX 7 - RESERVE PROJECTS

Pima Association of Governments 2022-2026 TIP Projects

Reserve

Tip ID	Project Name		Total Cost	BMP		Lanes Before	
Sponsor ID	Location		(000's)	EMP	Length	Lanes After	Sponsor
State ID	Description	TIP Status					
Fed ID	Air Quality Status						
60.06	Valencia Rd: I-19 to Alvernon		\$10,000	0.0	4.4	6	Tucson
	I-19 to Alvernon			0.0		6	
	Construct controlled access improvements						
	Reserve						
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
.....							
21.11	Bus Expansion		\$8,520	0.0	0.0	0	Tucson Transit
	City wide			0.0		0	
	Procure new buses						
ALI 11.13.01	Reserve						
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
.....							
29.03	Sun Van Expansion Vans		\$3,249	0.0	0.0	0	Tucson Transit
	Citywide			0.0		0	
	Expand Sun Van fleet						
ALI 11.13.15	Reserve						
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
.....							
8.18	Transit Refueling Station		\$150				Tucson Transit
	Oro Valley Mobility Operations Center						
	Refueling station for OV Dial-a-ride						
	Reserve						
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
.....							

APPENDIX 7 - RESERVE PROJECTS

APPENDIX 8

PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS



APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
131.00		22nd St: I-10 to Tucson Blvd		\$0.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2000	\$325,000.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2007	\$1,761.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2008	\$590,909.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2009	\$1,529,068.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2010	\$2,858,767.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2011	\$6,697,755.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2012	\$1,490,334.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2013	\$6,869,347.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2014	\$7,773,580.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2015	\$5,125,231.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2016	\$9,260,889.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2017	\$229,074.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2019	\$177,669.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2020	\$1,728,357.00	Tucson
131.00		22nd St: I-10 to Tucson Blvd	Total for FY 2021	\$39,731.00	Tucson
			Grand Total	\$44,697,473.00	
68.12		22nd/Avenida Sirio HAWK	Total for FY 2014	\$44,256.00	Tucson
68.12		22nd/Avenida Sirio HAWK	Total for FY 2015	\$8,863.00	Tucson
68.12		22nd/Avenida Sirio HAWK	Total for FY 2016	\$143,171.00	Tucson
68.12		22nd/Avenida Sirio HAWK	Total for FY 2017	\$185.00	Tucson
			Grand Total	\$196,475.00	
3.12		4th Ave / Congress St / Toole Ave - Safety Improvements	Total for FY 2013	(\$212,698.00)	Tucson
3.12		4th Ave / Congress St / Toole Ave - Safety Improvements	Total for FY 2017	\$143,414.00	Tucson
			Grand Total	(\$69,284.00)	
83.12		5th St Bike Boulevard: 7th Avenue to University		\$0.00	Tucson
83.12		5th St Bike Boulevard: 7th Avenue to University	Total for FY 2014	\$21,649.00	Tucson
83.12		5th St Bike Boulevard: 7th Avenue to University	Total for FY 2015	\$41,369.00	Tucson
83.12		5th St Bike Boulevard: 7th Avenue to University	Total for FY 2016	\$275,513.00	Tucson
83.12		5th St Bike Boulevard: 7th Avenue to University	Total for FY 2017	\$141.00	Tucson
83.12		5th St Bike Boulevard: 7th Avenue to University	Total for FY 2018	\$3,637.00	Tucson
			Grand Total	\$342,310.00	
54.14		6th Street Traffic Impact Analysis	Total for FY 2017	\$48,721.00	Tucson
			Grand Total	\$48,721.00	
163.07		ADA Improvements: Various Locations	Total for FY 2008	\$381,563.00	Tucson
163.07		ADA Improvements: Various Locations	Total for FY 2009	\$907,550.00	Tucson
163.07		ADA Improvements: Various Locations	Total for FY 2010	\$17,896.00	Tucson
163.07		ADA Improvements: Various Locations	Total for FY 2011	\$40,397.00	Tucson
163.07		ADA Improvements: Various Locations	Total for FY 2012	\$46,188.00	Tucson
163.07		ADA Improvements: Various Locations	Total for FY 2013	\$34,410.00	Tucson
163.07		ADA Improvements: Various Locations	Total for FY 2014	\$39,810.00	Tucson

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
163.07		ADA Improvements: Various Locations	Total for FY 2015	\$11,876.00	Tucson
163.07		ADA Improvements: Various Locations	Total for FY 2016	\$22,085.00	Tucson
163.07		ADA Improvements: Various Locations	Total for FY 2017	\$6,902.00	Tucson
			Grand Total	\$1,508,676.00	
72.03		Administrative & Maintenance Facility	Total for FY 2007	\$538,245.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2008	\$798,150.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2009	\$10,424,435.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2010	\$6,042,736.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2011	\$1,954,880.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2012	\$763,913.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2013	\$224,343.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2014	\$32,784.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2015	\$31,810.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2016	\$12,896.00	Tucson Transit
72.03		Administrative & Maintenance Facility	Total for FY 2017	\$12,678.00	Tucson Transit
			Grand Total	\$20,836,869.00	
22.16		Adonis Rd Extension	Total for FY 2020	\$50,000.00	Marana
			Grand Total	\$50,000.00	
44.12		Aerospace Parkway Expansion	Total for FY 2012	\$5,237.00	Pima County
44.12		Aerospace Parkway Expansion	Total for FY 2013	\$12,665.00	Pima County
44.12		Aerospace Parkway Expansion	Total for FY 2014	\$1,398,118.00	Pima County
44.12		Aerospace Parkway Expansion	Total for FY 2015	\$1,680,921.00	Pima County
44.12		Aerospace Parkway Expansion	Total for FY 2016	\$6,895,914.00	Pima County
44.12		Aerospace Parkway Expansion	Total for FY 2017	\$2,502,278.00	Pima County
44.12		Aerospace Parkway Expansion	Total for FY 2018	\$2,569,819.00	Pima County
44.12		Aerospace Parkway Expansion	Total for FY 2019	\$5,362,445.00	Pima County
44.12		Aerospace Parkway Expansion	Total for FY 2020	\$1,049,285.00	Pima County
44.12		Aerospace Parkway Expansion	Total for FY 2021	\$23,793.00	Pima County
			Grand Total	\$21,500,475.00	
33.15		Alvernon Way and Hughes Access Rd Bike Lanes	Total for FY 2017	\$519,866.00	Pima County
			Grand Total	\$519,866.00	
20.16		Arcadia Ave and Timrod St Bike Boulevards	Total for FY 2017	\$120,000.00	Tucson
			Grand Total	\$120,000.00	
76.12		Arroyo Chico Greenway: Country Club to Treat	Total for FY 2015	\$66,917.00	Tucson
76.12		Arroyo Chico Greenway: Country Club to Treat	Total for FY 2016	\$23,267.00	Tucson
76.12		Arroyo Chico Greenway: Country Club to Treat	Total for FY 2017	\$9,538.00	Tucson
76.12		Arroyo Chico Greenway: Country Club to Treat	Total for FY 2018	\$49.00	Tucson
76.12		Arroyo Chico Greenway: Country Club to Treat	Total for FY 2019	\$15,666.00	Tucson
			Grand Total	\$115,438.00	
19.16		Benson Hwy / Columbus Blvd Intersection Improvements	Total for FY 2018	\$50,000.00	Pima County

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
			Grand Total	\$50,000.00	
18.16		Benson Hwy / Drexel Rd Intersection Improvements	Total for FY 2018	\$50,000.00	Pima County
			Grand Total	\$50,000.00	
26.13		Bicycle and Pedestrian Program	Total for FY 2014	\$400,000.00	Tucson
26.13		Bicycle and Pedestrian Program	Total for FY 2015	\$200,000.00	Tucson
26.13		Bicycle and Pedestrian Program	Total for FY 2017	\$200,000.00	Tucson
			Grand Total	\$800,000.00	
11.11		Bike Lane Package 3	Total for FY 2012	\$61,263.00	Pima County
11.11		Bike Lane Package 3	Total for FY 2013	\$53,348.00	Pima County
11.11		Bike Lane Package 3	Total for FY 2014	\$953,258.00	Pima County
11.11		Bike Lane Package 3	Total for FY 2015	\$243,133.00	Pima County
11.11		Bike Lane Package 3	Total for FY 2016	\$301,755.00	Pima County
11.11		Bike Lane Package 3	Total for FY 2017	\$112,549.00	Pima County
			Grand Total	\$1,725,305.00	
19.10		Bike Lane Package III	Total for FY 2011	\$251.00	Tucson
19.10		Bike Lane Package III	Total for FY 2012	\$59,286.00	Tucson
19.10		Bike Lane Package III	Total for FY 2013	\$62,614.00	Tucson
19.10		Bike Lane Package III	Total for FY 2014	\$11,306.00	Tucson
19.10		Bike Lane Package III	Total for FY 2015	\$7,067.00	Tucson
19.10		Bike Lane Package III	Total for FY 2016	\$45,692.00	Tucson
19.10		Bike Lane Package III	Total for FY 2017	\$1,496.00	Tucson
19.10		Bike Lane Package III	Total for FY 2018	\$1,554.00	Tucson
			Grand Total	\$189,267.00	
25.13		Bike Share Program	Total for FY 2014	\$75,000.00	Tucson
25.13		Bike Share Program	Total for FY 2015	\$200,000.00	Tucson
25.13		Bike Share Program	Total for FY 2016	\$799,673.00	Tucson
25.13		Bike Share Program	Total for FY 2017	\$500,000.00	Tucson
			Grand Total	\$1,574,673.00	
36.00		Broadway Blvd: Camino Seco to Houghton Rd	Total for FY 2016	\$383,891.00	Tucson
36.00		Broadway Blvd: Camino Seco to Houghton Rd	Total for FY 2017	\$930,695.00	Tucson
36.00		Broadway Blvd: Camino Seco to Houghton Rd	Total for FY 2018	\$369,540.00	Tucson
36.00		Broadway Blvd: Camino Seco to Houghton Rd	Total for FY 2019	\$356,106.00	Tucson
36.00		Broadway Blvd: Camino Seco to Houghton Rd	Total for FY 2020	\$6,655,000.00	Tucson
			Grand Total	\$8,695,233.00	
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2007	\$760.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2008	\$77,146.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2009	\$149,659.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2010	\$1,331,069.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2011	\$1,580,185.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2012	\$236,810.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2013	\$684,059.00	Tucson

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StatelD	Project Name	Drawdowns and Obligations		Sponsor
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2014	\$967,588.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2015	\$840,112.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2016	\$1,936,525.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2017	\$4,149,488.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2018	\$6,434,212.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2019	\$10,505,300.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2020	\$771,970.00	Tucson
22.05		Broadway Blvd: Euclid Ave to Country Club Rd	Total for FY 2021	\$2,396,655.00	Tucson
			Grand Total	\$32,061,538.00	
79.09		Bus Pullout Packages #6 - #15		\$0.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2009	\$43,433.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2010	\$895,012.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2011	\$1,228,670.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2012	\$1,064,261.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2013	\$1,092,820.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2014	\$786,782.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2015	\$221,689.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2016	\$18,132.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2017	\$540,725.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2018	\$620,312.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2019	\$657,037.00	RTA
79.09		Bus Pullout Packages #6 - #15	Total for FY 2020	(\$8,161.00)	RTA
			Grand Total	\$7,160,712.00	
51.14		Bus Pullouts: Packages 16 - 19	Total for FY 2015	\$240,717.00	RTA
51.14		Bus Pullouts: Packages 16 - 19	Total for FY 2016	\$18,745.00	RTA
51.14		Bus Pullouts: Packages 16 - 19	Total for FY 2018	\$224,332.00	RTA
			Grand Total	\$483,794.00	
32.06	SS632 03D	Campbell Ave Revitalization	Total for FY 2006	\$28,428.00	Tucson
32.06	SS632 03D	Campbell Ave Revitalization	Total for FY 2008	\$75,250.00	Tucson
32.06	SS632 03D	Campbell Ave Revitalization	Total for FY 2009	\$95,887.00	Tucson
32.06	SS632 03D	Campbell Ave Revitalization	Total for FY 2014	\$200,000.00	Tucson
32.06	SS632 03D	Campbell Ave Revitalization	Total for FY 2016	\$2,436.00	Tucson
32.06	SS632 03D	Campbell Ave Revitalization	Total for FY 2017	\$647.00	Tucson
32.06	SS632 03D	Campbell Ave Revitalization	Total for FY 2018	\$435.00	Tucson
			Grand Total	\$403,082.00	
65.12		Campbell/Ninth HAWK	Total for FY 2014	\$31,454.00	Tucson
65.12		Campbell/Ninth HAWK	Total for FY 2015	\$23,672.00	Tucson
65.12		Campbell/Ninth HAWK	Total for FY 2016	\$5,663.00	Tucson
65.12		Campbell/Ninth HAWK	Total for FY 2017	\$121,916.00	Tucson
			Grand Total	\$182,705.00	
51.12		Coachline: Silverbell North to Silverbell South Pvmnt Pres	Total for FY 2018	\$8,925.00	Marana

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
51.12		Coachline: Silverbell North to Silverbell South Pvmnt Pres	Total for FY 2020	\$456,073.00	Marana
			Grand Total	\$464,998.00	
94.12		Colossal Cave Rd UPRR Success Drive	Total for FY 2016	\$1,147.00	Pima County
94.12		Colossal Cave Rd UPRR Success Drive	Total for FY 2017	\$1,035,631.00	Pima County
94.12		Colossal Cave Rd UPRR Success Drive	Total for FY 2018	\$907.00	Pima County
			Grand Total	\$1,037,685.00	
105.08		Columbus: 22nd to Timrod Pedestrian Path	Total for FY 2016	\$60,051.00	Tucson
105.08		Columbus: 22nd to Timrod Pedestrian Path	Total for FY 2017	\$79,909.00	Tucson
105.08		Columbus: 22nd to Timrod Pedestrian Path	Total for FY 2018	\$1,609.00	Tucson
			Grand Total	\$141,569.00	
635.00	H5224 03X	Commuter Services Assistance	Total for FY 1999	\$130,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2000	\$134,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2001	\$172,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2002	(\$3,517.00)	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2003	\$160,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2004	\$933,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2005	\$933,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2006	\$621,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2007	\$935,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2008	\$935,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2009	\$935,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2014	\$249,645.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2015	\$609,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2016	\$885,000.00	OWP-PAG
635.00	H5224 03X	Commuter Services Assistance	Total for FY 2017	\$985,000.00	OWP-PAG
			Grand Total	\$8,613,128.00	
77.12		Copper St: Oracle to Swan Bike Boulevard	Total for FY 2014	\$13,376.00	Tucson
77.12		Copper St: Oracle to Swan Bike Boulevard	Total for FY 2015	\$54,455.00	Tucson
77.12		Copper St: Oracle to Swan Bike Boulevard	Total for FY 2016	\$13,227.00	Tucson
77.12		Copper St: Oracle to Swan Bike Boulevard	Total for FY 2017	\$9,974.00	Tucson
77.12		Copper St: Oracle to Swan Bike Boulevard	Total for FY 2018	\$22,604.00	Tucson
			Grand Total	\$113,636.00	
137.00		Cortaro Farms Rd: Camino de Oeste to Thornydale Rd	Total for FY 2008	\$552,854.00	Pima County
137.00		Cortaro Farms Rd: Camino de Oeste to Thornydale Rd	Total for FY 2009	\$267,258.00	Pima County
137.00		Cortaro Farms Rd: Camino de Oeste to Thornydale Rd	Total for FY 2015	\$71,049.00	Pima County
137.00		Cortaro Farms Rd: Camino de Oeste to Thornydale Rd	Total for FY 2016	\$646,342.00	Pima County
137.00		Cortaro Farms Rd: Camino de Oeste to Thornydale Rd	Total for FY 2017	\$751,020.00	Pima County
137.00		Cortaro Farms Rd: Camino de Oeste to Thornydale Rd	Total for FY 2018	\$2,952,544.00	Pima County
137.00		Cortaro Farms Rd: Camino de Oeste to Thornydale Rd	Total for FY 2019	\$7,825,800.00	Pima County
137.00		Cortaro Farms Rd: Camino de Oeste to Thornydale Rd	Total for FY 2020	\$77,106.00	Pima County
137.00		Cortaro Farms Rd: Camino de Oeste to Thornydale Rd	Total for FY 2021	\$2,506.00	Pima County

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
			Grand Total	\$13,146,479.00	
66.12		Craycroft/Ft. Lowell Park HAWK	Total for FY 2014	\$32,212.00	Tucson
66.12		Craycroft/Ft. Lowell Park HAWK	Total for FY 2015	\$24,737.00	Tucson
66.12		Craycroft/Ft. Lowell Park HAWK	Total for FY 2016	\$9,871.00	Tucson
66.12		Craycroft/Ft. Lowell Park HAWK	Total for FY 2017	\$10,865.00	Tucson
			Grand Total	\$77,685.00	
81.04		Downtown Links: Broadway to I-10	Total for FY 2005	\$105,003.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2006	\$219,356.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2007	\$808,543.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2008	\$725,076.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2009	\$1,594,504.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2010	\$4,170,794.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2011	\$1,998,561.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2012	\$8,970,910.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2013	\$2,872,813.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2014	\$7,390,583.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2015	\$3,432,732.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2016	\$7,449,233.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2017	\$4,248,220.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2018	\$2,949,033.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2019	\$822,339.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2020	\$1,248,519.00	Tucson
81.04		Downtown Links: Broadway to I-10	Total for FY 2021	\$5,598,447.00	Tucson
			Grand Total	\$54,604,666.00	
73.06		Downtown/University Streetcar		\$0.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2007	\$1,466.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2008	\$402,845.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2009	\$5,308,054.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2010	\$3,489,050.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2011	\$16,100,142.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2012	\$4,094,960.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2013	\$9,665,330.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2014	\$32,290,266.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2015	\$2,568,945.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2016	\$7,184,988.00	Tucson Transit
73.06		Downtown/University Streetcar	Total for FY 2017	\$1,313,755.00	Tucson Transit
			Grand Total	\$82,419,801.00	
50.12		Duval Mine Road Sidewalk and Bicycle Lane	Total for FY 2015	\$15,700.00	Sahuarita
50.12		Duval Mine Road Sidewalk and Bicycle Lane	Total for FY 2016	\$6,482.00	Sahuarita
50.12		Duval Mine Road Sidewalk and Bicycle Lane	Total for FY 2017	\$15,333.00	Sahuarita
50.12		Duval Mine Road Sidewalk and Bicycle Lane	Total for FY 2018	\$11,027.00	Sahuarita
			Grand Total	\$48,543.00	

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
72.07		El Paso & Southwestern Greenway: 22nd to Simpson	Total for FY 2019	\$1,697.00	Tucson
			Grand Total	\$1,697.00	
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2008	\$77,415.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2009	\$267,106.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2010	\$547,425.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2011	\$372,864.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2012	\$90,887.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2013	\$142,084.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2014	\$78,363.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2015	\$53,246.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2016	\$198,419.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2017	\$32,765.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2018	\$31,771.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2019	\$42,374.00	Tucson
83.07		El Paso & Southwestern Greenway: Kino to University	Total for FY 2020	\$4,724.00	Tucson
			Grand Total	\$1,939,442.00	
82.12		El Paso Southwestern Greenway: 11th Ave to South 6th Ave	Total for FY 2014	\$4,500.00	Pima County
82.12		El Paso Southwestern Greenway: 11th Ave to South 6th Ave	Total for FY 2015	\$56,480.00	Pima County
82.12		El Paso Southwestern Greenway: 11th Ave to South 6th Ave	Total for FY 2016	\$9,000.00	Pima County
82.12		El Paso Southwestern Greenway: 11th Ave to South 6th Ave	Total for FY 2017	\$113,042.00	Pima County
82.12		El Paso Southwestern Greenway: 11th Ave to South 6th Ave	Total for FY 2018	\$303,843.00	Pima County
82.12		El Paso Southwestern Greenway: 11th Ave to South 6th Ave	Total for FY 2019	\$173,899.00	Pima County
			Grand Total	\$660,764.00	
73.12		El Rio Park to Avra Valley Road Shared Use Path	Total for FY 2016	\$74,235.00	Marana
73.12		El Rio Park to Avra Valley Road Shared Use Path	Total for FY 2017	\$579,801.00	Marana
73.12		El Rio Park to Avra Valley Road Shared Use Path	Total for FY 2018	\$20,964.00	Marana
			Grand Total	\$675,000.00	
13.15		Elemental Level Bridge Inspection	Total for FY 2016	\$1,341.00	Pima County
13.15		Elemental Level Bridge Inspection	Total for FY 2017	\$1,096.00	Pima County
13.15		Elemental Level Bridge Inspection	Total for FY 2018	\$890.00	Pima County
13.15		Elemental Level Bridge Inspection	Total for FY 2019	\$59,443.00	Pima County
13.15		Elemental Level Bridge Inspection	Total for FY 2020	\$110,507.00	Pima County
			Grand Total	\$173,278.00	
14.15		Elemental Level Culvert Inspection Program & Load Ratings	Total for FY 2016	\$142,933.00	Pima County
14.15		Elemental Level Culvert Inspection Program & Load Ratings	Total for FY 2017	\$114,377.00	Pima County
14.15		Elemental Level Culvert Inspection Program & Load Ratings	Total for FY 2018	\$2,576.00	Pima County
14.15		Elemental Level Culvert Inspection Program & Load Ratings	Total for FY 2019	\$581.00	Pima County
14.15		Elemental Level Culvert Inspection Program & Load Ratings	Total for FY 2020	\$100,170.00	Pima County

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
14.15		Elemental Level Culvert Inspection Program & Load Ratings	Total for FY 2021	\$2,327.00	Pima County
			Grand Total	\$362,965.00	
8.15		Elephant Head Rd Bridge Repair	Total for FY 2016	\$2,040,163.00	Pima County
8.15		Elephant Head Rd Bridge Repair	Total for FY 2017	\$156,171.00	Pima County
			Grand Total	\$2,196,334.00	
4.14		Gates Pass Road Crash DCR	Total for FY 2018	\$28,191.00	Pima County
4.14		Gates Pass Road Crash DCR	Total for FY 2019	\$10,887.00	Pima County
4.14		Gates Pass Road Crash DCR	Total for FY 2020	\$4,147.00	Pima County
			Grand Total	\$43,226.00	
87.09		Glenn St: Columbus to Country Club Pedestrian Path	Total for FY 2011	\$18,426.00	Tucson
87.09		Glenn St: Columbus to Country Club Pedestrian Path	Total for FY 2012	\$15,769.00	Tucson
87.09		Glenn St: Columbus to Country Club Pedestrian Path	Total for FY 2013	\$10,965.00	Tucson
87.09		Glenn St: Columbus to Country Club Pedestrian Path	Total for FY 2014	\$13,953.00	Tucson
87.09		Glenn St: Columbus to Country Club Pedestrian Path	Total for FY 2015	\$9,308.00	Tucson
87.09		Glenn St: Columbus to Country Club Pedestrian Path	Total for FY 2016	\$6,416.00	Tucson
87.09		Glenn St: Columbus to Country Club Pedestrian Path	Total for FY 2018	\$11,391.00	Tucson
87.09		Glenn St: Columbus to Country Club Pedestrian Path	Total for FY 2019	\$78,090.00	Tucson
			Grand Total	\$164,318.00	
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2007	\$205,793.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2008	\$1,634,843.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2009	\$1,487,037.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2010	\$4,492,325.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2011	\$6,309,351.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2012	\$5,069,532.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2013	\$3,622,785.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2014	\$7,395,377.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2015	\$6,029,280.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2016	\$17,944,912.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2017	\$8,563,213.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2018	\$8,065,094.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2019	\$15,855,760.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2020	\$10,832,241.00	Tucson
55.06		Grant Rd: Oracle Rd to Swan Rd	Total for FY 2021	\$12,515,293.00	Tucson
			Grand Total	\$110,022,834.00	
84.06		Grant Rd: RR Underpass Reconstruction	Total for FY 2017	\$272,730.00	Tucson
84.06		Grant Rd: RR Underpass Reconstruction	Total for FY 2018	\$77,535.00	Tucson
84.06		Grant Rd: RR Underpass Reconstruction	Total for FY 2020	\$30,085.00	Tucson
			Grand Total	\$380,350.00	
67.12		Grant/Sahuara Bike HAWK	Total for FY 2014	\$25,727.00	Tucson
67.12		Grant/Sahuara Bike HAWK	Total for FY 2015	\$6,841.00	Tucson
67.12		Grant/Sahuara Bike HAWK	Total for FY 2016	\$4,947.00	Tucson

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StatelD	Project Name	Drawdowns and Obligations		Sponsor
67.12		Grant/Sahuara Bike HAWK	Total for FY 2017	\$114,606.00	Tucson
			Grand Total	\$152,120.00	
23.16		Guardrail Selection Tool Upgrade for RSAP	Total for FY 2019	\$14,164.00	Pima County
23.16		Guardrail Selection Tool Upgrade for RSAP	Total for FY 2020	\$3,198.00	Pima County
23.16		Guardrail Selection Tool Upgrade for RSAP	Total for FY 2021	\$28,350.00	Pima County
			Grand Total	\$45,713.00	
29.15		HAWKs Speedway+Richey Grant+Arcadia 22nd+Belvedere	Total for FY 2017	\$0.00	Tucson
29.15		HAWKs Speedway+Richey Grant+Arcadia 22nd+Belvedere	Total for FY 2018	\$48,285.00	Tucson
29.15		HAWKs Speedway+Richey Grant+Arcadia 22nd+Belvedere	Total for FY 2019	\$38,513.00	Tucson
29.15		HAWKs Speedway+Richey Grant+Arcadia 22nd+Belvedere	Total for FY 2020	\$20,271.00	Tucson
			Grand Total	\$107,069.00	
30.06	SL599 01C	Homer Davis School Bike/Ped Enhancement	Total for FY 2008	\$237,980.00	Pima County
30.06	SL599 01C	Homer Davis School Bike/Ped Enhancement	Total for FY 2010	\$2,840.00	Pima County
30.06	SL599 01C	Homer Davis School Bike/Ped Enhancement	Total for FY 2013	\$0.00	Pima County
30.06	SL599 01C	Homer Davis School Bike/Ped Enhancement	Total for FY 2014	\$538,749.00	Pima County
30.06	SL599 01C	Homer Davis School Bike/Ped Enhancement	Total for FY 2015	\$157,662.00	Pima County
30.06	SL599 01C	Homer Davis School Bike/Ped Enhancement	Total for FY 2016	\$101,069.00	Pima County
30.06	SL599 01C	Homer Davis School Bike/Ped Enhancement	Total for FY 2017	(\$45,670.00)	Pima County
			Grand Total	\$992,629.00	
108.06		Houghton / Broadway Park-and-Ride		\$0.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2009	\$1,790,534.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2010	\$79,346.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2011	\$147,570.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2012	\$11,446.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2013	\$25,737.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2014	\$23,320.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2015	\$55,024.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2016	\$1,352,576.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2017	\$104,474.00	Tucson Transit
108.06		Houghton / Broadway Park-and-Ride	Total for FY 2018	\$5,092.00	Tucson Transit
			Grand Total	\$3,595,119.00	
61.07		Houghton Rd Bridge @ UPRR	Total for FY 2010	\$14.00	Tucson
61.07		Houghton Rd Bridge @ UPRR	Total for FY 2012	\$21,892.00	Tucson
61.07		Houghton Rd Bridge @ UPRR	Total for FY 2013	\$13,019.00	Tucson
61.07		Houghton Rd Bridge @ UPRR	Total for FY 2014	\$27,285.00	Tucson
61.07		Houghton Rd Bridge @ UPRR	Total for FY 2015	\$41,363.00	Tucson
61.07		Houghton Rd Bridge @ UPRR	Total for FY 2016	\$7,319,370.00	Tucson
61.07		Houghton Rd Bridge @ UPRR	Total for FY 2017	\$823,439.00	Tucson
			Grand Total	\$8,246,381.00	
11.18		Houghton Rd and Civano: Ped Crossing	Total for FY 2019	\$55,970.00	RTA

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
			Grand Total	\$55,970.00	
19.13		Houghton Rd UPRR Bridge Bat Roost Mitigation	Total for FY 2017	\$72,295.00	Tucson
19.13		Houghton Rd UPRR Bridge Bat Roost Mitigation	Total for FY 2018	\$13,204.00	Tucson
			Grand Total	\$85,499.00	
16.15		Houghton Rd: 22nd St to Irvington Rd	Total for FY 2016	\$591.00	Tucson
16.15		Houghton Rd: 22nd St to Irvington Rd	Total for FY 2017	\$668,355.00	Tucson
16.15		Houghton Rd: 22nd St to Irvington Rd	Total for FY 2018	\$358,337.00	Tucson
16.15		Houghton Rd: 22nd St to Irvington Rd	Total for FY 2019	\$103,154.00	Tucson
16.15		Houghton Rd: 22nd St to Irvington Rd	Total for FY 2020	\$242,679.00	Tucson
			Grand Total	\$1,373,115.00	
18.12		Houghton Rd: Broadway to 22nd, Intersection Improv @Broadway	Total for FY 2012	\$31,312.00	Tucson
18.12		Houghton Rd: Broadway to 22nd, Intersection Improv @Broadway	Total for FY 2013	\$339,844.00	Tucson
18.12		Houghton Rd: Broadway to 22nd, Intersection Improv @Broadway	Total for FY 2014	\$3,002,231.00	Tucson
18.12		Houghton Rd: Broadway to 22nd, Intersection Improv @Broadway	Total for FY 2015	\$7,391,451.00	Tucson
18.12		Houghton Rd: Broadway to 22nd, Intersection Improv @Broadway	Total for FY 2016	\$10,567,913.00	Tucson
18.12		Houghton Rd: Broadway to 22nd, Intersection Improv @Broadway	Total for FY 2017	\$5,987,186.00	Tucson
18.12		Houghton Rd: Broadway to 22nd, Intersection Improv @Broadway	Total for FY 2018	\$707,938.00	Tucson
			Grand Total	\$28,027,875.00	
17.12		Houghton Rd: Irvington to Valencia, Intersect @ Old Vail Rd	Total for FY 2012	\$120,505.00	Tucson
17.12		Houghton Rd: Irvington to Valencia, Intersect @ Old Vail Rd	Total for FY 2013	\$5,891,303.00	Tucson
17.12		Houghton Rd: Irvington to Valencia, Intersect @ Old Vail Rd	Total for FY 2014	\$9,633,310.00	Tucson
17.12		Houghton Rd: Irvington to Valencia, Intersect @ Old Vail Rd	Total for FY 2015	\$2,678,476.00	Tucson
17.12		Houghton Rd: Irvington to Valencia, Intersect @ Old Vail Rd	Total for FY 2016	\$78,973.00	Tucson
17.12		Houghton Rd: Irvington to Valencia, Intersect @ Old Vail Rd	Total for FY 2017	\$241,458.00	Tucson
			Grand Total	\$18,644,025.00	
108.09		Houghton Rd: UPRR Bridge to I-10	Total for FY 2012	\$2,373.00	Tucson
108.09		Houghton Rd: UPRR Bridge to I-10	Total for FY 2013	\$48,528.00	Tucson
108.09		Houghton Rd: UPRR Bridge to I-10	Total for FY 2014	\$51,565.00	Tucson
108.09		Houghton Rd: UPRR Bridge to I-10	Total for FY 2015	\$61,929.00	Tucson
108.09		Houghton Rd: UPRR Bridge to I-10	Total for FY 2016	\$194,950.00	Tucson
108.09		Houghton Rd: UPRR Bridge to I-10	Total for FY 2017	\$504,012.00	Tucson
108.09		Houghton Rd: UPRR Bridge to I-10	Total for FY 2018	\$584.00	Tucson
108.09		Houghton Rd: UPRR Bridge to I-10	Total for FY 2019	\$1,755,664.00	Tucson
108.09		Houghton Rd: UPRR Bridge to I-10	Total for FY 2020	\$273.00	Tucson
			Grand Total	\$2,619,878.00	
46.14		Houghton Rd: Valencia Rd to Mary Ann Cleveland Way	Total for FY 2018	\$636,394.00	Tucson
46.14		Houghton Rd: Valencia Rd to Mary Ann Cleveland Way	Total for FY 2019	\$1,138,210.00	Tucson

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations	Sponsor
46.14		Houghton Rd: Valencia Rd to Mary Ann Cleveland Way Total for FY 2020	\$582,039.00	Tucson
46.14		Houghton Rd: Valencia Rd to Mary Ann Cleveland Way Total for FY 2021	\$817,413.00	Tucson
		Grand Total	\$3,174,056.00	
753.00		I-10: East Corridor DCR	Total for FY 2009	ADOT
753.00		I-10: East Corridor DCR	Total for FY 2011	ADOT
753.00		I-10: East Corridor DCR	Total for FY 2012	ADOT
753.00		I-10: East Corridor DCR	Total for FY 2013	ADOT
753.00		I-10: East Corridor DCR	Total for FY 2014	ADOT
753.00		I-10: East Corridor DCR	Total for FY 2015	ADOT
753.00		I-10: East Corridor DCR	Total for FY 2016	ADOT
753.00		I-10: East Corridor DCR	Total for FY 2017	ADOT
753.00		I-10: East Corridor DCR	Total for FY 2018	ADOT
753.00		I-10: East Corridor DCR	Total for FY 2019	ADOT
		Grand Total	\$3,910,474.00	
57.14	H8897	I-10: Houghton TI Signalization	Total for FY 2016	ADOT
57.14	H8897	I-10: Houghton TI Signalization	Total for FY 2017	ADOT
57.14	H8897	I-10: Houghton TI Signalization	Total for FY 2018	ADOT
57.14	H8897	I-10: Houghton TI Signalization	Total for FY 2019	ADOT
		Grand Total	\$498,245.00	
88.03	SB413 03D	I-10: Ina Rd Bridge at Santa Cruz	Total for FY 2011	ADOT
88.03	SB413 03D	I-10: Ina Rd Bridge at Santa Cruz	Total for FY 2014	ADOT
88.03	SB413 03D	I-10: Ina Rd Bridge at Santa Cruz	Total for FY 2015	ADOT
88.03	SB413 03D	I-10: Ina Rd Bridge at Santa Cruz	Total for FY 2017	ADOT
		Grand Total	\$16,490,276.00	
3.02	H847901C	I-10: Ina Rd TI	Total for FY 2014	ADOT
3.02	H847901C	I-10: Ina Rd TI	Total for FY 2015	ADOT
3.02	H847901C	I-10: Ina Rd TI	Total for FY 2016	ADOT
3.02	H847901C	I-10: Ina Rd TI	Total for FY 2017	ADOT
3.02	H847901C	I-10: Ina Rd TI	Total for FY 2019	ADOT
3.02	H847901C	I-10: Ina Rd TI	Total for FY 2020	ADOT
3.02	H847901C	I-10: Ina Rd TI	Total for FY 2021	ADOT
		Grand Total	\$32,081,946.00	
5.12	H8480	I-10: Ruthrauff Rd TI	Total for FY 2014	ADOT
5.12	H8480	I-10: Ruthrauff Rd TI	Total for FY 2017	ADOT
5.12	H8480	I-10: Ruthrauff Rd TI	Total for FY 2019	ADOT
5.12	H8480	I-10: Ruthrauff Rd TI	Total for FY 2020	ADOT
5.12	H8480	I-10: Ruthrauff Rd TI	Total for FY 2021	ADOT
		Grand Total	\$3,784,449.00	
52.14	H8896	I-10: Wilmot, Kolb, Rita, TI Signalization	Total for FY 2016	ADOT
52.14	H8896	I-10: Wilmot, Kolb, Rita, TI Signalization	Total for FY 2017	ADOT
52.14	H8896	I-10: Wilmot, Kolb, Rita, TI Signalization	Total for FY 2018	ADOT

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
52.14	H8896	I-10: Wilmot, Kolb, Rita, TI Signalization	Total for FY 2020	\$55,411.00	ADOT
			Grand Total	\$501,430.00	
41.01	H8467	I-19: Ajo TI	Total for FY 2004	\$1,100.00	ADOT
41.01	H8467	I-19: Ajo TI	Total for FY 2012	\$53.00	ADOT
41.01	H8467	I-19: Ajo TI	Total for FY 2014	\$164,373.00	ADOT
41.01	H8467	I-19: Ajo TI	Total for FY 2015	\$12,516,455.00	ADOT
41.01	H8467	I-19: Ajo TI	Total for FY 2016	\$427,784.00	ADOT
41.01	H8467	I-19: Ajo TI	Total for FY 2017	\$1,888,063.00	ADOT
41.01	H8467	I-19: Ajo TI	Total for FY 2018	\$2,267,629.00	ADOT
41.01	H8467	I-19: Ajo TI	Total for FY 2019	\$971,989.00	ADOT
41.01	H8467	I-19: Ajo TI	Total for FY 2020	\$5,929,553.00	ADOT
41.01	H8467	I-19: Ajo TI	Total for FY 2021	\$512,969.00	ADOT
			Grand Total	\$24,679,967.00	
90.09	H7714 01C	I-19: San Xavier Road Pedestrian Bridge	Total for FY 2012	(\$105.00)	ADOT
90.09	H7714 01C	I-19: San Xavier Road Pedestrian Bridge	Total for FY 2013	\$17,009.00	ADOT
90.09	H7714 01C	I-19: San Xavier Road Pedestrian Bridge	Total for FY 2014	\$1,176,000.00	ADOT
90.09	H7714 01C	I-19: San Xavier Road Pedestrian Bridge	Total for FY 2015	\$94,229.00	ADOT
90.09	H7714 01C	I-19: San Xavier Road Pedestrian Bridge	Total for FY 2016	\$649,892.00	ADOT
90.09	H7714 01C	I-19: San Xavier Road Pedestrian Bridge	Total for FY 2017	\$647,207.00	ADOT
90.09	H7714 01C	I-19: San Xavier Road Pedestrian Bridge	Total for FY 2020	\$27,291.00	ADOT
			Grand Total	\$2,611,523.00	
4.12	H8493	I-19: Valencia Rd SB Off-Ramp Expansion	Total for FY 2012	\$548.00	ADOT
4.12	H8493	I-19: Valencia Rd SB Off-Ramp Expansion	Total for FY 2013	\$54,144.00	ADOT
4.12	H8493	I-19: Valencia Rd SB Off-Ramp Expansion	Total for FY 2014	\$181,760.00	ADOT
4.12	H8493	I-19: Valencia Rd SB Off-Ramp Expansion	Total for FY 2015	\$510,798.00	ADOT
4.12	H8493	I-19: Valencia Rd SB Off-Ramp Expansion	Total for FY 2016	\$17,413.00	ADOT
4.12	H8493	I-19: Valencia Rd SB Off-Ramp Expansion	Total for FY 2017	\$18,892.00	ADOT
4.12	H8493	I-19: Valencia Rd SB Off-Ramp Expansion	Total for FY 2018	\$0.00	ADOT
			Grand Total	\$783,554.00	
93.12		Ina and Thornydale: EB/WB right turn lane widening	Total for FY 2015	\$99,164.00	Marana
93.12		Ina and Thornydale: EB/WB right turn lane widening	Total for FY 2016	\$426,287.00	Marana
93.12		Ina and Thornydale: EB/WB right turn lane widening	Total for FY 2017	\$68,580.00	Marana
			Grand Total	\$594,031.00	
24.16		Ina Rd and Orange Grove Rd Corridors Signal Timing Study	Total for FY 2020	\$26,542.00	Pima County
24.16		Ina Rd and Orange Grove Rd Corridors Signal Timing Study	Total for FY 2021	\$23,458.00	Pima County
			Grand Total	\$50,000.00	
64.12		Ina Rd Bridge Bat Boxes	Total for FY 2013	\$4,957.00	AZ Game & Fish
64.12		Ina Rd Bridge Bat Boxes	Total for FY 2014	\$539.00	AZ Game & Fish
64.12		Ina Rd Bridge Bat Boxes	Total for FY 2018	\$20,700.00	AZ Game & Fish
			Grand Total	\$26,196.00	

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
74.12		Ina Road Sidewalk	Total for FY 2015	\$293.00	Marana
74.12		Ina Road Sidewalk	Total for FY 2016	\$46,867.00	Marana
74.12		Ina Road Sidewalk	Total for FY 2017	\$29,482.00	Marana
			Grand Total	\$76,643.00	
76.06		Kolb Rd: Connection to Sabino Canyon		\$0.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2009	\$15,790.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2010	\$744,760.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2011	\$1,377,150.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2012	\$2,655,888.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2013	\$2,208,230.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2014	\$330,301.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2015	\$166,113.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2016	\$1,765,819.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2017	\$10,171,560.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2018	\$1,647,794.00	Tucson
76.06		Kolb Rd: Connection to Sabino Canyon	Total for FY 2019	\$28,098.00	Tucson
			Grand Total	\$21,111,504.00	
28.15		La Canada Dr and El Conquistador HAWK crossing	Total for FY 2018	\$366,307.00	Oro Valley
28.15		La Canada Dr and El Conquistador HAWK crossing	Total for FY 2019	\$104,589.00	Oro Valley
			Grand Total	\$470,896.00	
19.15		La Cañada Dr and Moore Rd Intersection Study	Total for FY 2018	\$31,202.00	Oro Valley
19.15		La Cañada Dr and Moore Rd Intersection Study	Total for FY 2019	\$11,818.00	Oro Valley
19.15		La Cañada Dr and Moore Rd Intersection Study	Total for FY 2020	\$8,000.00	Oro Valley
			Grand Total	\$51,020.00	
27.16		La Cholla Blvd: Overton Rd to Tangerine Rd Wildlife Linkages	Total for FY 2018	\$83,224.00	Oro Valley
27.16		La Cholla Blvd: Overton Rd to Tangerine Rd Wildlife Linkages	Total for FY 2019	\$3,057.00	Oro Valley
27.16		La Cholla Blvd: Overton Rd to Tangerine Rd Wildlife Linkages	Total for FY 2020	\$231,000.00	Oro Valley
			Grand Total	\$317,281.00	
87.03		La Cholla Blvd: Tangerine Rd to Overton Rd	Total for FY 2016	\$344,801.00	Oro Valley
87.03		La Cholla Blvd: Tangerine Rd to Overton Rd	Total for FY 2017	\$1,538,378.00	Oro Valley
87.03		La Cholla Blvd: Tangerine Rd to Overton Rd	Total for FY 2018	\$1,329,016.00	Oro Valley
87.03		La Cholla Blvd: Tangerine Rd to Overton Rd	Total for FY 2019	\$3,789,784.00	Oro Valley
87.03		La Cholla Blvd: Tangerine Rd to Overton Rd	Total for FY 2020	\$2,859,120.00	Oro Valley
87.03		La Cholla Blvd: Tangerine Rd to Overton Rd	Total for FY 2021	\$56,000.00	Oro Valley
			Grand Total	\$9,917,100.00	
116.08		Lambert Lane: La Cholla to La Canada Phase 2	Total for FY 2015	\$272,072.00	Oro Valley
116.08		Lambert Lane: La Cholla to La Canada Phase 2	Total for FY 2016	\$461,288.00	Oro Valley
116.08		Lambert Lane: La Cholla to La Canada Phase 2	Total for FY 2017	\$2,736,419.00	Oro Valley
116.08		Lambert Lane: La Cholla to La Canada Phase 2	Total for FY 2018	\$3,064,000.00	Oro Valley
			Grand Total	\$6,533,778.00	

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
23.14		Laos Transit Center Sun Shuttle Pull Out	Total for FY 2016	\$151,924.00	Tucson Transit
23.14		Laos Transit Center Sun Shuttle Pull Out	Total for FY 2017	\$8,142.00	Tucson Transit
			Grand Total	\$160,066.00	
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 1999	\$81,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2000	\$0.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2001	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2002	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2003	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2004	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2005	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2006	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2007	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2008	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2009	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2010	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2011	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2012	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2013	\$47,150.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2014	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2015	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2016	\$50,000.00	OWP-ADOT
833.00	RLTAP 06P	Local Technical Assistance Program (LTAP)	Total for FY 2017	\$50,000.00	OWP-ADOT
			Grand Total	\$928,150.00	
2.14		Lockett Rd Cemetery Access	Total for FY 2015	\$373,197.00	Marana
2.14		Lockett Rd Cemetery Access	Total for FY 2016	\$651,779.00	Marana
2.14		Lockett Rd Cemetery Access	Total for FY 2017	\$52,998.00	Marana
			Grand Total	\$1,077,974.00	
592.00		Magee Rd: La Canada Dr to Oracle Rd	Total for FY 2008	\$2,743.00	Pima County
592.00		Magee Rd: La Canada Dr to Oracle Rd	Total for FY 2013	\$11,557,608.00	Pima County
592.00		Magee Rd: La Canada Dr to Oracle Rd	Total for FY 2014	(\$2,527,858.00)	Pima County
592.00		Magee Rd: La Canada Dr to Oracle Rd	Total for FY 2015	\$220,253.00	Pima County
592.00		Magee Rd: La Canada Dr to Oracle Rd	Total for FY 2016	\$2,716,599.00	Pima County
592.00		Magee Rd: La Canada Dr to Oracle Rd	Total for FY 2017	\$42,828.00	Pima County
			Grand Total	\$12,012,172.00	
106.06		Marana Park-and-Ride	Total for FY 2020	\$32,174.00	Marana
			Grand Total	\$32,174.00	
87.12		Mary Ann Cleveland at Kush HAWK	Total for FY 2013	\$25,461.00	Pima County
87.12		Mary Ann Cleveland at Kush HAWK	Total for FY 2016	\$185,000.00	Pima County
87.12		Mary Ann Cleveland at Kush HAWK	Total for FY 2017	\$11,821.00	Pima County
87.12		Mary Ann Cleveland at Kush HAWK	Total for FY 2018	\$15,179.00	Pima County
			Grand Total	\$237,461.00	

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
20.15		McCain Loop Study	Total for FY 2017	\$8,913.00	Pima County
20.15		McCain Loop Study	Total for FY 2018	\$26,739.00	Pima County
20.15		McCain Loop Study	Total for FY 2019	\$8,913.00	Pima County
			Grand Total	\$44,565.00	
9.18		Mobility on Demand	Total for FY 2018	\$137,575.00	RTA
9.18		Mobility on Demand	Total for FY 2019	\$315,181.00	RTA
			Grand Total	\$452,756.00	
2.18		Naranja Dr: Park Entrance	Total for FY 2019	\$250,000.00	Oro Valley
			Grand Total	\$250,000.00	
99.10		Naranja: La Cholla to Shannon Phase 2	Total for FY 2015	\$1,545,092.00	Oro Valley
99.10		Naranja: La Cholla to Shannon Phase 2	Total for FY 2016	\$2,226,844.00	Oro Valley
99.10		Naranja: La Cholla to Shannon Phase 2	Total for FY 2017	\$17,914.00	Oro Valley
			Grand Total	\$3,789,851.00	
41.12		Old Vail Middle School SRTS Project	Total for FY 2016	\$200,000.00	Pima County
41.12		Old Vail Middle School SRTS Project	Total for FY 2017	\$5,391.00	Pima County
41.12		Old Vail Middle School SRTS Project	Total for FY 2018	\$15,917.00	Pima County
			Grand Total	\$221,308.00	
85.01		PAG Consultant Services	Total for FY 2002	\$572,101.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2003	\$728,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2004	\$520,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2005	\$527,436.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2006	\$575,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2007	\$500,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2008	\$500,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2009	\$500,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2010	\$499,270.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2011	\$200,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2012	\$1,190,327.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2013	\$100,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2014	\$150,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2015	\$300,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2016	\$300,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2017	\$100,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2018	\$100,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2019	\$100,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2020	\$100,000.00	OWP-PAG
85.01		PAG Consultant Services	Total for FY 2021	\$100,000.00	OWP-PAG
			Grand Total	\$7,662,134.00	
26.05	SS73003D	Pantano Rd: Escalante to Irvington Pavement Preservation	Total for FY 2011	\$250,000.00	Tucson
26.05	SS73003D	Pantano Rd: Escalante to Irvington Pavement Preservation	Total for FY 2014	\$2,262,348.00	Tucson

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
26.05	SS73003D	Pantano Rd: Escalante to Irvington Pavement Preservation	Total for FY 2017	(\$273,830.00)	Tucson
			Grand Total	\$2,238,518.00	
107.08		Park Ave: Ft Lowell to Speedway Transportation Enhancement	Total for FY 2016	\$802.00	Tucson
107.08		Park Ave: Ft Lowell to Speedway Transportation Enhancement	Total for FY 2017	\$858.00	Tucson
107.08		Park Ave: Ft Lowell to Speedway Transportation Enhancement	Total for FY 2018	\$88,000.00	Tucson
			Grand Total	\$89,660.00	
55.10		Pavement Preservation	Total for FY 2011	\$39,000.00	Sahuarita
55.10		Pavement Preservation	Total for FY 2013	\$42,000.00	Sahuarita
55.10		Pavement Preservation	Total for FY 2018	\$2,288.00	Sahuarita
			Grand Total	\$83,288.00	
63.14		Pima County School Safety-White Elementary/Pistor Middle Sch	Total for FY 2017	\$341,000.00	Pima County
63.14		Pima County School Safety-White Elementary/Pistor Middle Sch	Total for FY 2018	\$10,000.00	Pima County
			Grand Total	\$351,000.00	
87.08		Pima Mine Rd Bridge Replacement		\$0.00	Sahuarita
87.08		Pima Mine Rd Bridge Replacement	Total for FY 2011	\$0.00	Sahuarita
87.08		Pima Mine Rd Bridge Replacement	Total for FY 2012	\$52,869.00	Sahuarita
87.08		Pima Mine Rd Bridge Replacement	Total for FY 2014	\$214,950.00	Sahuarita
87.08		Pima Mine Rd Bridge Replacement	Total for FY 2015	\$203,783.00	Sahuarita
87.08		Pima Mine Rd Bridge Replacement	Total for FY 2016	\$1,437,501.00	Sahuarita
87.08		Pima Mine Rd Bridge Replacement	Total for FY 2017	\$1,956,189.00	Sahuarita
87.08		Pima Mine Rd Bridge Replacement	Total for FY 2018	\$1,030.00	Sahuarita
			Grand Total	\$3,866,321.00	
26.16		Providing Accessibility and Safety Across I-19 (PASA)	Total for FY 2018	\$38,158.00	Sahuarita
26.16		Providing Accessibility and Safety Across I-19 (PASA)	Total for FY 2019	\$9,347.00	Sahuarita
			Grand Total	\$47,505.00	
33.12		Purchase of Sun Shuttle Vehicles	Total for FY 2017	\$265,839.00	RTA
33.12		Purchase of Sun Shuttle Vehicles	Total for FY 2018	\$810,341.00	RTA
			Grand Total	\$1,076,180.00	
41.07		Quail Creek Connection, Phase 1	Total for FY 2018	\$214,164.00	Sahuarita
41.07		Quail Creek Connection, Phase 1	Total for FY 2019	\$839,138.00	Sahuarita
41.07		Quail Creek Connection, Phase 1	Total for FY 2020	\$161,000.00	Sahuarita
			Grand Total	\$1,214,302.00	
65.09	SZ084	Regional Traffic Operations Center	Total for FY 2013	\$13,760.00	ADOT
65.09	SZ084	Regional Traffic Operations Center	Total for FY 2014	(\$1,857.00)	ADOT
65.09	SZ084	Regional Traffic Operations Center	Total for FY 2015	\$85.00	ADOT
65.09	SZ084	Regional Traffic Operations Center	Total for FY 2016	\$144,091.00	ADOT
65.09	SZ084	Regional Traffic Operations Center	Total for FY 2017	\$157,928.00	ADOT
			Grand Total	\$314,007.00	

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
24.15		Regional Traffic Signal Program: Equipment	Total for FY 2020	\$54,064.00	RTA
			Grand Total	\$54,064.00	
39.08		Regional Transportation Data Network	Total for FY 2010	\$230,000.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2011	\$226,575.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2012	\$282,083.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2013	\$210,000.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2014	\$80,000.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2015	\$180,707.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2016	\$243.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2017	\$320,829.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2018	\$191,500.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2019	\$154,917.00	Tucson
39.08		Regional Transportation Data Network	Total for FY 2020	\$23,833.00	Tucson
			Grand Total	\$1,900,687.00	
81.10		Rillito Riverpath and Camino de la Tierra Enhancements	Total for FY 2016	\$375,000.00	Pima County
81.10		Rillito Riverpath and Camino de la Tierra Enhancements	Total for FY 2017	\$250,000.00	Pima County
			Grand Total	\$625,000.00	
109.06		Rita Ranch Park-and-Ride		\$0.00	Tucson Transit
109.06		Rita Ranch Park-and-Ride	Total for FY 2009	\$179,438.00	Tucson Transit
109.06		Rita Ranch Park-and-Ride	Total for FY 2010	\$1,603.00	Tucson Transit
109.06		Rita Ranch Park-and-Ride	Total for FY 2011	\$1,116.00	Tucson Transit
109.06		Rita Ranch Park-and-Ride	Total for FY 2012	\$1,214.00	Tucson Transit
109.06		Rita Ranch Park-and-Ride	Total for FY 2013	\$229,405.00	Tucson Transit
109.06		Rita Ranch Park-and-Ride	Total for FY 2014	\$53,699.00	Tucson Transit
109.06		Rita Ranch Park-and-Ride	Total for FY 2015	\$477,747.00	Tucson Transit
109.06		Rita Ranch Park-and-Ride	Total for FY 2016	\$26,174.00	Tucson Transit
109.06		Rita Ranch Park-and-Ride	Total for FY 2017	\$3,747.00	Tucson Transit
			Grand Total	\$974,142.00	
21.15		Roadway and Intersection Safety Enhancements	Total for FY 2019	\$16,562.00	Sahuarita
21.15		Roadway and Intersection Safety Enhancements	Total for FY 2020	\$18,343.00	Sahuarita
			Grand Total	\$34,905.00	
25.16		Roadway Lane and Shoulder Width Study	Total for FY 2021	\$19,499.00	Sahuarita
			Grand Total	\$19,499.00	
61.14		Rural Road Intersection Safety Study	Total for FY 2018	\$49,263.00	Pima County
61.14		Rural Road Intersection Safety Study	Total for FY 2019	\$711.00	Pima County
			Grand Total	\$49,974.00	
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2008	\$1,291,822.00	Sahuarita
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2009	\$193,147.00	Sahuarita
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2010	\$4,639,235.00	Sahuarita
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2012	\$4,925,039.00	Sahuarita

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2013	\$7,934,581.00	Sahuarita
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2014	\$6,432,365.00	Sahuarita
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2015	\$8,319,043.00	Sahuarita
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2016	\$2,686,655.00	Sahuarita
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2017	\$161,989.00	Sahuarita
6.04		Sahuarita Rd: I-19 to Country Club	Total for FY 2018	\$460.00	Sahuarita
			Grand Total	\$36,584,336.00	
84.09		Sahuarita Rd: La Villita to Country Club Wildlife Monitoring	Total for FY 2015	\$49,734.00	Sahuarita
84.09		Sahuarita Rd: La Villita to Country Club Wildlife Monitoring	Total for FY 2016	\$10,788.00	Sahuarita
84.09		Sahuarita Rd: La Villita to Country Club Wildlife Monitoring	Total for FY 2017	\$50,071.00	Sahuarita
			Grand Total	\$110,594.00	
49.10		Sahuarita Road/ Nogales Highway Realignment and RR Crossing	Total for FY 2013	\$4,259,733.00	Sahuarita
49.10		Sahuarita Road/ Nogales Highway Realignment and RR Crossing	Total for FY 2014	\$2,642,881.00	Sahuarita
49.10		Sahuarita Road/ Nogales Highway Realignment and RR Crossing	Total for FY 2015	\$113,233.00	Sahuarita
49.10		Sahuarita Road/ Nogales Highway Realignment and RR Crossing	Total for FY 2018	\$93,000.00	Sahuarita
			Grand Total	\$7,108,847.00	
79.10		San Xavier Rd: Little Nogales to I-19	Total for FY 2016	\$5,836.00	Tohono O'odham
79.10		San Xavier Rd: Little Nogales to I-19	Total for FY 2018	\$26,125.00	Tohono O'odham
			Grand Total	\$31,961.00	
91.09		San Xavier: Little Nogales Mission Gateway Path	Total for FY 2011	\$44,564.00	Tohono O'odham
91.09		San Xavier: Little Nogales Mission Gateway Path	Total for FY 2012	\$77,831.00	Tohono O'odham
91.09		San Xavier: Little Nogales Mission Gateway Path	Total for FY 2013	\$1,275.00	Tohono O'odham
91.09		San Xavier: Little Nogales Mission Gateway Path	Total for FY 2014	\$57,351.00	Tohono O'odham
91.09		San Xavier: Little Nogales Mission Gateway Path	Total for FY 2016	\$23,738.00	Tohono O'odham
91.09		San Xavier: Little Nogales Mission Gateway Path	Total for FY 2017	\$34,301.00	Tohono O'odham
91.09		San Xavier: Little Nogales Mission Gateway Path	Total for FY 2018	\$194,942.00	Tohono O'odham
91.09		San Xavier: Little Nogales Mission Gateway Path	Total for FY 2019	\$5,000.00	Tohono O'odham
			Grand Total	\$439,001.00	
75.12		Sandario Road: Moore to Grier Sidewalk/Path	Total for FY 2015	\$4,791.00	Marana
75.12		Sandario Road: Moore to Grier Sidewalk/Path	Total for FY 2016	\$155,912.00	Marana
75.12		Sandario Road: Moore to Grier Sidewalk/Path	Total for FY 2017	\$16,988.00	Marana
			Grand Total	\$177,691.00	
30.15		School Safety Infrastructure Improvements (Tucson)	Total for FY 2019	\$218,988.00	Tucson
			Grand Total	\$218,988.00	
12.11		Sidewalk and Safe Routes to School Package 2	Total for FY 2011	\$0.00	Pima County
12.11		Sidewalk and Safe Routes to School Package 2	Total for FY 2012	\$158,596.00	Pima County
12.11		Sidewalk and Safe Routes to School Package 2	Total for FY 2013	\$256,363.00	Pima County
12.11		Sidewalk and Safe Routes to School Package 2	Total for FY 2014	\$172,565.00	Pima County

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
12.11		Sidewalk and Safe Routes to School Package 2	Total for FY 2015	\$3,209.00	Pima County
12.11		Sidewalk and Safe Routes to School Package 2	Total for FY 2016	\$44,510.00	Pima County
12.11		Sidewalk and Safe Routes to School Package 2	Total for FY 2017	\$10,572.00	Pima County
			Grand Total	\$645,814.00	
22.15		Sign Panel Replacement	Total for FY 2017	\$643,000.00	Pima County
			Grand Total	\$643,000.00	
56.06		Silverbell Rd: Grant to Ina	Total for FY 2009	\$13,041.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2010	\$1,351,376.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2011	\$891,458.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2012	\$363,564.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2013	\$281,431.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2014	\$959,966.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2015	\$436,917.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2016	\$5,030,264.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2017	\$5,551,107.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2018	\$45,231.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2019	\$932,954.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2020	\$288,013.00	Tucson
56.06		Silverbell Rd: Grant to Ina	Total for FY 2021	\$739,028.00	Tucson
			Grand Total	\$16,884,351.00	
69.06		Small Business Assistance		\$0.00	RTA
69.06		Small Business Assistance	Total for FY 2008	\$251,789.00	RTA
69.06		Small Business Assistance	Total for FY 2009	\$385,865.00	RTA
69.06		Small Business Assistance	Total for FY 2010	\$488,748.00	RTA
69.06		Small Business Assistance	Total for FY 2011	\$524,848.00	RTA
69.06		Small Business Assistance	Total for FY 2012	\$703,351.00	RTA
69.06		Small Business Assistance	Total for FY 2013	\$787,843.00	RTA
69.06		Small Business Assistance	Total for FY 2014	\$749,862.00	RTA
69.06		Small Business Assistance	Total for FY 2015	\$728,097.00	RTA
69.06		Small Business Assistance	Total for FY 2016	\$645,974.00	RTA
69.06		Small Business Assistance	Total for FY 2017	\$543,129.00	RTA
69.06		Small Business Assistance	Total for FY 2018	\$382,105.00	RTA
			Grand Total	\$6,191,611.00	
85.06		Speedway Blvd: RR Underpass Reconstruction	Total for FY 2010	\$1,298.00	ADOT
85.06		Speedway Blvd: RR Underpass Reconstruction	Total for FY 2011	\$25,018.00	ADOT
85.06		Speedway Blvd: RR Underpass Reconstruction	Total for FY 2012	\$38,988.00	ADOT
85.06		Speedway Blvd: RR Underpass Reconstruction	Total for FY 2013	\$7,713.00	ADOT
85.06		Speedway Blvd: RR Underpass Reconstruction	Total for FY 2014	\$1,196.00	ADOT
85.06		Speedway Blvd: RR Underpass Reconstruction	Total for FY 2015	\$1,261.00	ADOT
85.06		Speedway Blvd: RR Underpass Reconstruction	Total for FY 2016	\$4,597.00	ADOT
85.06		Speedway Blvd: RR Underpass Reconstruction	Total for FY 2017	\$1,259,974.00	ADOT
			Grand Total	\$1,340,044.00	

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
1.16		SR 410: Sonoran Corridor Tier 1 EIS	Total for FY 2018	\$714,821.00	ADOT
1.16		SR 410: Sonoran Corridor Tier 1 EIS	Total for FY 2019	\$789,380.00	ADOT
1.16		SR 410: Sonoran Corridor Tier 1 EIS	Total for FY 2020	\$1,334,719.00	ADOT
1.16		SR 410: Sonoran Corridor Tier 1 EIS	Total for FY 2021	\$419,947.00	ADOT
			Grand Total	\$3,258,867.00	
34.13		SR 77: Signalization Upgrade	Total for FY 2016	\$273,546.00	ADOT
34.13		SR 77: Signalization Upgrade	Total for FY 2019	\$26,000.00	ADOT
			Grand Total	\$299,546.00	
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2010	\$725.00	ADOT
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2011	\$105,787.00	ADOT
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2012	\$457,559.00	ADOT
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2013	\$1,336,000.00	ADOT
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2014	\$696,567.00	ADOT
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2015	\$62,514.00	ADOT
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2016	\$122,327.00	ADOT
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2017	\$5,317.00	ADOT
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2018	\$287,724.00	ADOT
11.02	H6694	SR 77: Tangerine Rd to Pinal County Line	Total for FY 2021	\$2,993.00	ADOT
			Grand Total	\$3,077,513.00	
1.14	H6694 01C	SR 77: Wildlife Crossing off highway fencing	Total for FY 2014	\$4,986.00	RTA
1.14	H6694 01C	SR 77: Wildlife Crossing off highway fencing	Total for FY 2015	\$25,056.00	RTA
1.14	H6694 01C	SR 77: Wildlife Crossing off highway fencing	Total for FY 2016	\$33,600.00	RTA
1.14	H6694 01C	SR 77: Wildlife Crossing off highway fencing	Total for FY 2017	\$314,182.00	RTA
1.14	H6694 01C	SR 77: Wildlife Crossing off highway fencing	Total for FY 2020	\$43,777.00	RTA
			Grand Total	\$421,601.00	
86.09		SR 77: Wildlife Crossing Structures		\$0.00	RTA
86.09		SR 77: Wildlife Crossing Structures	Total for FY 2011	\$500,000.00	RTA
86.09		SR 77: Wildlife Crossing Structures	Total for FY 2012	\$412,318.00	RTA
86.09		SR 77: Wildlife Crossing Structures	Total for FY 2013	\$316,659.00	RTA
86.09		SR 77: Wildlife Crossing Structures	Total for FY 2014	\$4,605,176.00	RTA
86.09		SR 77: Wildlife Crossing Structures	Total for FY 2015	\$0.00	RTA
86.09		SR 77: Wildlife Crossing Structures	Total for FY 2018	\$0.00	RTA
			Grand Total	\$5,834,154.00	
47.06	H8469	SR 86: Fresno Segment	Total for FY 2014	\$521,015.00	ADOT
47.06	H8469	SR 86: Fresno Segment	Total for FY 2015	\$530,497.00	ADOT
47.06	H8469	SR 86: Fresno Segment	Total for FY 2016	\$143,270.00	ADOT
47.06	H8469	SR 86: Fresno Segment	Total for FY 2017	\$166,145.00	ADOT
47.06	H8469	SR 86: Fresno Segment	Total for FY 2018	\$479,861.00	ADOT
47.06	H8469	SR 86: Fresno Segment	Total for FY 2019	\$34,943.00	ADOT
47.06	H8469	SR 86: Fresno Segment	Total for FY 2020	\$4,543,502.00	ADOT
47.06	H8469	SR 86: Fresno Segment	Total for FY 2021	\$5,160,931.00	ADOT
			Grand Total	\$11,580,164.00	

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
105.03	H8010	SR 86: Kitt Peak Rd Segment	Total for FY 2012	\$3,107.00	ADOT
105.03	H8010	SR 86: Kitt Peak Rd Segment	Total for FY 2013	\$2,818.00	ADOT
105.03	H8010	SR 86: Kitt Peak Rd Segment	Total for FY 2014	\$184,967.00	ADOT
105.03	H8010	SR 86: Kitt Peak Rd Segment	Total for FY 2015	\$123,729.00	ADOT
105.03	H8010	SR 86: Kitt Peak Rd Segment	Total for FY 2016	\$90,980.00	ADOT
105.03	H8010	SR 86: Kitt Peak Rd Segment	Total for FY 2017	\$109,176.00	ADOT
105.03	H8010	SR 86: Kitt Peak Rd Segment	Total for FY 2018	\$4,584.00	ADOT
105.03	H8010	SR 86: Kitt Peak Rd Segment	Total for FY 2019	\$5,269.00	ADOT
			Grand Total	\$524,630.00	
45.01	H8468	SR 86: San Isidro Rd Segment	Total for FY 2013	\$48.00	ADOT
45.01	H8468	SR 86: San Isidro Rd Segment	Total for FY 2014	\$8,614.00	ADOT
45.01	H8468	SR 86: San Isidro Rd Segment	Total for FY 2015	\$204,894.00	ADOT
45.01	H8468	SR 86: San Isidro Rd Segment	Total for FY 2016	\$53,013.00	ADOT
45.01	H8468	SR 86: San Isidro Rd Segment	Total for FY 2017	\$1,520,860.00	ADOT
45.01	H8468	SR 86: San Isidro Rd Segment	Total for FY 2018	\$100,261.00	ADOT
45.01	H8468	SR 86: San Isidro Rd Segment	Total for FY 2019	\$37,599.00	ADOT
45.01	H8468	SR 86: San Isidro Rd Segment	Total for FY 2020	\$86.00	ADOT
			Grand Total	\$1,925,375.00	
46.06		SR 86: Town of Sells to Fresno	Total for FY 2012	\$167.00	ADOT
46.06		SR 86: Town of Sells to Fresno	Total for FY 2013	\$766.00	ADOT
46.06		SR 86: Town of Sells to Fresno	Total for FY 2015	\$59,413.00	ADOT
46.06		SR 86: Town of Sells to Fresno	Total for FY 2016	\$13,269.00	ADOT
46.06		SR 86: Town of Sells to Fresno	Total for FY 2017	\$9,704.00	ADOT
			Grand Total	\$83,320.00	
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2012	\$4,956,103.00	ADOT
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2013	\$12,609.00	ADOT
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2014	\$367,867.00	ADOT
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2015	\$5,027,780.00	ADOT
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2016	\$364,630.00	ADOT
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2017	\$709,051.00	ADOT
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2018	\$2,300,858.00	ADOT
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2019	\$166,346.00	ADOT
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2020	\$642.00	ADOT
2.02	H6806	SR 86: Valencia Rd to Kinney Rd	Total for FY 2021	\$891.00	ADOT
			Grand Total	\$13,906,777.00	
30.00		Stone Avenue Gateway: Drachman St to 5th St		\$0.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2004	\$14,096.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2006	\$441,874.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2007	\$81,490.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2008	\$734.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2009	\$2,165.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2010	\$212,651.00	Tucson

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2014	\$12,154.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2016	\$37,635.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2017	\$2,915,228.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2018	\$166,253.00	Tucson
30.00		Stone Avenue Gateway: Drachman St to 5th St	Total for FY 2019	\$121,526.00	Tucson
			Grand Total	\$4,005,806.00	
4.18		Summerhaven Congestion Management	Total for FY 2019	\$45,205.00	Pima County
4.18		Summerhaven Congestion Management	Total for FY 2020	\$2,706.00	Pima County
			Grand Total	\$47,911.00	
89.12		Summit View Elementary School Safe Routes to School	Total for FY 2013	\$159,480.00	Pima County
89.12		Summit View Elementary School Safe Routes to School	Total for FY 2016	\$700,000.00	Pima County
89.12		Summit View Elementary School Safe Routes to School	Total for FY 2017	\$29,696.00	Pima County
89.12		Summit View Elementary School Safe Routes to School	Total for FY 2018	\$29,715.00	Pima County
			Grand Total	\$918,891.00	
42.10		Sun Shuttle Expanded Transit Services	Total for FY 2011	\$138,821.00	RTA
42.10		Sun Shuttle Expanded Transit Services	Total for FY 2012	\$549,404.00	RTA
42.10		Sun Shuttle Expanded Transit Services	Total for FY 2013	\$1,925,437.00	RTA
42.10		Sun Shuttle Expanded Transit Services	Total for FY 2014	\$1,795,848.00	RTA
42.10		Sun Shuttle Expanded Transit Services	Total for FY 2015	\$1,460,121.00	RTA
42.10		Sun Shuttle Expanded Transit Services	Total for FY 2017	\$1,741,645.00	RTA
			Grand Total	\$7,611,277.00	
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2007	\$445,296.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2008	\$1,918,501.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2009	\$2,207,953.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2010	\$2,534,487.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2011	\$1,759,697.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2012	\$1,617,391.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2013	\$1,760,790.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2014	\$2,184,163.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2015	\$1,867,237.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2016	\$1,994,220.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2017	\$2,038,288.00	Tucson Transit
70.06		Sun Tran - Weekday Evening Service Expansion	Total for FY 2018	\$154,608.00	Tucson Transit
			Grand Total	\$20,482,631.00	
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2008	\$539,046.00	Tucson Transit
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2009	\$1,005,873.00	Tucson Transit
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2010	\$1,108,818.00	Tucson Transit
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2011	\$853,102.00	Tucson Transit
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2012	\$806,589.00	Tucson Transit
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2013	\$896,557.00	Tucson Transit
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2014	\$1,096,413.00	Tucson Transit
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2015	\$972,526.00	Tucson Transit

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2016	\$1,021,615.00	Tucson Transit
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2017	\$1,072,530.00	Tucson Transit
94.06		Sun Tran - Weekend Service Expansion	Total for FY 2018	\$75,289.00	Tucson Transit
			Grand Total	\$9,448,358.00	
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2010	\$3,414.00	Pima County
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2011	\$3,725.00	Pima County
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2012	\$138.00	Pima County
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2013	\$53,428.00	Pima County
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2014	\$1,154,446.00	Pima County
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2015	\$1,587,871.00	Pima County
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2016	\$3,174,329.00	Pima County
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2017	\$9,368,170.00	Pima County
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2018	(\$388,852.00)	Pima County
35.05		Sunset Rd: Silverbell Rd to I-10	Total for FY 2019	\$432,288.00	Pima County
			Grand Total	\$15,388,956.00	
12.15		Tangerine Rd Corridor: Wildlife Linkages	Total for FY 2017	\$506,947.00	Marana
12.15		Tangerine Rd Corridor: Wildlife Linkages	Total for FY 2018	\$949,666.00	Marana
12.15		Tangerine Rd Corridor: Wildlife Linkages	Total for FY 2019	\$161,845.00	Marana
12.15		Tangerine Rd Corridor: Wildlife Linkages	Total for FY 2020	\$16,336.00	Marana
			Grand Total	\$1,634,794.00	
86.06		Tangerine Rd: I-10 to La Canada Dr	Total for FY 2011	\$452,549.00	Marana
86.06		Tangerine Rd: I-10 to La Canada Dr	Total for FY 2012	\$1,261,346.00	Marana
86.06		Tangerine Rd: I-10 to La Canada Dr	Total for FY 2013	\$584,727.00	Marana
86.06		Tangerine Rd: I-10 to La Canada Dr	Total for FY 2014	\$386,415.00	Marana
86.06		Tangerine Rd: I-10 to La Canada Dr	Total for FY 2015	\$1,460,790.00	Marana
86.06		Tangerine Rd: I-10 to La Canada Dr	Total for FY 2016	\$6,138,766.00	Marana
86.06		Tangerine Rd: I-10 to La Canada Dr	Total for FY 2017	\$18,474,779.00	Marana
86.06		Tangerine Rd: I-10 to La Canada Dr	Total for FY 2018	\$17,401,464.00	Marana
86.06		Tangerine Rd: I-10 to La Canada Dr	Total for FY 2019	\$5,326,144.00	Marana
			Grand Total	\$51,486,980.00	
15.03		Tangerine Rd: Shannon Rd to La Canada Dr	Total for FY 2008	\$165,564.00	Oro Valley
15.03		Tangerine Rd: Shannon Rd to La Canada Dr	Total for FY 2017	\$340,579.00	Oro Valley
15.03		Tangerine Rd: Shannon Rd to La Canada Dr	Total for FY 2018	\$90,539.00	Oro Valley
15.03		Tangerine Rd: Shannon Rd to La Canada Dr	Total for FY 2019	\$180,000.00	Oro Valley
			Grand Total	\$776,683.00	
35.16		Tanque Verde Loop Intersection	Total for FY 2018	\$130,508.00	Pima County
35.16		Tanque Verde Loop Intersection	Total for FY 2019	\$70,000.00	Pima County
			Grand Total	\$200,508.00	
11.13		Town Wide: Safety Evaluation of Street	Total for FY 2015	\$40,252.00	Sahuarita
11.13		Town Wide: Safety Evaluation of Street	Total for FY 2016	\$1,155.00	Sahuarita
11.13		Town Wide: Safety Evaluation of Street	Total for FY 2017	\$8,594.00	Sahuarita

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
			Grand Total	\$50,000.00	
59.14		Townwide: Intersection Lighting Study	Total for FY 2017	\$23,250.00	Sahuarita
			Grand Total	\$23,250.00	
128.08		Transit Regional Fare System and Rebranding		\$0.00	RTA
128.08		Transit Regional Fare System and Rebranding	Total for FY 2009	\$884,618.00	RTA
128.08		Transit Regional Fare System and Rebranding	Total for FY 2010	\$909,966.00	RTA
128.08		Transit Regional Fare System and Rebranding	Total for FY 2011	\$1,830,086.00	RTA
128.08		Transit Regional Fare System and Rebranding	Total for FY 2012	\$427,496.00	RTA
128.08		Transit Regional Fare System and Rebranding	Total for FY 2013	\$934,607.00	RTA
128.08		Transit Regional Fare System and Rebranding	Total for FY 2014	\$1,647,734.00	RTA
128.08		Transit Regional Fare System and Rebranding	Total for FY 2017	\$152,167.00	RTA
			Grand Total	\$6,786,675.00	
769.00		Transportation Art by Youth - Marana	Total for FY 2001	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2003	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2006	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2007	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2008	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2012	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2013	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2014	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2015	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2016	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2019	\$12,500.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2020	\$25,000.00	OWP-LOCAL
769.00		Transportation Art by Youth - Marana	Total for FY 2021	\$0.00	OWP-LOCAL
			Grand Total	\$287,500.00	
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2001	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2003	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2006	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2007	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2008	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2010	\$75,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2012	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2013	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2014	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2015	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2016	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2019	\$12,500.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2020	\$25,000.00	OWP-LOCAL
766.00		Transportation Art by Youth - Oro Valley	Total for FY 2021	\$0.00	OWP-LOCAL
			Grand Total	\$362,500.00	
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2001	\$25,000.00	OWP-LOCAL

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2003	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2006	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2007	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2008	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2011	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2013	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2014	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2015	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2016	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2019	\$12,500.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2020	\$25,000.00	OWP-LOCAL
765.00		Transportation Art by Youth - Pima Co.	Total for FY 2021	\$0.00	OWP-LOCAL
			Grand Total	\$287,500.00	
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2001	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2003	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2006	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2007	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2008	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2010	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2011	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2013	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2014	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2015	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2016	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2019	\$12,500.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2020	\$25,000.00	OWP-LOCAL
764.00		Transportation Art by Youth - Sahuarita	Total for FY 2021	\$0.00	OWP-LOCAL
			Grand Total	\$312,500.00	
767.00		Transportation Art by Youth - South Tucson	Total for FY 2001	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2003	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2006	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2007	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2008	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2011	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2013	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2014	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2015	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2016	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2019	\$12,500.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2020	\$25,000.00	OWP-LOCAL
767.00		Transportation Art by Youth - South Tucson	Total for FY 2021	\$0.00	OWP-LOCAL
			Grand Total	\$287,500.00	
768.00		Transportation Art by Youth - Tucson	Total for FY 2001	\$25,000.00	OWP-LOCAL

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
768.00		Transportation Art by Youth - Tucson	Total for FY 2003	\$25,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2006	\$25,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2007	\$25,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2008	\$25,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2010	\$50,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2011	\$25,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2013	\$25,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2014	\$25,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2015	\$25,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2016	\$25,000.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2019	\$12,500.00	OWP-LOCAL
768.00		Transportation Art by Youth - Tucson	Total for FY 2020	\$25,000.00	OWP-LOCAL
			Grand Total	\$337,500.00	
659.00		Transportation Planning Program	Total for FY 1998	\$1,588,100.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 1999	\$2,475,997.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2000	\$1,027,879.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2001	\$686,001.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2002	\$1,631,285.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2003	\$696,700.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2004	\$881,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2005	\$1,500,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2006	\$1,812,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2007	\$1,500,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2008	\$1,529,435.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2009	\$1,500,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2010	\$1,470,564.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2011	\$1,500,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2012	\$1,837,040.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2013	\$6,084,605.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2014	\$1,029,036.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2015	\$2,100,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2016	\$3,726,057.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2017	\$3,222,982.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2018	\$100,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2019	\$100,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2020	\$100,000.00	OWP-PAG
659.00		Transportation Planning Program	Total for FY 2021	\$100,000.00	OWP-PAG
			Grand Total	\$38,198,682.00	
78.12		Treat Ave: Rillito River to Barraza-Aviation Bike Boulevard	Total for FY 2014	\$49,424.00	Tucson
78.12		Treat Ave: Rillito River to Barraza-Aviation Bike Boulevard	Total for FY 2015	\$2,485.00	Tucson
78.12		Treat Ave: Rillito River to Barraza-Aviation Bike Boulevard	Total for FY 2016	\$96,459.00	Tucson
78.12		Treat Ave: Rillito River to Barraza-Aviation Bike Boulevard	Total for FY 2018	\$3,311.00	Tucson

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StateID	Project Name	Drawdowns and Obligations		Sponsor
			Grand Total	\$151,680.00	
5.18		Tucson Traffic Signal Policies	Total for FY 2020	\$19,837.00	Tucson
			Grand Total	\$19,837.00	
90.12		UA 2nd Street Bike and Pedestrian Improvements	Total for FY 2013	\$99,958.00	Tucson
90.12		UA 2nd Street Bike and Pedestrian Improvements	Total for FY 2017	\$25,000.00	Tucson
			Grand Total	\$124,958.00	
96.09		University/3rd Street Bike Boulevard	Total for FY 2011	\$91.00	Tucson
96.09		University/3rd Street Bike Boulevard	Total for FY 2012	\$21,512.00	Tucson
96.09		University/3rd Street Bike Boulevard	Total for FY 2013	\$2,625.00	Tucson
96.09		University/3rd Street Bike Boulevard	Total for FY 2014	\$125.00	Tucson
96.09		University/3rd Street Bike Boulevard	Total for FY 2015	\$23,936.00	Tucson
96.09		University/3rd Street Bike Boulevard	Total for FY 2016	\$5,469.00	Tucson
96.09		University/3rd Street Bike Boulevard	Total for FY 2017	\$3,241.00	Tucson
96.09		University/3rd Street Bike Boulevard	Total for FY 2018	\$730.00	Tucson
			Grand Total	\$57,731.00	
32.16		Valencia and Kolb Intersection East	Total for FY 2020	\$3,249,943.00	Tucson
			Grand Total	\$3,249,943.00	
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2009	\$512,795.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2010	\$27,188.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2011	\$19,618.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2012	\$632,525.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2013	\$461,495.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2014	\$143,681.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2015	\$671,451.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2016	\$913,702.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2017	\$234,920.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2018	\$79,791.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2019	\$3,182,994.00	Tucson
158.07	4RTKVI	Valencia and Kolb Intersection reconstruction	Total for FY 2020	\$4,000.00	Tucson
			Grand Total	\$6,884,159.00	
31.16	4RTKVI	Valencia Kolb Intersection West side of SE Ramp	Total for FY 2019	\$5,267,656.00	Tucson
			Grand Total	\$5,267,656.00	
114.06		Valencia Rd: Ajo to Wade	Total for FY 2012	\$37,213.00	Pima County
114.06		Valencia Rd: Ajo to Wade	Total for FY 2016	\$213,606.00	Pima County
114.06		Valencia Rd: Ajo to Wade	Total for FY 2017	\$1,977,807.00	Pima County
114.06		Valencia Rd: Ajo to Wade	Total for FY 2018	\$1,060,030.00	Pima County
114.06		Valencia Rd: Ajo to Wade	Total for FY 2019	\$1,740,022.00	Pima County
114.06		Valencia Rd: Ajo to Wade	Total for FY 2020	\$1,477,000.00	Pima County
			Grand Total	\$6,505,678.00	
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2009	\$1,305,619.00	Pima County

APPENDIX 8 - PREVIOUS TIP PROJECTS OBLIGATIONS AND DRAWDOWNS

TipID	StatelD	Project Name	Drawdowns and Obligations		Sponsor
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2010	\$65,638.00	Pima County
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2011	\$726,949.00	Pima County
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2012	\$1,604,791.00	Pima County
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2013	\$3,494,064.00	Pima County
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2014	\$4,945,996.00	Pima County
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2015	\$13,057,658.00	Pima County
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2016	\$10,149,674.00	Pima County
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2017	\$849,838.00	Pima County
61.06	SR13	Valencia Rd: Alvernon to Kolb	Total for FY 2018	\$1,534.00	Pima County
			Grand Total	\$36,201,761.00	
59.06		Valencia Rd: Kolb Rd to Houghton Rd	Total for FY 2018	\$69,522.00	Tucson
			Grand Total	\$69,522.00	
58.06		Valencia Rd: Wade Rd to Mark Rd	Total for FY 2007	\$8,173.00	Pima County
58.06		Valencia Rd: Wade Rd to Mark Rd	Total for FY 2008	\$812,640.00	Pima County
58.06		Valencia Rd: Wade Rd to Mark Rd	Total for FY 2012	\$1,384,766.00	Pima County
58.06		Valencia Rd: Wade Rd to Mark Rd	Total for FY 2013	\$715,512.00	Pima County
58.06		Valencia Rd: Wade Rd to Mark Rd	Total for FY 2014	\$10,497,401.00	Pima County
58.06		Valencia Rd: Wade Rd to Mark Rd	Total for FY 2015	\$288,927.00	Pima County
58.06		Valencia Rd: Wade Rd to Mark Rd	Total for FY 2016	\$561,311.00	Pima County
58.06		Valencia Rd: Wade Rd to Mark Rd	Total for FY 2017	\$135.00	Pima County
			Grand Total	\$14,268,864.00	
78.06		Wilmot North of Sahuarita Rd	Total for FY 2011	\$5,508.00	Pima County
78.06		Wilmot North of Sahuarita Rd	Total for FY 2014	\$180,707.00	Pima County
78.06		Wilmot North of Sahuarita Rd	Total for FY 2015	\$343,371.00	Pima County
78.06		Wilmot North of Sahuarita Rd	Total for FY 2016	\$371,015.00	Pima County
78.06		Wilmot North of Sahuarita Rd	Total for FY 2017	\$2,842,754.00	Pima County
78.06		Wilmot North of Sahuarita Rd	Total for FY 2018	\$3,046,100.00	Pima County
			Grand Total	\$6,789,454.00	
1.18		Wilmot: Valencia to DM-AFB	Total for FY 2019	\$175,787.00	Pima County
1.18		Wilmot: Valencia to DM-AFB	Total for FY 2020	\$65,106.00	Pima County
1.18		Wilmot: Valencia to DM-AFB	Total for FY 2021	\$997,778.00	Pima County
			Grand Total	\$1,238,671.00	
95.09		Wireless signal & controller / equipment upgrades	Total for FY 2015	\$12,859.00	Sahuarita
95.09		Wireless signal & controller / equipment upgrades	Total for FY 2017	\$8,172.00	Sahuarita
95.09		Wireless signal & controller / equipment upgrades	Total for FY 2018	\$6,400.00	Sahuarita
95.09		Wireless signal & controller / equipment upgrades	Total for FY 2019	\$8,569.00	Sahuarita
			Grand Total	\$36,000.00	

APPENDIX 9

FY 2022-2026 TIP PERFORMANCE ASSESSMENT



FY 2022-2026 TIP Performance Measures Assessment

Contents

Section 1: Performance Impacts of the FY 2022-2026 TIP

Section 2: RMAP Performance Measures

Section 3: FAST Act Performance Measures

Abbreviations used in this report

ADA	Americans with Disabilities Act
ADOT	Arizona Department of Transportation
DOT	Department of Transportation
CMAQ	Congestion Mitigation and Air Quality
FAST Act	Fixing America's Surface Transportation Act
GHG	Greenhouse Gases
HAWK	High-intensity <u>A</u> ctivated <u>cross</u> Walk
LOS	Level of Service
MPH	Miles Per Hour
NHS	National Highway System
PAG	Pima Association of Governments
PM	Performance Measure
RMAP	Regional Mobility and Accessibility Plan
TIP	Transportation Improvement Program
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled

The FY 2022-2026 Transportation Improvement Program Performance Measures Assessment includes performance measures and targets defined specifically for the PAG region and adopted in the region's long-range transportation plan, the 2045 Regional Mobility and Accessibility Plan (RMAP).

The information within this assessment is intended to:

- provide an evaluation of the 2045 RMAP performance measures by comparing the latest available data to baseline figures from 2015, benchmark values for 2020, and desired outcomes for 2045
- fulfill federal requirements by describing the anticipated effect of the FY 2022-2026 TIP and linking investment priorities in the TIP toward the achievement of performance targets identified in the 2045 RMAP
- fulfill federal requirements by including a performance report for FAST Act performance measures and statewide projections established by ADOT

This report summarizes the region's performance using seven categories, reflecting the performance goals established in the 2045 RMAP: system maintenance, safety, multimodal choices, system performance, freight and economic growth, land use and transportation, and environmental stewardship. It contains analysis of the existing conditions of multimodal roadways within the corridor project areas and funding amounts for non-corridor program projects.

Section 1: Performance Impacts of the FY 2022-2026 TIP

The information in this section describes the impacts to the region of the FY 2022-2026 TIP. The TIP will deliver 26 roadway corridor projects and 18 additional roadway projects for an estimated combined total of 177 miles with \$755 million in project funding. Additionally, the TIP also allocates program funding to many non-corridor transportation projects such as regional public transportation services, pavement preservation programs, and bicycle and pedestrian programs for safety and accessibility.

Performance metrics are calculated for proposed projects, and a performance report is generated for each project. The reports enable the evaluation of projects based on the underlying conditions and performance.

Project data is then uploaded to PAG’s performance measure assessment tool to calculate the collective performance impacts of TIP corridor projects. Where available, TIP model impacts are also estimated for future year comparisons using a “build vs. no-build” scenario analysis through PAG’s travel demand model.

Safety

In recent years, total roadway fatalities have increased in the region, while the number and rate of serious injuries has decreased. The PAG region is making progress toward some RMAP safety targets, but it is getting worse in other areas, particularly crashes resulting in pedestrian and bicycle fatalities.

The TIP seeks to improve regional roadway safety by improving 169 miles of roadways and 24 intersections that are underperforming from a safety perspective.

There are 26 roadway corridor projects and 18 additional projects in the TIP that will address safety needs in these areas:



125 miles of roads currently have poor safety ratings and another 44 are rated fair



20 intersections currently have poor safety ratings and another 4 are rated fair

Regional Program Funding

\$3.2M \$3.2 million for pedestrian hybrid beacons and HAWKs

\$3M \$3 million for street lighting along roadways with high numbers of nighttime crashes

\$1.6M \$1.6 million for flashing yellow arrow conversions at intersections with high numbers of left turn crashes

\$1.3M \$1.3 million for signage and safety enhancements along roadways and at transit stops

System Maintenance

Overall, pavement and bridge conditions in the region have been improving in recent years. TIP corridor projects and program funding are helping to address this challenge by improving 66 miles of roadway pavement and four bridges while also allocating over \$1.4 million to other pavement improvements. It is important to note that pavement improvements shown in the TIP represent only a small portion of overall regional expenditures on road maintenance. Most pavement improvement projects are fully funded by local jurisdictions and are therefore not shown in the TIP.

There are 26 roadway corridor projects and 18 additional projects in the TIP that will address system maintenance needs in these areas:



30 miles of roads with pavement currently rated in poor condition and another 36 miles rated fair



4 bridges currently rated in poor condition

Regional Program Funding

\$1.4M

\$1.4 million for pavement preservation programs

\$39.3M

\$39.3 million for repair and maintenance to transit assets and facilities

\$44.5M

\$44.5 million to replace aging public transportation vehicles:

- \$30.2M for buses
- \$14.3M for paratransit

System Performance

From a regional standpoint, automobile travel through the PAG region continues to be reliable with relatively low levels of congestion, even though congested travel does occur at some locations. Congestion typically occurs during weekday morning and afternoon peak periods, in areas of construction or special events, or at locations where there was an accident or other emergency lane closure. TIP investments are adding roadway capacity on 22 miles of congested roadway and at seven congested intersections to address known bottlenecks.

There are 26 roadway corridor projects and 18 additional projects in the TIP that will address system performance goals in these areas:



44 miles of capacity improvements to roadways with current or future* traffic congestion



capacity improvements to 7 severely congested intersections

Regional Program Funding

\$4.1M

\$4.1 million for technologies and programs aimed at minimizing traffic congestion

\$800K

\$800,000 for construction of bus pullouts to minimize congestion at intersections

**There are 22 miles of roadways that perform well currently but are predicted to experience severe traffic congestion by 2026.*

Multimodal Choices

Pedestrian, bicycle and transit trips have been declining in recent years in the region. Additionally, investments in pedestrian and bicycle infrastructure remain critical needs. TIP corridor projects always include pedestrian and bicycle facility improvements such as new or upgraded sidewalks and crosswalks, ADA fixtures, bike lanes, separated paths, bus stops, shade trees and landscaping, and intersection improvements.

There are 26 roadway corridor projects and 18 additional projects in the TIP that will address multimodal choices goals in these areas:



56 miles of new or upgraded sidewalks, shared-use paths, and pedestrian facilities



17 miles of bike lanes plus an additional 5 miles of bike boulevards.

Regional Program Funding

\$91.9M

\$91.9 million for public transportation services such as transit, paratransit, express service, ADA services, and service expansion

Freight and Economic Growth

Freight movement through the PAG region generally occurs with expected and reliable travel times. On the interstate system, there are currently no freight bottlenecks. PAG has designated a Regional Freight Corridor network and tracks travel times on roadways heavily used by large trucks and the freight industry.

There are 26 roadway corridor projects and 18 additional projects in the TIP that will address freight goals and economic goals in the following way:



34 miles of improved roadways currently with low to moderate freight reliability

Environmental Stewardship

Air quality for the PAG region is being tracked, and the amount of emissions from vehicles and other on-road sources are decreasing at a rapid pace, putting the region on track to achieve all RMAP targets. Additionally, appropriate mitigation practices are applied when roadway projects impact areas determined to be critical to wildlife.

Regional Program Funding

\$4.1M

\$4.1 million for technologies and programs aimed at minimizing congestion and on-road emissions

\$100K

\$100,000 for critical wildlife linkages

Section 2: RMAP 2045 Performance Measures

The 2045 RMAP identified performance goals, measures and targets to support the region’s visions and goals. **Figure A9.1** provides a summary of the region’s current progress toward target achievement. Performance measures that are on track to meet 2045 targets are listed along with performance measures that are not on track to meet 2045 targets.

Figure A9.1 Status of RMAP Performance Measures

Goal Area	On Track	Not on Track
System Maintenance	<ul style="list-style-type: none"> Federal Aid Pavement in Poor Condition Public Bridges in Poor Condition Average Age of Public Buses 	None
Safety	<ul style="list-style-type: none"> Total Serious Injuries Bicycle Serious Injuries 	<ul style="list-style-type: none"> Total Fatalities Total Fatality Rate Total Serious Injury Rate Pedestrian Fatalities Pedestrian Fatality Rate Pedestrian Serious Injuries Pedestrian Serious Injury Rate Bicycle Fatalities Bicycle Fatality Rate Bicycle Serious Injury Rate Transit Crash Rate
Multimodal Choices	<ul style="list-style-type: none"> Total Miles of Pedestrian Facilities Total Miles of Bicycle Facilities Average Transit Speed 	<ul style="list-style-type: none"> Walk/Bike/Transit Mode Share (work trips) Walk/Bike/Transit Mode Share (all trips) Total Transit Trips Average Transit Travel Time
System Performance	<ul style="list-style-type: none"> Percent of Peak-Hour VMT under Severe Congestion Travel Time Index 	<ul style="list-style-type: none"> Daily Vehicle Miles Traveled per Capita Daily Vehicle Hours Traveled per Capita
Environmental Stewardship	<ul style="list-style-type: none"> Weekday Metric Tons of NOx Emissions Weekday Metric Tons of VOC Emissions Weekday Metric Tons of CO emissions Weekday Metric Tons of PM2.5 Emissions Weekday Metric Tons of PM10 Emissions 	<ul style="list-style-type: none"> Annual On-Road greenhouse gas emissions (GHG) per Capita
Land Use and Transportation	None	<ul style="list-style-type: none"> Jobs Reachable by Auto in 30 Minutes Jobs Reachable by Transit in 45 Minutes Job Accessibility Index Jobs within ¼-Mile of Transit Stop Homes within ¼-Mile of Transit Stop
Freight and Economic Growth	Targets have not been established. Performance is being tracked as data becomes available.	

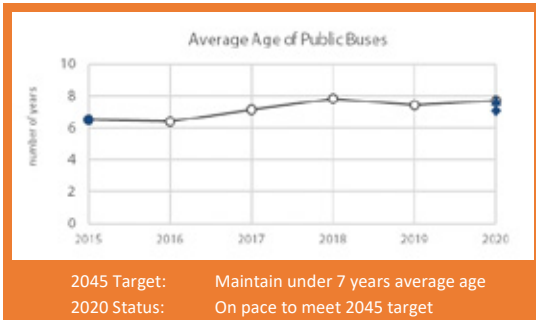
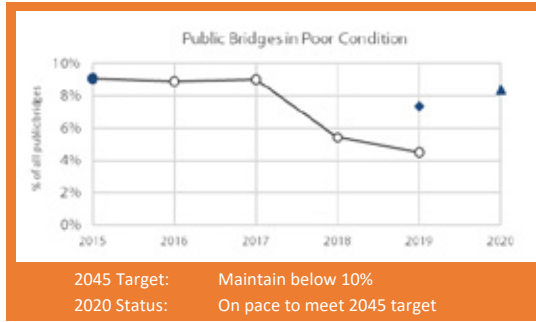
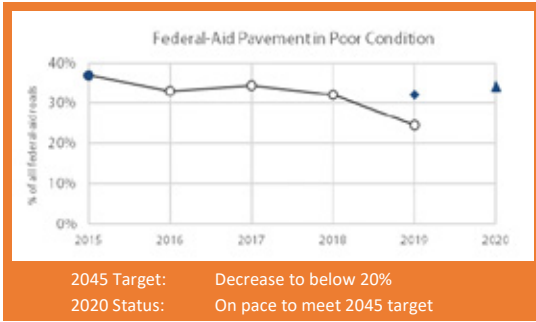
Figure A9.2 displays the full progress report for all RMAP performance targets. A status of “on pace” implies the region is progressing at a pace to meet the 2045 target; “behind pace” means progress is being made but not at a pace to meet the 2045 target; and “trending away” is an indication the performance condition is getting worse. The 2025 benchmarks represent the necessary changes in current performance over the next five years to be on pace to achieve the 2045 target.

On the following pages, **Figures A9.3-A9.9** provide charts to illustrate individual performance measures data.

Figure A9.2 RMAP Performance Measures Progress Report

Performance Measure	Description	2015 Baseline	Current	2020 Benchmark	2025 Benchmark	2045 Target	Desired Trend	Status
System Maintenance								
Federal-Aid Pavement in Poor Condition	% of centerline miles	37.0%	24.6%	34.2%	23.4%	20.0%	decrease	on pace
Public Bridges in Poor Condition	% of all bridges	9.1%	4.5%	8.4%	5.9%	10.0%	maintain	on pace
Average Age of Public Buses	years in service	6.5	7.7	7.7	7.5	7.0	maintain	on pace
Safety								
Total Fatalities	5-year average	95.8	126.0	91.8	112.8	75.0	decrease	trending away
Fatality Rate	per 100 million VMT	1.26	1.4	1.11	1.22	0.66	decrease	trending away
Total Serious Injuries	5-yr average	581.4	415.0	557.2	420.5	436.1	decrease	on pace
Serious Injury Rate	per 100 million VMT	7.6	5.4	6.3	5.0	3.7	decrease	behind pace
Total Pedestrian Fatalities	5-yr average	21.2	33.6	20.0	28.5	14.0	decrease	trending away
Pedestrian Fatality Rate	per 10,000 walk	20.7	33.6	18.3	26.5	6.2	decrease	trending away
Total Pedestrian Serious Injuries	5-yr average	53.4	51.2	50.5	47.2	35.8	decrease	behind pace
Pedestrian Serious Injury Rate	per 10,000 walk	52.1	51.1	46.0	41.9	15.6	decrease	behind pace
Total Bicycle Fatalities	5-yr average	4.4	6.0	4.2	5.2	2.9	decrease	trending away
Bicycle Fatality Rate	per 10,000 bike commutes	5.9	9.1	5.2	7.2	1.8	decrease	trending away
Total Bicycle Serious Injuries	5-yr average	31.0	24.2	29.3	23.4	21.0	decrease	on pace
Bicycle Serious Injury Rate	per 10,000 bike commutes	41.3	36.8	36.5	30.4	12.4	decrease	behind pace
Transit Crash Rate	per 100,000 service miles	1.9	1.6	1.9	1.6	1.5	decrease	on pace
Multi-Modal Choices								
Walk, Bike, or Transit to Work Rate	% of population	6.8%	6.0%	7.3%	7.1%	10.0%	increase	trending away
Walk, Bike, and Transit Mode Share, All Trips	% of population	16.3%	18.3%	17.0%	18.8%	20.0%	increase	behind pace
Total Transit Trips	millions per year	21.3	13.5	22.1	18.88	34.4	increase	trending away
Average Transit Travel Time	minutes	50.8	54.7	50.7	53.59	50.0	decrease	trending away
Average Transit Speed	miles per hour	13.3	14.0	13.5	14.23	15.0	increase	on pace
Total Miles of Pedestrian Facilities		442	582	568	742	1200	increase	on pace
Total Miles of Bicycle Facilities		1010	1195	1128	1331	1720	increase	on pace
System Performance								
Daily Vehicle Hours Traveled per Capita	minutes	32.3	32.7	32.0	32.3	30.6	decrease	trending away
Daily Vehicle Miles Traveled (VMT) per Capita		20.6	21.1	20.3	20.5	18.5	decrease	behind pace
Travel Time Index, PM Peak		1.44	1.4	1.46	1.48	1.58	maintain	on pace
Percent of Peak-Hour VMT under Severe	level of service E or F	0.012	0.012	0.013	0.014	0.018	maintain	on pace
Environmental Stewardship								
On-Road Greenhouse Gas Emissions per Weekday Metric Tons of NOx Emissions	metric tons per year	3.3	3.4	3.1	3.1	2.3	decrease	behind pace
Weekday Metric Tons of VOC Emissions		22.8	13.1	22.8	11.1	4.6	decrease	on pace
Weekday Metric Tons of CO Emissions		18.3	12.6	18.3	10.8	4.6	decrease	on pace
Weekday Metric Tons of PM 2.5 Emissions		164.0	146.5	164.0	124.0	49.2	decrease	on pace
Weekday Metric Tons of PM 10 Emissions		0.5	0.2	0.5	0.3	0.5	maintain	on pace
Weekday Metric Tons of PM 10 Emissions		1.3	0.9	1.3	1.0	1.3	maintain	on pace
Land Use and Transportation								
Regional Jobs Reachable by Auto	within 30 minutes	240,242	210,938	258,238	242,642	348,320	increase	behind pace
Regional Jobs Reachable by Transit	within 45 minutes	26,332	24,139	28,526	27,683	39,498	increase	behind pace
Job Accessibility Index for All Modes	all modes	57.1	47.7	58.6	51.9	65.7	increase	behind pace
Jobs within Quarter Mile of Transit Stop	% of all jobs	58.6%	58.4%	59.1%	58.8%	60.0%	increase	behind pace
Population within Quarter Mile of Transit	% of population	42.5%	40.8%	43.0%	41.8%	45.0%	increase	behind pace

Figure A9.3 Performance Measures for System Maintenance



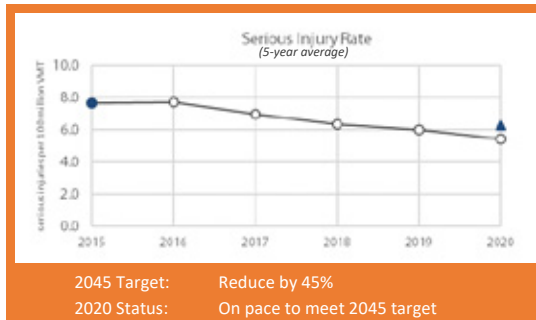
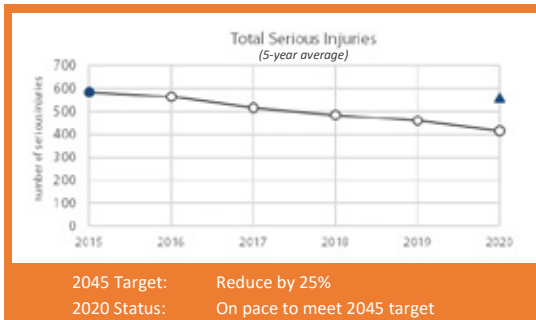
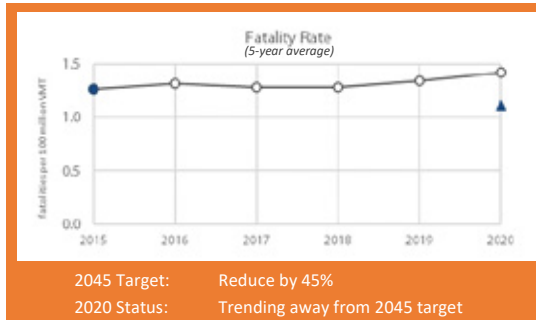
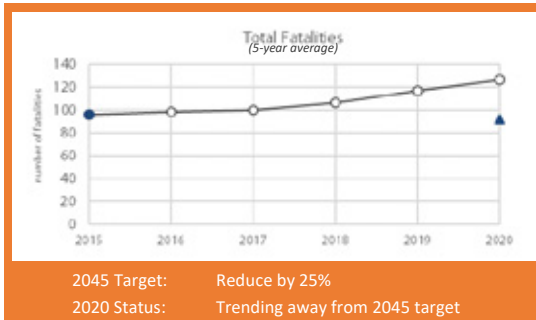
System Maintenance

Progress has been made in each performance area and, overall, the region is on pace to meet all three 2045 targets.



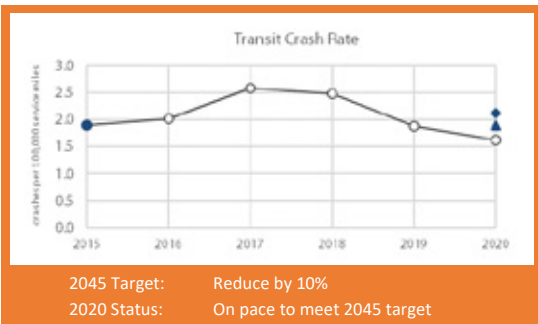
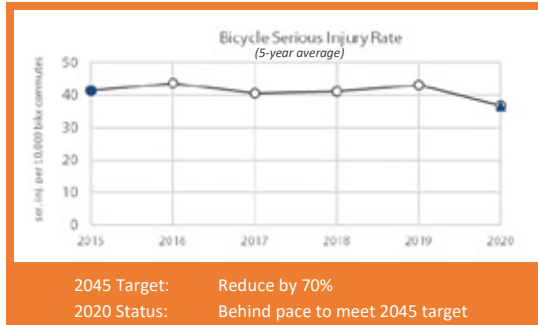
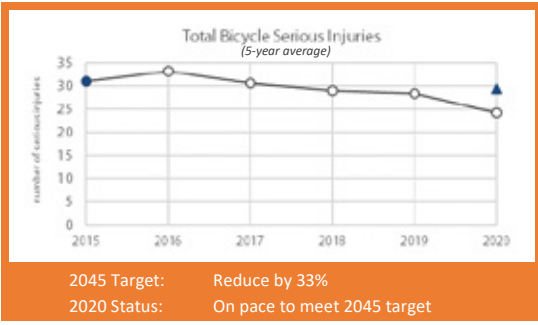
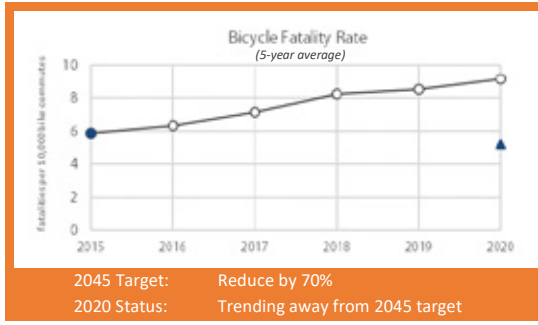
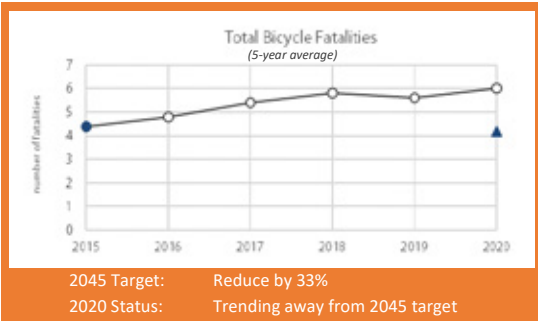
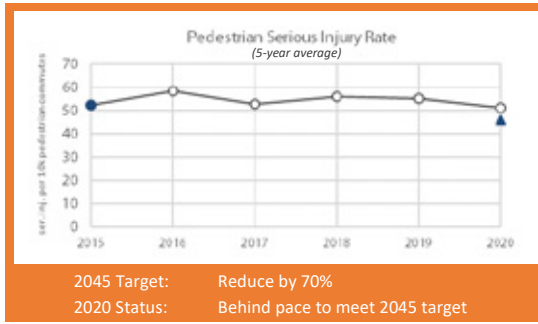
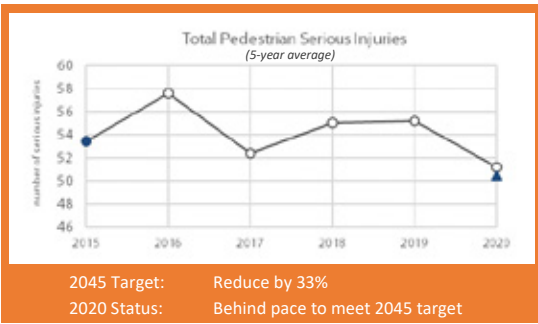
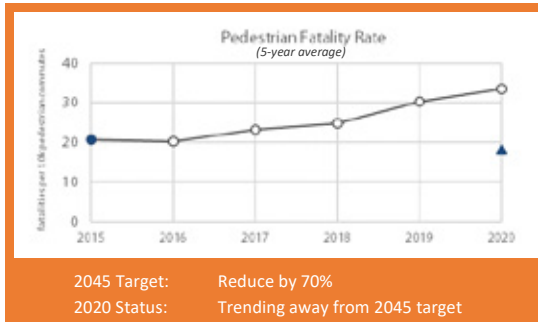
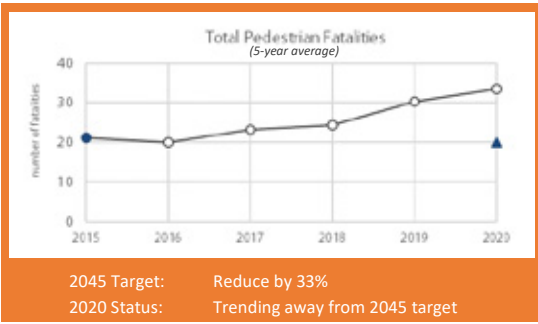
Data sources: Highway Performance Monitoring System (HPMS), National Bridge Index (NBI), Sun Tran

Figure A9.4 Performance Measures for Safety



continued...

Figure A9.4 Performance Measures for Safety (continued)



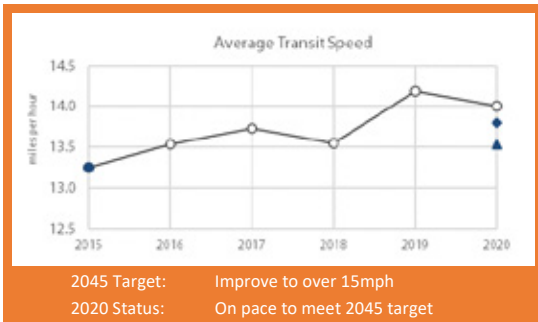
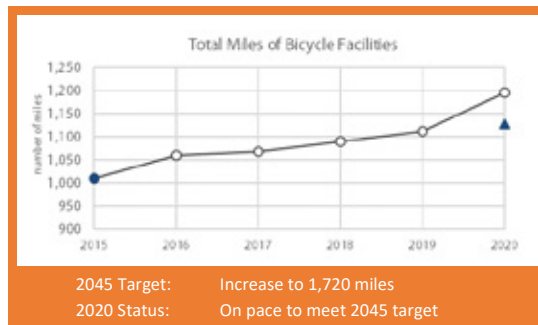
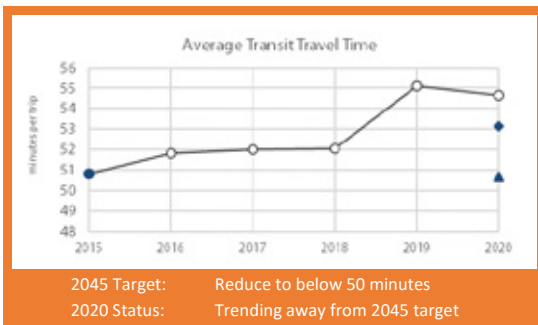
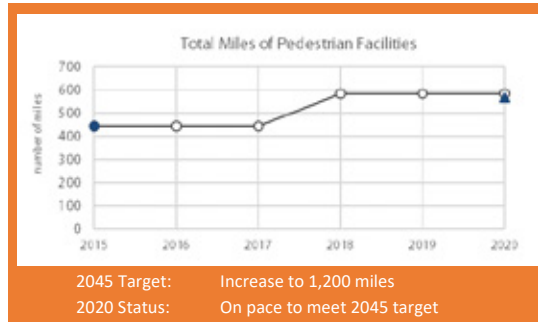
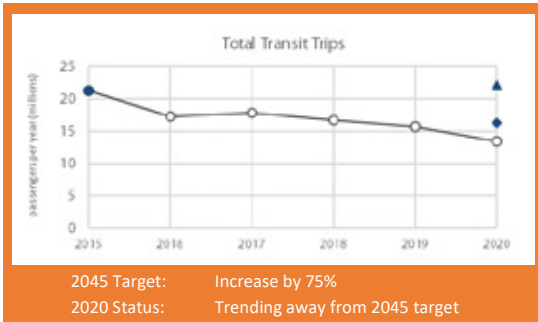
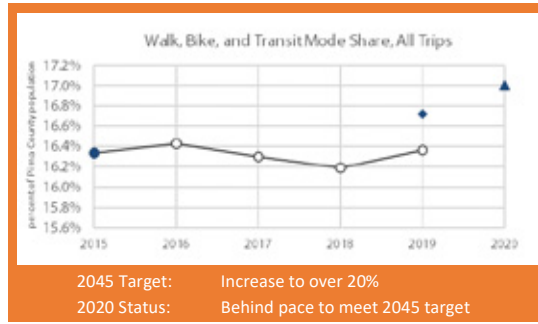
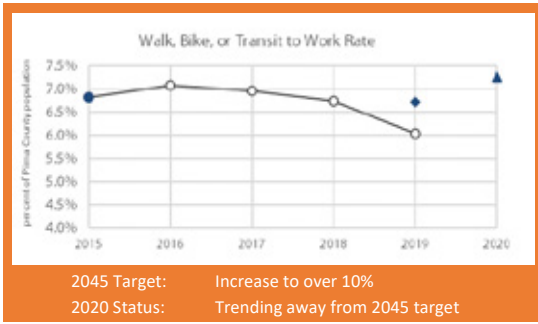
Safety

Ten of the 13 measures in this performance area are getting worse or not showing enough progress to be on pace to achieve 2045 targets.



Data sources: Arizona Crash Information System (ACIS), Highway Performance Monitoring System (HPMS), Sun Tran

Figure A9.5 Performance Measures for Multimodal Choices



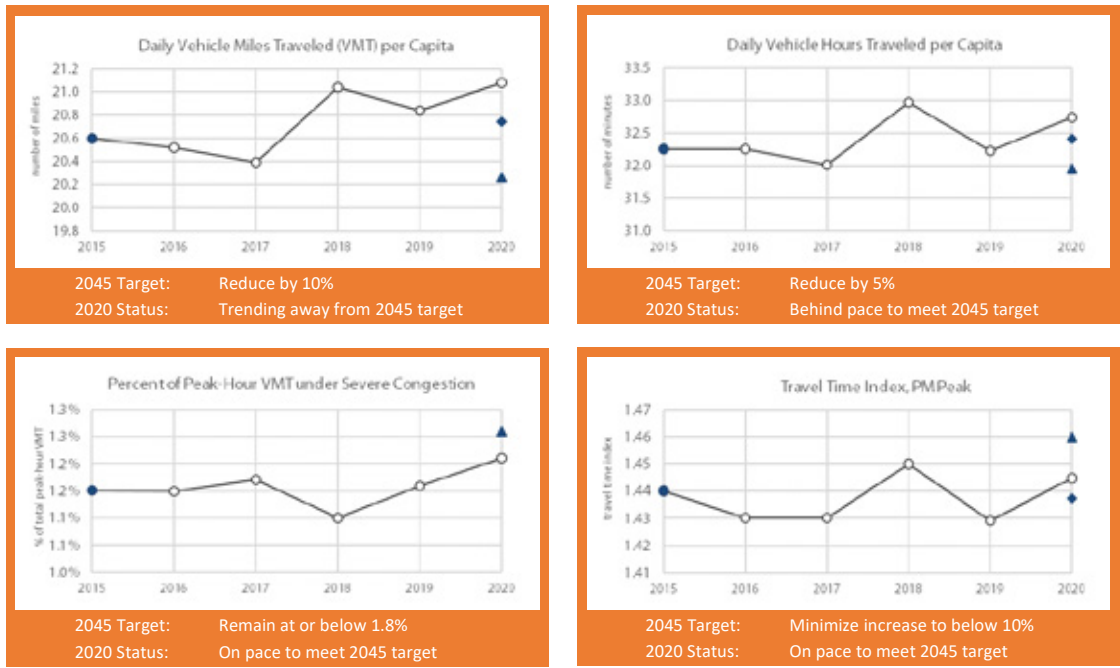
Multimodal Choices

The region is on track to meet only three of the seven 2045 targets.



Data sources: American Community Survey (ACS), PAG data services, PAG land use model, Sun Tran

Figure A9.6 Performance Measures for System Performance



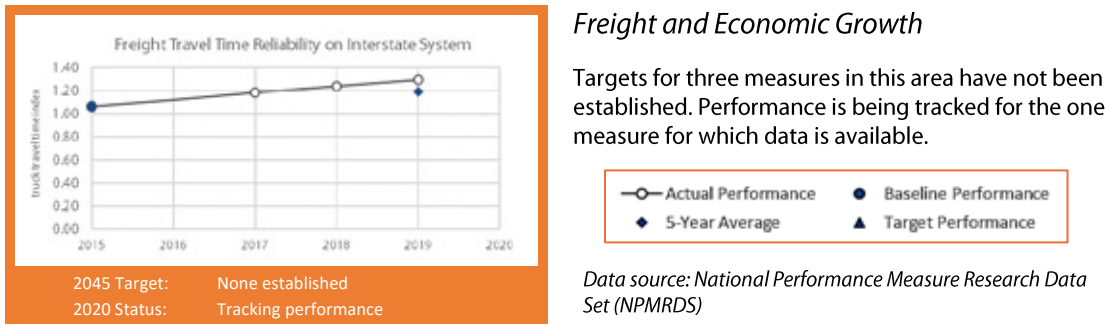
System Performance

Two of the four measures in this performance area are not on track to meet 2045 targets.



Data sources: American Community Survey (ACS), PAG transportation demand model

Figure A9.7 Performance Measures for Freight and Economic Growth



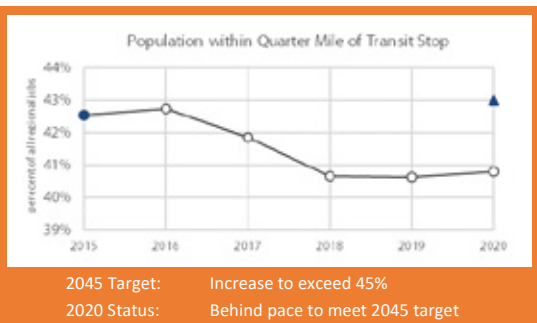
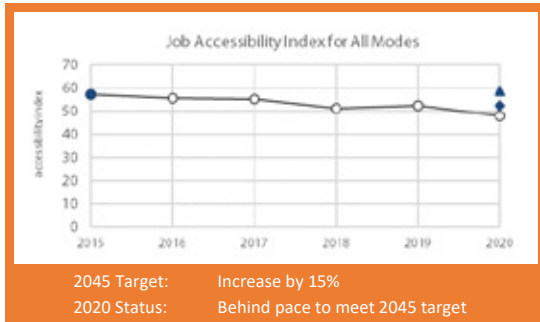
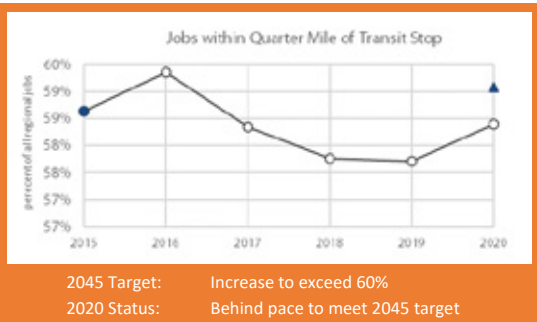
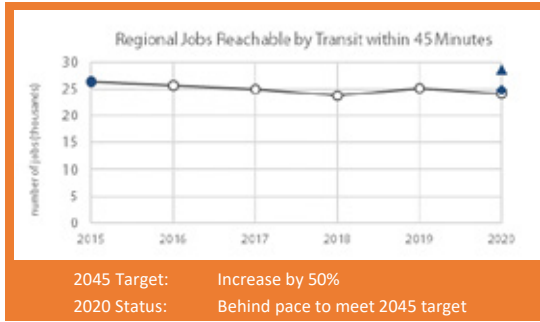
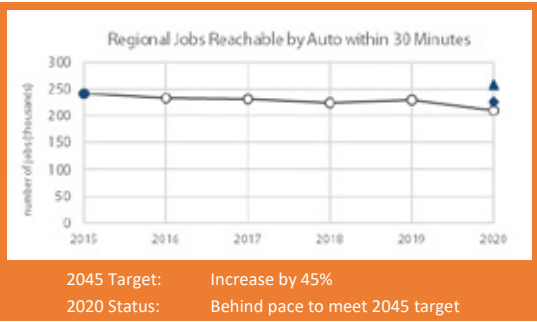
Freight and Economic Growth

Targets for three measures in this area have not been established. Performance is being tracked for the one measure for which data is available.



Data source: National Performance Measure Research Data Set (NPMRDS)

Figure A9.8 Performance Measures for Land Use and Transportation



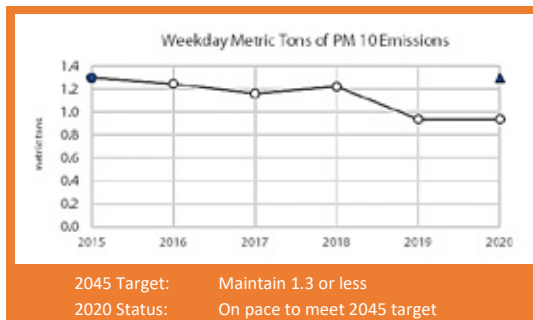
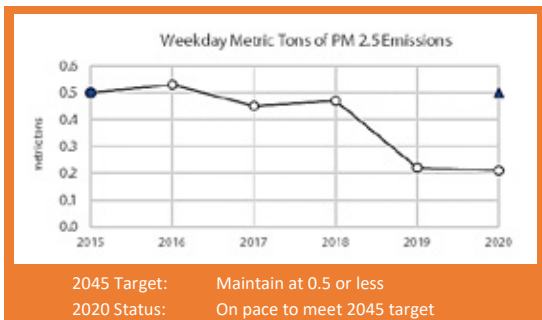
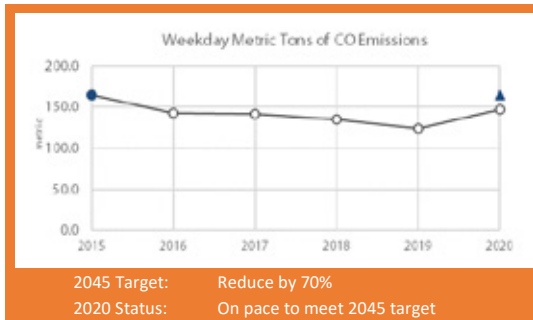
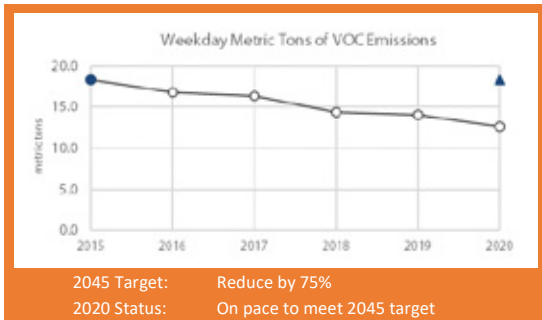
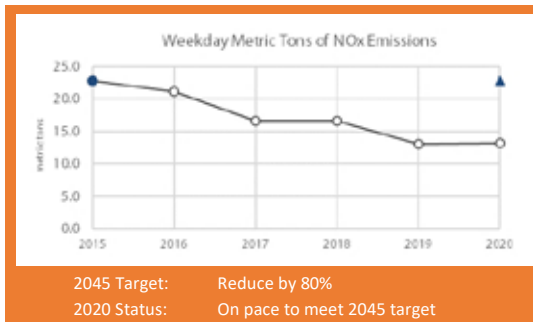
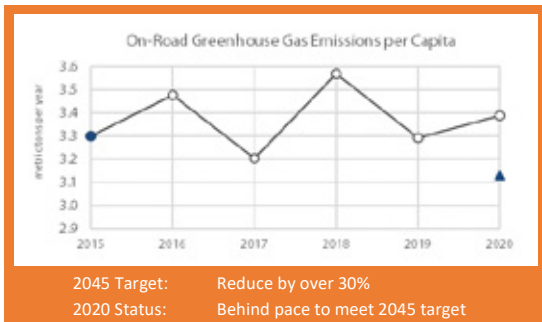
Land Use and Transportation

The region is not on track to meet any 2045 targets in this performance area.



Data sources: American Community Survey (ACS), PAG land use model

Figure A9.9 Performance Measures for Environmental Stewardship



Data sources: American Community Survey, PAG land use model, PAGMOVES air quality model

Environmental Stewardship

The region is on track to achieve the 2045 targets for five of the six measures in this performance area.

Section 3: FAST Act Performance Measures

As part of the FAST Act, federal performance measures are used to track performance toward national goals originally established in MAP-21¹. Since 2018, ADOT routinely establishes performance projections to comply with FAST Act requirements. These projections (defined in the FAST Act as “targets”) differ from RMAP targets in that FAST Act requirements represent statewide projections of anticipated performance for the short term, while RMAP targets are long-term and aspirational regional goals.

FAST Act targets are used by the state to track state performance against national targets. PAG supports ADOT’s performance target requirements of the FAST Act by tracking the federally required and regionally recommended measures for the PAG region.

Figure A9.10 shows a list of the FAST Act performance measures by the MAP-21 performance goal area and how each compare to RMAP performance measures.

Figure A9.10 FAST Act vs RMAP 2045 Performance Measures

FAST Act National Performance Measure	MAP-21 National Performance Goal Area	Comparison to RMAP 2045 Performance Measures
Number of Fatalities	Safety	Identical to Total Fatalities
Fatality Rate	Safety	Identical to Fatality Rate
Number of Serious Injuries	Safety	Identical to Total Serious Injuries
Rate of Serious Injuries	Safety	Identical to Serious Injury Rate
Number of Non-motorized Fatalities and Serious Injuries	Safety	Identical to Vulnerable User Fatalities and Serious Injuries
Percent of NHS Bridges in Good Condition	Infrastructure Conditions	Only NHS bridges vs all public bridges
Percent of NHS Bridges in Poor Condition	Infrastructure Conditions	Only NHS bridges vs all public bridges
Percent of Interstate Pavements in Good Condition	Infrastructure Conditions	Only Interstate pavement vs Federal-Aid pavement
Percent of Interstate Pavements in Poor Condition	Infrastructure Conditions	Only Interstate pavement vs Federal-Aid pavement
Percent of Non-Interstate NHS Pavements in Good Condition	Infrastructure Conditions	Only NHS pavement vs Federal-Aid pavement
Percent of Non-Interstate NHS Pavements in Poor Condition	Infrastructure Conditions	Only NHS pavement vs Federal-Aid pavement
Freight Reliability on the Interstate	Freight Movement and Economic Vitality	Identical to Total Freight Reliability on the Interstate
Interstate Travel Time Reliability	System Reliability	Similar to Travel Time and Planning Time indexes
Non-Interstate Travel Time Reliability	System Reliability	Similar to Travel Time and Planning Time indexes
CMAQ Emissions Reductions	Congestion Reduction and Environmental Sustainability	Similar to On-Road Vehicle Emissions but applicable to CMAQ project areas, of which the PAG region has none

¹ Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 created a stream-lined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. Fixing America’s Surface Transportation (FAST) Act of 2015 outlined the framework for performance management including establishing performance measures and target-setting requirements.

2021 FAST Act Safety Performance Projections for the PAG Region

Performance data and trends for safety within the PAG region for FAST Act performance measures are shown in **Figure 1** and **Figure 2**. The charts summarize the performance in the greater Tucson area and the projections for 2021 based on state-wide projections. Baseline values were identified in the 2045 RMAP and can be used to track performance toward achieving long-range goals.

On August 31, 2020, ADOT established the following transportation safety projections for 2021:

- Number of Fatalities: 1% increase
- Fatality Rate: 0% increase
- Number of Serious Injuries: 4% decrease
- Serious Injury Rate: 6% decrease
- Number of Non-motorized Fatalities and serious injuries: 2% increase

Figure 2: Safety Data for FAST Act Performance Measures in the Greater Tucson Area

	2015	2016	2017	2018	2019	2020*	5Yr Avg	2021 Proj
Fatalities	95.8	98.4	100.0	105.8	116.4	126.0	109.3	127.3
Fatality Rate	1.26	1.31	1.28	1.28	1.34	1.42	1.32	1.42
Serious Injuries	581.4	562.8	515.2	481.2	458.2	415.0	486.5	398.4
Ser. Inj. Rate	7.62	7.70	6.96	6.33	5.97	5.39	6.47	5.06
Non-motorized	110.0	115.6	111.6	114.2	119.6	115.0	115.2	117.3

*2020 crash statistics are unofficial until July 2021

Sources: Arizona Crash Information System (ACIS), PAG

As part of the FAST Act, federal performance measures are used to track performance toward national goals originally established in MAP-21. Since 2018, ADOT routinely establishes performance projections to comply with FAST Act requirements. These projections (defined in the FAST Act as "targets") differ from RMAP targets in that FAST Act requirements represent statewide projections of anticipated performance for the short term while RMAP targets are long-term and aspirational regional goals.

FAST Act targets are used by the state to track state performance against national targets. PAG supports ADOT's performance target requirements of the FAST Act by tracking the federally required and regionally recommended measures for the PAG region.

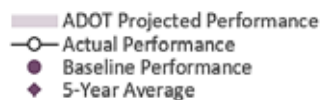
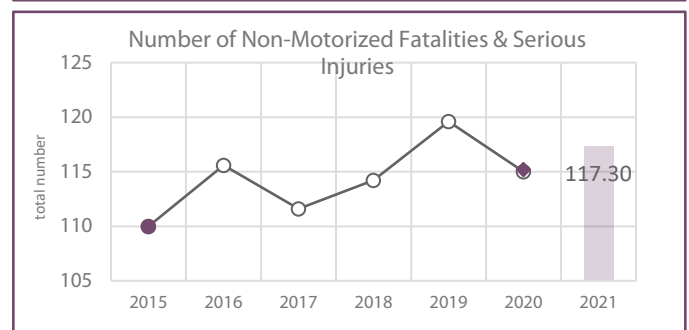
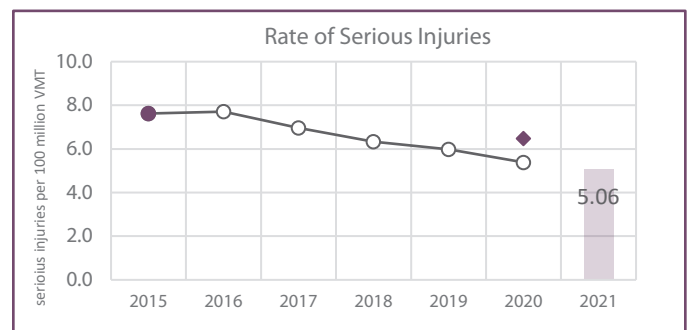
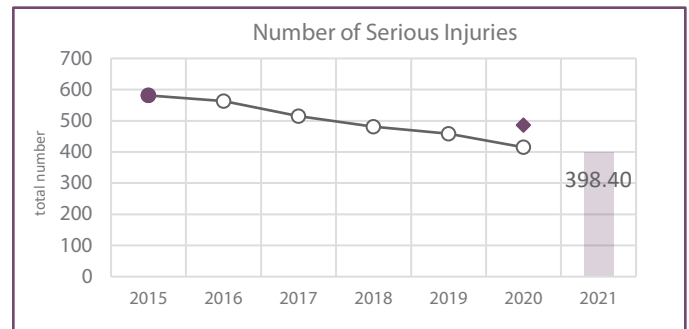
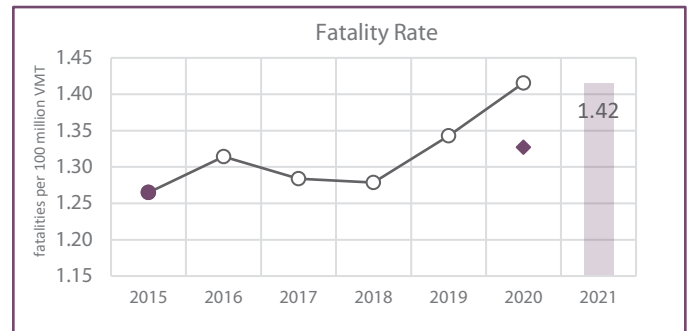
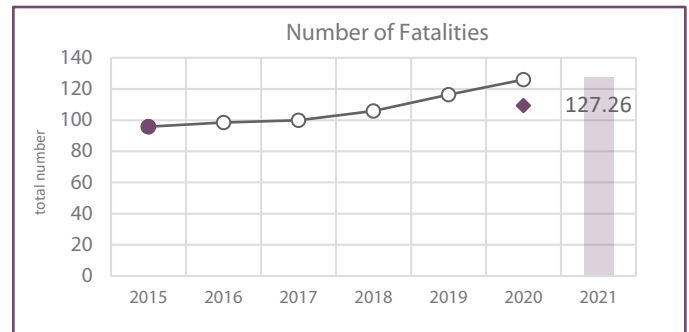


Figure 1: Safety Trends for FAST Act Performance Measures in the Greater Tucson Area



2022 FAST Act Infrastructure Condition Projections for the PAG Region

Performance data and trends for infrastructure condition within the PAG region for FAST Act performance measures are shown in **Figure 1** and **Figure 2**. The charts summarize the performance in the greater Tucson area and the projections for 2022 based on state-wide performance targets. Baseline values were identified in the 2045 RMAP and can be used to track performance toward achieving long-range goals.

On October 1, 2020, ADOT established the following infrastructure condition projections for 2022:

- % Interstate Pavement Good: 44%
- % Interstate Pavement Poor: 2%
- % Non-Interstate NHS Pavement Good: 28%
- % Non-Interstate NHS Pavement Poor: 6%
- % NHS Bridges Good: 52%
- % NHS Bridges Poor: 4%

Figure 2: Infrastructure Condition Data for FAST Act Performance Measures in the Greater Tucson Area

	2015	2016	2017	2018	2019	5Yr Avg	2022 Target
% Interstate Pavements Good	83.3	83.3	80.5	77.5	75.9	80.1	44.0
% Interstate Pavements Poor	0.0	0.0	0.0	0.9	0.5	0.03	2.0
% Non-Int. NHS Pavements Good	35.2	21.1	25.6	27.2	28.3	27.5	28.0
% Non-Int. NHS Pavements Poor	24.7	32.6	18.6	15.5	19.3	22.1	6.0
% NHS Bridges Good	42.5	39.7	39.7	47.2	36.0	41.0	52.0
% NHS Bridges Poor	11.8	11.1	11.1	12.8	2.3	9.8	4.0

Sources: FHWA Highway Statistics, National Bridge Index (NBI), PAG

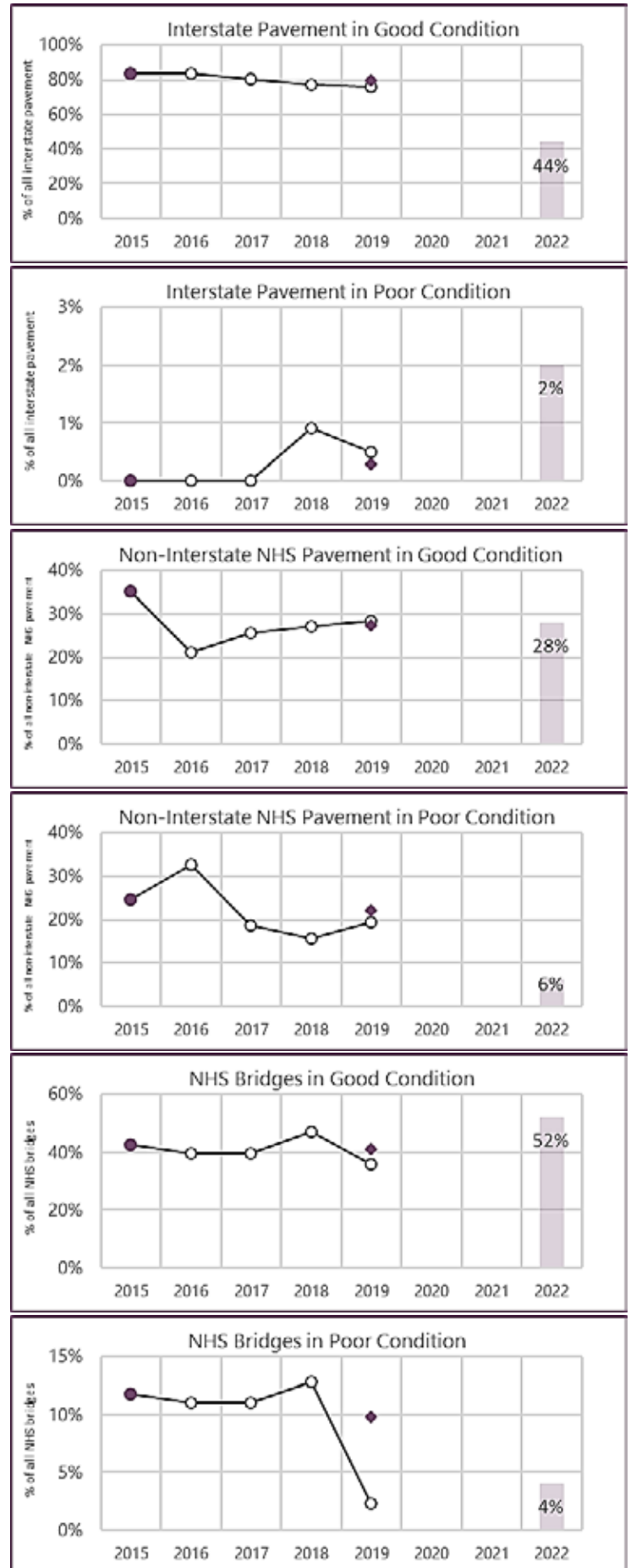
As part of the FAST Act, federal performance measures are used to track performance toward national goals originally established in MAP-21. Since 2018, ADOT routinely establishes performance projections to comply with FAST Act requirements. These projections (defined in the FAST Act as “targets”) differ from RMAP targets in that FAST Act requirements represent statewide projections of anticipated performance for the short term while RMAP targets are long-term and aspirational regional goals.

FAST Act targets are used by the state to track state performance against national targets. PAG supports ADOT’s performance target requirements of the FAST Act by tracking the federally required and regionally recommended measures for the PAG region.

Legend for Charts in Figure 1

- ADOT Projected Performance
- Actual Performance
- Baseline Performance
- ◆ 5-Year Average

Figure 1: Infrastructure Condition Trends for FAST Act Performance Measures in the Greater Tucson Area



2022 FAST Act System Reliability Projections for the PAG Region

Performance data and trends for system reliability within the PAG region for FAST Act performance measures are shown in **Figure 1** and **Figure 2**. The charts summarize the performance in the greater Tucson area and the projections for 2022 based on state-wide performance projections. Baseline values represent the initial FAST Act report period and can be used to track performance toward achieving long-range goals.

On October 1, 2020, ADOT established the following system reliability projections for 2022:

- Truck Travel Time Index on the Interstate: 1.35
- % person-miles with reliable travel times on the Interstate: 85.8%
- % person-miles with reliable travel times on the non-Interstate NHS: 74.9%
- Congestion Mitigation and Air Quality (CMAQ) Emissions Reductions (kg per day):
 - volatile organic compounds: 385
 - carbon monoxide: 6,985
 - nitrogen oxides: 761
 - particulate matter (<10 microns): 1,399
 - particulate matter (<2.5 microns): 112

Figure 2: Infrastructure Condition Data for FAST Act Performance Measures in the Greater Tucson Area

	2015	2016	2017	2018	2019	5Yr Avg	2022 Target
Truck Travel Time Index on Interstate	1.06	-	1.18	1.24	1.29	1.193	1.35
% Reliable Travel Times on Interstate	-	-	98.3	97.3	97.3	97.6	85.8
% Reliable Travel Times on Non-Interstate NHS	-	-	91.0	90.1	91.2	90.8	74.9
CMAQ Emissions Reductions	0	0	0	0	0	0	N/A*

- PAG collected TTTI during Freight Plan development efforts. Reliability measures were collected for the first time in 2017 in preparation for the first FAST Act report period in 2018.

*The PAG region is without any CMAQ-funded projects and therefore does not have any CMAQ-related emissions reductions.

Source: National Performance Management Research Data Set (NPMRDS)

Figure 1: System Reliability Trends for FAST Act Performance Measures in the Greater Tucson Area



As part of the FAST Act, federal performance measures are used to track performance toward national goals originally established in MAP-21. Since 2018, ADOT routinely establishes performance projections to comply with FAST Act requirements. These projections (defined in the FAST Act as “targets”) differ from RMAP targets in that FAST Act requirements represent statewide projections of anticipated performance for the short term while RMAP targets are long-term and aspirational regional goals.

FAST Act targets are used by the state to track state performance against national targets. PAG supports ADOT’s performance target requirements of the FAST Act by tracking the federally required and regionally recommended measures for the PAG region.

APPENDIX 10

CONFORMITY ANALYSIS DATA



Paved Road Re-entrained PM10 Emissions in Rillito PM10 nonattainment area

EPA Compilation of Air Pollutant Emission Factors, AP-42, emission factors were used to calculate PM10 emissions from re-entrained dust produced by vehicles traveling on paved roads in the Rillito PM10 nonattainment area for analysis years 2026, 2035 and 2045. Equation 2 from section 13.2.1.3 was used to account for annual precipitation. The input values were derived from ADEQ's 2004 Rillito Nonattainment Area Emissions Inventory used in the [Rillito Moderate PM10 Limited Maintenance Plan and Request for Redesignation to Attainment Request](#). VMT were derived from TDM.

$$E_{ext} = [k(sL)^{0.91} \times (W)^{1.02}] (1 - P/4N)$$

where:

E_{ext} = annual average particulate emission factor in the same units as k

k = particle size multiplier for particle size range and units of interest (1.00 g/mi)

sL = road surface silt loading (0.020 g/m² for freeways, 0.085 g/m² for arterial, collector & local)

W = average weight of the vehicles traveling the road (derived from TDM and listed below)

P = number of "wet" days with at least 0.254 mm (0.01 in) of precipitation during the averaging period (35 days), and

N = number of days in the averaging period (365 for 2026, 2035 and 2045)

Paved Road Re-entrained PM10 Emission Factors

		k (g/mi)	sL (g/m ²)	W (tons)	P (wet days)	N (days/yr)	E_{ext} (g/mi)
2026 Baseline	Freeway	1.00	0.020	3.137	35	365	0.0891
	Art, Col & Loc	1.00	0.085	2.346	35	365	0.247
2026 Action	Freeway	1.00	0.020	3.137	35	365	0.0891
	Art, Col & Loc	1.00	0.085	2.346	35	365	0.247
2035 Baseline	Freeway	1.00	0.020	3.117	35	365	0.0885
	Art, Col & Loc	1.00	0.085	2.359	35	365	0.249
2035 Action	Freeway	1.00	0.020	3.119	35	365	0.886
	Art, Col & Loc	1.00	0.085	2.358	35	365	0.248
2045 Baseline	Freeway	1.00	0.020	3.107	35	365	0.0882
	Art, Col & Loc	1.00	0.085	2.363	35	365	0.249
2045 Action	Freeway	1.00	0.020	3.104	35	365	0.0881
	Art, Col & Loc	1.00	0.085	2.362	35	365	0.249

Annual VMT on Paved Roads in Rillito PM10 nonattainment area

	2026 Baseline	2026 Action	2035 Baseline	2035 Action	2045 Baseline	2045 Action
Freeway	472,272,899	468,793,607	563,017,203	557,597,286	654,052,550	651,178,154
Arterial & Collector	295,113,841	293,247,986	333,941,874	331,963,524	376,359,081	373,242,718
Local Residential	26,748,200	26,561,888	30,166,452	29,895,160	31,791,188	31,553,772
Total	794,134,940	788,603,481	927,125,529	919,455,970	1,062,202,819	1,055,974,594

Uncontrolled Paved Road PM10 Emissions in Rillito PM10 nonattainment area (U.S. tons/year)

	2026 Baseline	2026 Action	2035 Baseline	2035 Action	2045 Baseline	2045 Action
Freeway	46.4	46.0	54.9	54.4	63.6	63.3
Arterial & Collector	80.4	79.9	91.5	90.9	103.3	102.4
Local residential	7.3	7.2	8.3	8.2	8.7	8.7
Total	134.1	133.2	154.7	153.5	175.6	174.3

Control Measure Reductions (U.S. tons/year)

	2026	2035	2045
PAG Travel Reduction Program	0.7	0.8	1.0
PDEQ Voluntary No-Drive Day/Clean Air Program	0.2	0.3	0.3
Total	0.9	1.1	1.3

Unpaved Road Re-entrained PM10 Emissions in Rillito PM10 nonattainment area

EPA Compilation of Air Pollutant Emission Factors, AP-42, emission factors were used to calculate PM10 emissions from re-entrained dust produced by vehicles traveling on unpaved roads in the Rillito PM10 nonattainment area for analysis years 2026, 2035 and 2045. Equation 1b from section 13.2.2 was used and modified to account for annual precipitation. The input values were derived from ADEQ's 2004 Rillito Nonattainment Area Emissions Inventory used in the [Rillito Moderate PM10 Limited Maintenance Plan and Request for Redesignation to Attainment Request](#). VMT were derived from TDM.

$$E = \left[\frac{k(s/12)^1(S/30)^{0.5}}{(M/0.5)^{0.2}} - C \right] (1 - P/N)$$

where:

E = annual average particulate emission factor in the same units as k

k = particle size multiplier for particle size range and units of interest (1.8 lb/mi)

s = surface material silt content (3.51%)

S = mean vehicle speed mph (15 mph for local residential, 25 mph for collectors)

M = surface material moisture content (0.64%)

C = emission factor for 1980's vehicle fleet exhaust, brake wear and tire wear (0.00047 lb/mi)

P = number of "wet" days with at least 0.254 mm (0.01 in) of precipitation during the averaging period (35 days), and

N = number of days in the averaging period (365 for 2026, 2035 and 2045)

Unpaved Road Re-entrained PM10 Emission Factors

		k (g/mi)	s (%)	S (mph)	M (%)	C (lb/mi)	P (wet days)	N (days/yr)	E (g/mi)
2026	Collector	1.8	3.51	25	0.64	0.00047	35	365	0.41
	Local residential	1.8	3.51	15	0.64	0.00047	35	365	0.32
2035	Collector	1.8	3.51	25	0.64	0.00047	35	365	0.41
	Local residential	1.8	3.51	15	0.64	0.00047	35	365	0.32
2045	Collector	1.8	3.51	25	0.64	0.00047	35	365	0.41
	Local residential	1.8	3.51	15	0.64	0.00047	35	365	0.32

Annual VMT on Unpaved Roads in Rillito PM10 nonattainment area

	2026 Baseline	2026 Action	2035 Baseline	2035 Action	2045 Baseline	2045 Action
Collector	254,745	252,970	251,077	258,194	287,655	338,946
Local residential	1,679,723	1,668,023	2,529,370	2,406,736	2,908,510	2,891,630
Total	1,934,468	1,920,994	2,780,447	2,664,929	3,196,165	3,230,576

Uncontrolled Unpaved Road PM10 Emissions in Rillito PM10 nonattainment area (U.S. tons/year)

	2026 Baseline	2026 Action	2035 Baseline	2035 Action	2045 Baseline	2045 Action
Collector	0.1	0.1	0.1	0.1	0.1	0.2
Local residential	0.6	0.6	0.9	0.9	1.0	1.0
Total	0.7	0.7	1.0	1.0	1.1	1.2

Control Measure Reductions (U.S. tons/year)

	2026	2035	2045
PAG Travel Reduction Program	0.004	0.005	0.007
PDEQ Voluntary No-Drive Day/Clean Air Program	0.001	0.002	0.002
Total	0.005	0.007	0.009

Example MOVES2104b Input Files

MOVES2014b Run Specification Summary
2026 Base Scenario

Time Spans:

Aggregate By: Hour

Year: 2026

Months: January, February, March, April, May, June, July, August, September, October, November, December

Days: Weekdays, Weekends

Hours: Begin Hour: 00:00 - 00:59

End Hour: 23:00 - 23:59

Geographic Bounds:

COUNTY geography

Selection: ARIZONA - Pima County

On Road Vehicle Equipment:

Gasoline - Motorcycle

Gasoline - Passenger Car

Gasoline - Passenger Truck

Gasoline - Light Commercial Truck

Gasoline - Transit Bus

Gasoline - School Bus

Gasoline - Refuse Truck

Gasoline - Single Unit Short-haul Truck

Gasoline - Single Unit Long-haul Truck

Gasoline - Motor Home

Gasoline - Combination Short-haul Truck

Diesel Fuel - Passenger Car

Diesel Fuel - Passenger Truck

Diesel Fuel - Light Commercial Truck

Diesel Fuel - Intercity Bus

Diesel Fuel - Transit Bus

Diesel Fuel - School Bus

Diesel Fuel - Refuse Truck

Diesel Fuel - Single Unit Short-haul Truck

Diesel Fuel - Single Unit Long-haul Truck

Diesel Fuel - Motor Home

Diesel Fuel - Combination Short-haul Truck

Diesel Fuel - Combination Long-haul Truck

Compressed Natural Gas (CNG) - Transit Bus

Electricity - Passenger Car

Electricity - Passenger Truck

Electricity - Light Commercial Truck

Ethanol (E-85) - Passenger Car

Ethanol (E-85) - Passenger Truck

Ethanol (E-85) - Light Commercial Truck

Road Types:

Off-Network
Rural Restricted Access
Rural Unrestricted Access
Urban Restricted Access
Urban Unrestricted Access

Processes and Pollutants:

Running Exhaust Primary Exhaust PM 10 - Total
Start Exhaust Primary Exhaust PM 10 - Total
Crankcase Running Exhaust Primary Exhaust PM 10 - Total
Crankcase Start Exhaust Primary Exhaust PM 10 - Total
Crankcase Extended Idle Exhaust Primary Exhaust PM 10 - Total
Extended Idle Exhaust Primary Exhaust PM 10 - Total
Auxiliary Power Exhaust Primary Exhaust PM 10 - Total
Brakewear Primary PM 10 - Brakewear Particulate
Tirewear Primary PM 10 - Tirewear Particulate
Running Exhaust Primary Exhaust PM 2.5 - Total
Start Exhaust Primary Exhaust PM 2.5 - Total
Crankcase Running Exhaust Primary Exhaust PM 2.5 - Total
Crankcase Start Exhaust Primary Exhaust PM 2.5 - Total
Crankcase Extended Idle Exhaust Primary Exhaust PM 2.5 - Total
Extended Idle Exhaust Primary Exhaust PM 2.5 - Total
Auxiliary Power Exhaust Primary Exhaust PM 2.5 - Total
Brakewear Primary PM 2.5 - Brakewear Particulate
Tirewear Primary PM 2.5 - Tirewear Particulate
Running Exhaust Composite - NonECPM
Start Exhaust Composite - NonECPM
Extended Idle Exhaust Composite - NonECPM
Auxiliary Power Exhaust Composite - NonECPM
Running Exhaust Elemental Carbon
Start Exhaust Elemental Carbon
Extended Idle Exhaust Elemental Carbon
Auxiliary Power Exhaust Elemental Carbon
Running Exhaust H2O (aerosol)
Start Exhaust H2O (aerosol)
Extended Idle Exhaust H2O (aerosol)
Auxiliary Power Exhaust H2O (aerosol)
Running Exhaust Sulfate Particulate
Start Exhaust Sulfate Particulate
Extended Idle Exhaust Sulfate Particulate
Auxiliary Power Exhaust Sulfate Particulate

General Output:

Output Database Server Name: [using default]
Output Database Name:
2026tip_moves2014b_2026_base_out2_20210301
Mass Units: Kilograms

Energy Units: Joules
Distance Units: Miles
Time Aggregate Level: 24-Hour Day
Output Emissions Breakdown Selection:
Road Type
Source Use Type

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scenario for Rillito PM 10 nonattainment area]]></description>
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County"/>
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(CNG)" sourcetypeid="42" sourcetyponame="Transit Bus"/>
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sourcetyponame="Combination Short-haul Truck"/>
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```

</runspe

MOVES2014b Input Data (2026)

Source_Population_region

yearID	sourceTypeID	sourceTypePopulation	Rillito source type population	
2026	11	27204	1987.477	
2026	21	422264	30849.76	
2026	31	275653	20138.66	
2026	32	70095	5120.971	
2026	41	70	5.097892	
2026	42	258	18.87841	
2026	43	2321	169.5377	
2026	51	639	46.65418	
2026	52	22437	1639.232	
2026	53	927	67.70314	
2026	54	5995	437.9696	
2026	61	3577	261.3146	
2026	62	4661	340.5423	
Rillito population / regional population				0.073058

HPMSV

HPMSVtypeID	yearID	HPMSBaseYearVMT
10	2026	5403883
25	2026	757619834
40	2026	5272372
50	2026	11559565
60	2026	16221715

Source_Population

yearID	sourceTypeID	sourceTypePopulation
2026	11	1987
2026	21	30850
2026	31	20139
2026	32	5121
2026	41	5
2026	42	19
2026	43	170
2026	51	47
2026	52	1639
2026	53	68
2026	54	438

2026	61	261
2026	62	341

VMT_Monthly

sourcetypeID	monthID	monthVMTFraction
11	1	0.084684
11	2	0.079224
11	3	0.087843
11	4	0.084963
11	5	0.086028
11	6	0.080752
11	7	0.079163
11	8	0.082271
11	9	0.081752
11	10	0.085255
11	11	0.083155
11	12	0.084909
21	1	0.084684
21	2	0.079224
21	3	0.087843

VMT_Daily

sourcetypeID	monthID	roadtypeID	dayID	dayVMTFraction
11	1	1	2	0.224539
11	1	1	5	0.775461
11	1	2	2	0.224539
11	1	2	5	0.775461
11	1	3	2	0.224539
11	1	3	5	0.775461
11	1	4	2	0.224539
11	1	4	5	0.775461
11	1	5	2	0.224539
11	1	5	5	0.775461
11	2	1	2	0.226818
11	2	1	5	0.773182
11	2	2	2	0.226818

VMT_Hourly

sourcetypeID	roadtypeID	dayID	hourID	hourVMTFraction
11	1	2	1	0.02145
11	1	2	2	0.015205
11	1	2	3	0.013551
11	1	2	4	0.010367
11	1	2	5	0.012382

11	1	2	6	0.019743
11	1	2	7	0.027864
11	1	2	8	0.03462
11	1	2	9	0.041126
11	1	2	10	0.049203
11	1	2	11	0.055788
11	1	2	12	0.059788
11	1	2	13	0.064114
11	1	2	14	0.064715

IM

polProc essID	stat eID	coun tyID	year ID	source TypeID	fuelTy pelID	IMProgr amID	inspect Freq	testStan dardsID	begModel YearID	endMod elYearID	usel Myn	complan ceFactor
101	4	4019	2026	21	1	1	1	11	1967	1980	Y	78.6
101	4	4019	2026	21	1	3	1	13	1981	1995	N	78.6
101	4	4019	2026	21	1	3	2	13	1981	1995	Y	78.6
101	4	4019	2026	21	1	10	1	51	1996	2010	N	78.6
101	4	4019	2026	21	1	10	2	51	1996	2021	Y	78.6
101	4	4019	2026	21	5	201	1	11	1967	1980	Y	78.6
101	4	4019	2026	21	5	203	1	13	1981	1995	N	78.6
101	4	4019	2026	21	5	203	2	13	1981	1995	Y	78.6
101	4	4019	2026	21	5	210	1	51	1996	2010	N	78.6
101	4	4019	2026	21	5	210	2	51	1996	2021	Y	78.6
101	4	4019	2026	31	1	1	1	11	1967	1980	Y	78.6
101	4	4019	2026	31	1	3	1	13	1981	1995	N	78.6

Fuel formulation

fuelF	fu	RVP	sulfur	ET	MT	ET	TA	arom	olef	ben	e200	e300	vo	Bi	Ce	PA	T50	T90
2441	15	11.96	32.23	15	0	0	0	16.71	3.85	1.25	64.04	86.13	0	0	0	0	164	319.31
2088	15	13.17	82.62	15	0	0	0	16.55	7.41	1.24	65.64	84.7	0	0	0	0	168	321.67
2284	15	10.84	32.12	15	0	0	0	15.09	6.65	0.77	63.23	88.1	0	0	0	0	168	313.7
2413	15	10.84	32.12	15	0	0	0	15.09	6.65	0.77	63.23	88.1	0	0	0	0	168	313.7
2424	15	10.82	33.39	15	0	0	0	15.5	9.09	0.85	61.43	84.59	0	0	0	0	168	323.37
2542	15	10.84	32.12	15	0	0	0	15.09	6.65	0.77	63.23	88.1	0	0	0	0	168	313.7
2671	15	10.84	32.12	15	0	0	0	15.09	6.65	0.77	63.23	88.1	0	0	0	0	168	313.7
2800	15	10.84	30	15	0	0	0	15.09	6.65	0.77	63.23	88.1	0	0	0	0	168	313.7
2929	15	10.84	30	15	0	0	0	15.09	6.65	0.77	63.23	88.1	0	0	0	0	168	313.7
3058	15	10.84	30	15	0	0	0	15.09	6.65	0.77	63.23	88.1	0	0	0	0	168	313.7

Fuel_supply

fuelRegionID	fuelYearID	monthGroupID	fuelFormulationID	marketShare	marketShareCV
600000000	2026	1	4700	0.972679	0.5
600000000	2026	1	4702	0.027321	0.5
600000000	2026	1	25005	1	0.5
600000000	2026	1	27001	1	0.5
600000000	2026	1	28001	1	0.5
600000000	2026	2	4700	0.972679	0.5
600000000	2026	2	4702	0.027321	0.5
600000000	2026	2	25005	1	0.5
600000000	2026	2	27001	1	0.5

Fuel_usage_fraction

countyID	fuelYearID	modelYearGroupID	sourceBinFuelTypeID	fuelSupplyFuelTypeID	usageFraction
4019	2026	0	1	1	1
4019	2026	0	2	2	1
4019	2026	0	3	3	1
4019	2026	0	4	4	1
4019	2026	0	5	1	0.759473
4019	2026	0	5	5	0.240527
4019	2026	0	9	9	1

AVFT

sourceTypeID	modelYearID	fuelTypeID	engTechID	fuelEngFraction
11	1960	1	1	1
11	1961	1	1	1
11	1962	1	1	1
11	1963	1	1	1
11	1964	1	1	1
11	1965	1	1	1
11	1966	1	1	1
11	1967	1	1	1
11	1968	1	1	1
11	1969	1	1	1
11	1970	1	1	1
11	1971	1	1	1

Met

monthID	zoneID	HourID	temperature	relHumidity
1	40190	1	45.5	76.1
1	40190	2	43.9	80.9
1	40190	3	42.6	85.0
1	40190	4	41.7	88.1
1	40190	5	41.0	90.5
1	40190	6	40.2	93.4
1	40190	7	39.5	96.0
1	40190	8	40.1	93.8
1	40190	9	43.6	82.0
1	40190	10	49.1	66.4
1	40190	11	54.8	53.8

RampFraction

roadTypeID	rampFraction
2	0.015702078
4	0.041307671

Road_type_VMT_fraction

sourceTypeID	roadTypeID	roadTypeVMTFraction
11	2	0.241474
11	3	0.227165
11	4	0.319174
11	5	0.212187
21	2	0.245643
21	3	0.183382
21	4	0.364626
21	5	0.206349
31	2	0.245643
31	3	0.183382

Age_distribution

SourceTypeID	YearID	AgeID	AgeFraction
11	2026	0	0.071411429
11	2026	1	0.070055415
11	2026	2	0.066408081
11	2026	3	0.061265812
11	2026	4	0.056462666
11	2026	5	0.052170719
11	2026	6	0.002086971
11	2026	7	0.018436869
11	2026	8	0.021492918
11	2026	9	0.025345626
11	2026	10	0.025843448
11	2026	11	0.030605222
11	2026	12	0.027510069

Speed_distribution

sourceTypeID	roadTypeID	hourDayID	avgSpeedBinID	avgSpeedFraction
11	2	12	1	0
11	2	12	2	0
11	2	12	3	0
11	2	12	4	0
11	2	12	5	0
11	2	12	6	0
11	2	12	7	0
11	2	12	8	0
11	2	12	9	0.027824
11	2	12	10	0
11	2	12	11	0
11	2	12	12	0
11	2	12	13	0.43073

FEDERAL CERTIFICATIONS



METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Arizona Department of Transportation and the Pima Association of Governments, the Metropolitan Planning Organization for the Tucson urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Pima Association of Governments

A handwritten signature in black ink, appearing to read 'Farhad Moghimi', written over a horizontal line.

June 4, 2021

Farhad Moghimi
Executive Director

Date

Arizona Department of Transportation Multimodal Planning Division

DocuSigned by:
A handwritten signature in black ink, appearing to read 'Gregory Byres, Division Director', written over a horizontal line.

June 7, 2021

Greg D. Byres, PE
Director, Multimodal Planning

Date