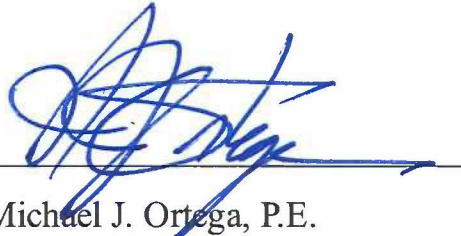


**Certification:**

Michael J. Ortega, P.E., Executive Director of the RTA, hereby certifies and attests that he has access to the official records of the Board of the RTA, that the attached Resolution, RTA Resolution 2025-004, was duly adopted by the Board of the RTA, at a duly noticed and public meeting, and that this is a true and correct copy of the Resolution, which has not been altered or amended and remains in full force and effect on the date stated below.

A handwritten signature in blue ink, appearing to read "M. Ortega", is written over a horizontal line.

Michael J. Ortega, P.E.  
Executive Director

Date: 8/26/25

## **RESOLUTION NO. 2025-004**

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**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE REGIONAL TRANSPORTATION AUTHORITY OF PIMA COUNTY ADOPTING A TWENTY YEAR COMPREHENSIVE REGIONAL TRANSPORTATION PLAN; REVISING THE 2006 REGIONAL TRANSPORTATION PLAN; AND REQUESTING THAT THE PIMA COUNTY BOARD OF SUPERVISORS CALL AN ELECTION ON THE ELEMENTS OF THE PLAN AND THE TRANSPORTATION EXCISE TAX NEEDED TO FUND IT.**

WHEREAS, the Regional Transportation Authority of Pima County (the "RTA") is an Arizona special taxing district, duly formed and existing, pursuant to A.R.S. 48-5302, et seq., for the purposes of coordinating multi-jurisdictional cooperation in transportation planning, improvements and fund- raising as a municipal corporation through taxation and bonding, with the public's input and voter approval; and

WHEREAS, the membership of the RTA consists of each municipality in Pima County, Pima County, the Pascua Yaqui Tribe, the Tohono O'odham Nation, and all other members of the Pima Association of Governments ("PAG"); and

WHEREAS, the authority of the RTA is vested in its Board of Directors (the "Board") which is composed of the members of PAG, including a representative from the Arizona State Transportation Board, with one vote each, pursuant to A.R.S. 48-5303; and

WHEREAS, Pima County (the "County") is a body politic and corporate of the State of Arizona, and has a comprehensive voting system, equipment and certified elections officials; and

WHEREAS, pursuant to A.R.S. 48-5309 (A), the RTA has the responsibility of preparing a twenty-year, comprehensive, multimodal regional transportation plan that is primarily funded by a transportation excise tax, described in A.R.S. 42-6106 (the "Tax"), subject to the approval of the qualified electors of the County; and

WHEREAS, the RTA has been working diligently to identify regional transportation corridors, and regional transportation problems, needs and goals; and

WHEREAS, the RTA has examined regional multimodal transportation operations and improvements, including public transportation problems, needs and goals; and

WHEREAS, pursuant to A.R.S. 48-5304 (11), the RTA has appointed advisory committees composed of regional leaders and stakeholders, technical experts, and other County residents to assist the RTA in developing the elements of the plan; and

WHEREAS, pursuant to A.R.S. 48-5304 (10), the RTA developed a community outreach

program to provide numerous opportunities for involvement in all aspects of the planning process by all County residents, regional stakeholders and other interested parties; and

WHEREAS, the Technical Management Committee has worked exhaustively developing a new regional transportation plan and revising draft plans in accordance with direction from the Board and has produced the RTA Next Plan, attached hereto as Exhibit A and incorporated herein by this reference; and

WHEREAS, the representatives of the jurisdictions which are represented on the Board of Directors of the RTA have approved the RTA Next Plan and wish to have it presented to the voters of the County; and

WHEREAS, the Board has considered the recommendations of the advisory committees, the RTA member jurisdictions and members of the community and finds that the RTA Next Plan is in the best interests of the residents of the County and its stakeholders; and

WHEREAS, the RTA adopted and the voters approved a regional transportation plan in 2005 and 2006 (the "2006 RTA Plan") and has completed the majority of the projects and elements included in the 2006 RTA Plan; and

WHEREAS, pursuant to A.R.S. 48-5309, the 2006 RTA Plan was substantially changed due to lower than projected revenues and higher than projected costs and, as a result the RTA must ask the voters to approve an amendment to the 2006 RTA Plan (the "Revised 2006 Plan"); and

WHEREAS, the Revised 2006 Plan removes seven projects and/or project segments from the Roadway Element, thereby addressing the substantial change; and

WHEREAS, the RTA Next Plan includes those same projects and/or project segments, rescopes them to better address current regional needs, and provides funding to complete all elements of the 2006 Plan,

NOW, THEREFORE, BE IT RESOLVED by the Board of the RTA that the RTA Next Plan, attached hereto as Exhibit A, is hereby approved and adopted.

BE IT FURTHER RESOLVED by the Board of the RTA that the Revised 2006 Plan is hereby approved, adopted, and incorporated into the RTA Next Plan.

BE IT FURTHER RESOLVED that the RTA requests the County's assistance in the preparation and conduct of a countywide consolidated election, to be held on March 10, 2026, pursuant to A.R.S. 48-5304 (2) (a) & (b), 48-5309(D) and 48-5314.

BE IT FURTHER RESOLVED that the RTA requests that the County place the approval of the RTA Next Plan, which includes the Revised 2006 Plan, and the Tax on the countywide consolidated election ballot for March 10, 2026.

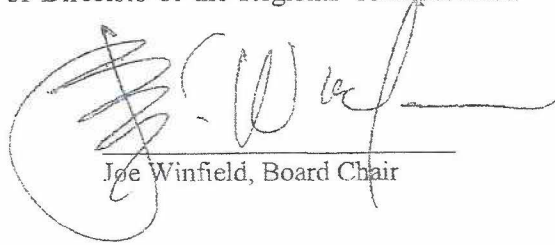
BE IT FURTHER RESOLVED that, in accordance with A.R.S. 16-558, the RTA requests that the County approve the use of a mail ballot election for consideration of the RTA Next Plan, the Revised 2006 Plan, and the Tax.

BE IT FURTHER RESOLVED that the Executive Director of the RTA immediately provide a certified copy of this Resolution to the County's Board of Supervisors.

BE IT FURTHER RESOLVED that the Executive Director of the RTA is hereby authorized and directed to take all steps necessary and proper to cooperate with the County to facilitate the Election, including the negotiation, for subsequent Board action, of appropriate agreements with the County and the County Recorder, for the conduct of the Election.

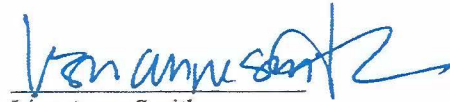
BE IT FURTHER RESOLVED that the Executive Director of the RTA will provide to the County all information necessary for the election ballot, including: a description of each element of the Plan and a separate percentage share and dollar share of the Tax revenues allocated to each element.

PASSED AND ADOPTED by the Board of Directors of the Regional Transportation Authority this 25<sup>th</sup> day of August, 2025.



Joe Winfield, Board Chair

Approved as to form:



Lisa Anne Smith  
RTA Counsel

EXHIBIT A

[Twenty-Year, Comprehensive, Multimodal Regional Transportation Plan]



I.	Roadway (multimodal) Corridor Element	RTA Project Budgets (000s)	Committed Non-RTA Dollars (000s) ◊	Construction Start Period ▲
IA.	<b>RTA 1, Project Modifications/Completion Subelement</b> * Scope changes to 2006 RTA projects or their remaining phases. Recommended changes from 2006 voter-approved scopes are performance-focused and based on latest traffic modeling and growth projections. ** Additional funding needed to complete project per 2006 plan description			
2006-05	* <b>Silverbell Road: Camino del Cerro to Ina Road Modified Scope (Final Phase)</b> Widen to a 4-lane divided roadway with bicycle, pedestrian and associated drainage improvements Previously Approved Scope: Widen to a 3- and 4-lane divided desert parkway, drainage improvements and bike lanes	\$70,660	\$64,545	1st Period
2006-13	* <b>First Avenue: Orange Grove Road to Ina Road Modified Scope (Whole Project)</b> Modernize existing 3-lane roadway including bicycle, pedestrian and associated drainage improvements Previously Approved Scope: Widen to 4-lane roadway, bike lanes and sidewalks	\$6,290	\$5,578	1st Period
2006-14	* <b>First Avenue: Grant Road to River Road: Modified Scope (Whole Project)</b> Reconstruct to a 4-lane divided roadway with bicycle, pedestrian and associated intersection and drainage improvements Previously Approved Scope: Widen to 6-lane roadway, bike lanes and sidewalks	\$70,755	\$62,745	1st Period
2006-19	* <b>22nd Street: I-10 to Kino Parkway Modified Scope (Final Phase)</b> Reconstruct to a 4-lane divided roadway with bicycle, pedestrian and associated drainage improvements, and grade separation at the railroad tracks Previously Approved Scope: Widen to 6 lanes, 6-lane bridge over railroad tracks, bicycle lanes and sidewalks	\$40,632	\$38,601	1st Period
2006-32	* <b>Houghton Road: Broadway Boulevard to Tanque Verde Road Modified Scope (Final Phase)</b> Widen roadway to 2-4 lanes with bicycle, pedestrian and associated intersection and drainage improvements Previously Approved Scope: Widen to 4- and 6-lane desert parkway, new bridges (washes and rail), bike lanes and sidewalks	\$25,435	\$22,557	1st Period
2006-01	** <b>Tangerine Road: Marana Tech Park Drive to Dove Mountain Blvd. (Final Phase)</b> Completion of widening 4-lane desert parkway with bike lanes, drainage and turn lanes	\$7,200	\$6,993	1st Period
2006-18	** <b>Grant Road: Fremont Avenue to Sparkman Boulevard (Final Phase)</b> Completion of widening 6-lane arterial, streetscaping, bike lanes and sidewalk.	\$36,665	\$36,344	1st Period
RTA 1 Project Modification/Completion Subtotal †		\$257,637	\$237,363	
IB.	<b>New Roadway Projects Subelement</b>			
1	<b>Sonoran Corridor: I-19 to I-10, New Limited Access Roadway</b> Funding to provide for jurisdictional comprehensive plan updates for right-of-way establishment, along with initial right- of-way acquisition	\$5,000	\$5,000	1st Period
2	<b>Moore Road/I-10 Traffic Interchange:</b> Construct new traffic interchange at Moore Road and I-10, including grade separation at railroad tracks. Improvements include additional lanes on Moore Road, plus addition of bicycle and pedestrian improvements	\$30,000	\$90,000	1st Period
3	<b>Lambert Lane: Thornydale Road to Rancho Sonora Drive</b> Widen to a 4-lane roadway with bicycle, pedestrian and associated drainage improvements	\$55,175	\$1,100	1st Period
4	<b>Shannon Road: Lambert Lane to Tangerine Road including Naranja Drive to Ironwood Ridge High School</b> Construct new 3-lane roadway with new pedestrian, bicycle and associated drainage improvements	\$25,773	\$1,100	1st Period
5	<b>South Camino de Oeste: Calle Torim to Valencia Road</b> Improve roadway to provide all weather access (drivable in all-weather conditions)	\$20,936		1st Period
6	<b>Thornydale Road: Cortaro Road to Tangerine Road</b> Widen to a 4-lane roadway including bicycle, pedestrian and associated drainage improvements	\$97,870		1st Period
7	<b>La Villita Road: Sahuarita Road to Nogales Highway</b> Construct improvements to existing roadway, plus new section of 2-lane roadway with bicycle, pedestrian and associated drainage improvements	\$34,192		1st Period
8	<b>Drexel Road: Midvale Park Road to Calle Santa Cruz</b> Construct a new bridge over the Santa Cruz River including bicycle, pedestrian, intersection and associated drainage improvements	\$22,912	\$19,000	1st Period
9	<b>Drexel Road: Mission Road to Midvale Park Road</b> Modernize existing roadway including bicycle, pedestrian, and associated intersection and drainage improvements, along with all-weather access across the Santa Cruz River West Branch (drivable in all weather conditions)	\$24,698		1st Period
10	<b>Valencia Road: Mission Road to Camino de Oeste</b> Widen to a 6-lane divided roadway with bicycle, pedestrian and associated drainage improvements	\$49,500	\$38,000	1st and 2nd Periods
11	<b>Tangerine Road/I-10 Traffic Interchange:</b> Reconstruct Tangerine Road and I-10 traffic interchange to provide grade separation at railroad tracks and I-10, including the widening of Tangerine Road, plus additional of bicycle and pedestrian facilities	\$25,000	\$160,000	2nd Period
12	<b>Pima Mine Road: I-19 to Nogales Highway</b> Improve existing roadway plus construct new roadway to connect to a future intersection with S. Nogales Hwy approximately one-half mile north of existing road. Also includes bicycle, pedestrian and associated drainage improvements.	\$22,922		2nd Period
13	<b>Drexel Road/I-19: Calle Santa Cruz to South 12th Avenue</b> New bicycle and pedestrian connections across I-19	\$9,504		2nd Period

14	Drexel Road: South 12th Avenue to Country Club Road Modernize existing corridor including bicycle, pedestrian and associated intersection and drainage improvements	\$71,292		2nd Period
15	Prince Road: Romero Road to Country Club Road Modernize existing roadway including bicycle, pedestrian and associated intersection and drainage improvements	\$77,000		2nd Period
16	Harrison Road: Golf Links Road to Irvington Road Widen to 4-lane roadway including turn lanes, bridge over the Pantano Wash, bicycle, pedestrian and associated intersection and drainage improvements	\$42,900		2nd Period
17	Colossal Cave Road: I-10 to Camino Loma Alta Provide a grade-separated crossing of the dual railroad tracks in the vicinity of Colossal Cave Road, and widen the connecting facility to a 4-lane divided roadway with bicycle, pedestrian and associated drainage improvements	\$173,078	\$3,376	2nd and 3rd Periods
18	Mary Ann Cleveland Way: Houghton Road to Colossal Cave Widen to 4-lane roadway including turn lanes, bicycle, pedestrian and associated intersection and drainage improvements	\$87,483	\$9,269	2nd and 3rd Periods
19	Drexel Road: Cardinal Avenue to Mission Road Widen to a 3-lane roadway with bicycle, pedestrian, and associated drainage improvements	\$15,717		3rd Period
20	Cortaro Road/I-10 traffic Interchange Reconstruct Cortaro Road and I-10 traffic interchange to provide grade separation at the railroad tracks and I-10, including the widening of Cortaro Road, plus addition of bicycle and pedestrian improvements, along with widening mainline I-10	\$20,305	\$220,000	3rd Period
21	Irvington Road: Sunset Road to Mission Road Modernize existing roadway including bicycle, pedestrian and associated intersection improvements, along with improved connection to Ajo Highway (State Route 86) via Kinney Road or Sunset Road	\$24,061	\$4,108	3rd Period
22	Orange Grove Road: La Cholla Boulevard to Oracle Road Widen to a 4-lane roadway with bicycle, pedestrian and associated drainage improvements	\$24,885	\$4,681	3rd Period
23	Ina Road: I-10 to Thornydale Modernize roadway to improve traffic, bicycle, pedestrian and associated drainage facilities	\$16,000		3rd Period
24	Irvington Road: 15th Avenue to Tucson Boulevard Modernize existing roadway to include pavement reconstruction and safety, drainage and intersection improvements	\$56,110		3rd Period
25	29th Street: Alvernion Way to Craycroft Road Modernize existing roadway to improve traffic, bicycle, pedestrian and associated intersection and drainage facilities	\$28,600		3rd Period
26	Mission Road: Starr Pass to south of 36th Street Modernize roadway to include pavement, bicycle, pedestrian, intersection and drainage improvements. Evaluate removal of travel lanes	\$11,000		3rd Period
27	Campbell Avenue: Benson Highway to Valencia Road Modernize existing roadway including bicycle, pedestrian and associated intersection and drainage improvements	\$35,200		4th Period
28	La Cholla Boulevard: Ajo Highway to Starr Pass Boulevard Modernize existing roadway including bicycle, pedestrian and associated intersection and drainage improvements	\$9,350		4th Period
29	Sahuarita Road, La Cañada Drive to Rancho Sahuarita Boulevard, including I-19 Traffic Interchange: Widen Sahuarita Road and reconstruct the traffic interchange, including addition of bicycle and pedestrian facilities	\$15,000	\$85,000	4th Period
30	Rita Road/I-10 Traffic Interchange: Reconstruct Rita Road and I-10 traffic interchange including the widening of Rita Road, plus addition of bicycle and pedestrian facilities	\$20,000	\$100,000	4th Period
31	Camino Seco: Wrightstown Road to Speedway Boulevard Modernize existing roadway including bicycle, pedestrian and associated intersection and drainage improvements	\$11,000		4th Period
	New Roadway Projects Subelement Subtotal	\$1,162,463	\$740,634	
	Roadway (multimodal) Corridor Element Subtotal	\$1,420,100	\$977,997	
32	Roadway (multimodal) Corridor Element, Potential Additional Revenue	\$162,000		
	Roadway (multimodal) Corridor Element Total	\$1,582,100	\$977,997	
II.	Safety, ADA and Active Transportation Element	RTA Project Budgets (000s)	Committed Non-RTA Dollars (000s) ◊	Construction Start Period ▲
33	Completion of RTA 1 Elements to Fulfill Commitments (Greenways, pathways, bikeways and sidewalk)	\$10,000		1st Period
34	South Tucson Safety and Active Transportation Projects	\$17,800		1st through 4th Periods
35	Tucson Safety and Active Transportation Projects	\$100,000		1st through 4th Periods
36	Safety Initiatives - Safe Routes to School Projects	\$4,000		1st through 4th Periods
37	Traffic Signal Upgrades - Tucson	\$30,000		1st through 4th Periods
38	Pima County - Green Valley Safety and Active Transportation Projects	\$5,800		1st through 4th Periods
39	Pima County Safety and Active Transportation Element Projects	\$50,600		1st through 4th Periods
40	Towns of Marana, Oro Valley and Sahuarita, Pima County, Tohono O'odham, and Pascua Yaqui Safety and Active Transportation Element Projects	\$36,400		1st through 4th Periods
	Safety, ADA and Active Transportation Element Subtotal	\$254,600	\$0	
41	Safety, ADA and Active Transportation Element, Potential Additional Revenue	\$25,000		
	Safety, ADA and Active Transportation Element Total	\$279,600	\$0	
III.	Arterial and Collector Roads, Pavement Rehabilitation Element	RTA Project Budgets (000s)	Committed Non-RTA Dollars (000s) ◊	Construction Start Period ▲



RTA Next Plan in 2026 dollars (constant)

Approved August 25, 2025

42	Pavement rehabilitation for arterial and collector roadways	\$177,600		1st through 4th Periods
	Arterial and Collector Roads, Pavement Rehabilitation Element Subtotal	\$177,600	\$0	
43	Arterial and Collector Roads, Pavement Rehabilitation Element, Potential Additional Revenue	\$80,000		
	Arterial and Collector Roads, Pavement Rehabilitation Element Total	\$257,600	\$0	
IV.	Environmental Element	RTA Project Budgets (000s)	Committed Non-RTA Dollars (000s) ♦	Construction Start Period ▲
44	Transportation-related Critical Wildlife Linkages	\$50,000		1st through 4th Periods
	Environmental Element Subtotal	\$50,000	\$0	
45	Environmental Element, Potential Additional Revenue	\$5,000		
	Environmental Element Total	\$55,000	\$0	
V.	Transit Element	RTA Project Budgets (000s)	Committed Non-RTA Dollars (000s) ♦	Construction Start Period ▲
46	High-Capacity Transit Improvements (Tucson) *Non-RTA funding is contingent upon federal grant award	\$70,000	\$70,000	1st and 2nd Periods
47	Streetcar Operations	\$40,000	\$0	1st through 4th Periods
48	Expanded Weekday/Evening/Weekend Bus Service Hours and Expanded Paratransit Service	\$227,000	\$92,000	1st through 4th Periods
49	Bus Frequency/Route and Service Area Expansion	\$121,000	\$0	1st through 4th Periods
50	Express and Shuttle Fixed/Dial-a-Ride/Paratransit Services	\$192,000	\$66,000	1st through 4th Periods
51	Safety and Security of Regional Transit System	\$51,000	\$0	1st through 4th Periods
52	General Expansion of Transit Services Regionwide (Special South Tucson allocation)	\$25,000	\$0	1st through 4th Periods
	Transit Element Subtotal	\$726,000	\$228,000	
53	Transit Element, Potential Additional Revenue	\$50,000		
	Transit Element Total	\$776,000	\$228,000	
VI.	Debt Service, RTA and Small Business Program Administration Costs	RTA Project Budgets (000s)	Committed Non-RTA Dollars (000s) ♦	Construction Start Period ▲
54	Administrative Services, per RTA Statutes	\$26,700		1st through 4th Periods
55	Small Business Assistance Program	\$10,000		1st through 4th Periods
56	Debt Service Reserve for Bond Interest Expense	\$5,000		1st through 4th Periods
	Debt Service, RTA and Small Business Program Administration Costs Element Subtotal	\$41,700	\$0	
57	Debt Service, RTA and Small Business Program Administration Costs, Potential Additional Revenue	\$30,000		
	Debt Service, RTA and Small Business Program Administration Costs Element Total	\$71,700	\$0	
	RTA Plan Total (excluding Potential Additional Revenue)	\$2,670,000	\$1,205,997	
	Potential Additional Revenue, Subtotal	\$352,000	\$0	
	RTA Plan Total (including Potential Additional Revenue)	\$3,022,000	\$1,205,997	
Updated Revenue Amount (2026 projection)		\$3,022,000		

Notes: 1. Any sales tax revenue collected above the projected revenue amount will be allocated to the Potential Additional Revenue item for each element and distributed in accordance with the Administrative Code.

2. Plan Revisions: In the event of unforeseen circumstances beyond the control of the RTA Board including insufficient funds available to the RTA to complete all projects within the Plan, the RTA Board may, at their discretion, rescope or reschedule projects and/or programs and use the available RTA funds to pay for those transportation investments identified in the RTA Next Plan that are deemed by the Board to be most necessary within each Plan Element. Details of this discretion can be found in the RTA Administrative Code.

① 3. 2006 Plan: The 2006 Regional Transportation Plan (RTA 1) is hereby amended to exclude the projects and/or project segments identified in section 1A of this RTA Next Plan. This amendment, the Revised 2006 RTA Plan, resolves the substantial change in the RTA 1 Plan and all projects and/or project segments eliminated from RTA 1 are incorporated into this RTA Next Plan as explained herein.

† 4. Use of Regional Funds: Committed Non-RTA Dollars for completion of Roadway (multimodal) Corridor Element are through the PAG Regional Funding during the first five (5) fiscal years of the program.

♦ 5. Non-RTA Funding: Dollar amounts pledged to projects are to be provided by entities other than the RTA.

▲ 6. Construction Start: The 20-year plan is divided into four fiscal year periods: FYs 2027-2031, FYs 2032-2036, FYs 2037-2041 and FYs 2042-2046.