

Transportation Planning Committee (TPC) Meeting Summary

Summary of 9 a.m., February 19, 2025, Meeting

The meeting can be viewed in its entirety at: https://www.youtube.com/live/zjK1v_rPQ_c

Committee Members

Sam Credio
City of Tucson

Jose Rodríguez
Town of Oro Valley

Kathryn Skinner
Pima County-DOT

Natalie Shepp
Pima County-DEQ

Jeremy Moore
ADOT – Southcentral District

Committee Members Cont.

Fausto Burruel (Virtual)
Town of Marana

Josue Licea (Virtual)
City of South Tucson

Jason Bahe (Virtual)
Pascua Yaqui Tribe

Becca Cammack (Virtual)
Tucson Airport Authority

PAG Staff Lead
Jeanette DeRenne

Ex-Officio
Jamie Brown, PAG/RTA

1. Call to Order and Introductions

The Chair called the meeting to order at 9:01 a.m., and introductions were made.

2. In-kind Reporting

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

3. Approval of the Jan. 22, 2025, Meeting Summary

[Video Timestamp: 2:19](#)

Action: A motion to approve the Jan. 22, 2025, meeting summary was made by Jose Rodríguez, Town of Oro Valley, seconded by Natalie Shepp, Pima County Department of Environmental Quality, and passed with one abstention from Sam Credio, City of Tucson, who was not in attendance at the January 22, 2025, meeting.

4. Regional Transportation Revenues Update

[Video Timestamp: 3:17](#)

PAG Budget Manager James Towe provided the members with an update of the Regional Transportation Revenues, including changes, expectations, and current trends. The Regional Transportation Revenues report includes Local HURF, HURF 12.6, HURF 2.6, Vehicle License Tax (VLT), ASTBG and STBG funding. Members were informed of the following:

- \$87 million in HURF and VLT revenues were collected through December across the region. Of that, PAG received \$16 million, and the rest was distributed to the jurisdictional partners. Year-over-year, there was more than a 2% increase. The 5-year average shows a nearly 4.5% decrease.
- Annual STBG apportionments are just over \$21 million.
- HURF 12.6 collected \$16 million through December, which was 17% more than the ADOT official forecast and 5% stronger than the previous year.
- HURF 2.6 collected nearly \$3.6 million through December, which was stronger than expected.
- HURF 12.6 balances have over \$111 million in an interest-bearing account. This interest continues to contribute to the higher than forecasted revenue collections.
- Gasoline sales through December were just under 13% as a percentage of statewide sales.
- RTA revenues collected totaled over \$61 million through December in TPT, which was lower than the adopted budget, while showing a slight increase from the same period last year.

Sam Credio, City of Tucson, inquired about Tables 4 and 5 and the FY 24 actuals on Table 4 going from \$2.5 million to \$284,000 and showing an 845% increase. Mr. Towe indicated that it was accurate for the report that month, as there was a lag in the reporting due to ADOT implementing a new system. The aggregate total was accurate for the year and the spike in January made up for the lag in the previous two months; the same situations show in February and March. Adjustments were made to consider the issues with FY 24 reporting and the same was done for Table 5. PAG Director of Strategic Planning, Programming and Policy Jamie Brown explained that providing the regional transportation revenues report was delayed last year for the same reason due to ADOT switching financial management systems and some of the reporting for HURF 12.6 and HURF 2.6 was incomplete or highly varied.

Kathryn Skinner, Pima County, inquired when the excess cash balances are anticipated to be programmed into projects. Mr. Towe indicated that it would be addressed in the next TIP development cycle.

This item was for information only.

5. Pavement Data Collection Update

[Video Timestamp: 9:20](#)

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

Sam Credio, City of Tucson, questioned what would happen in the off years of the collection cycle. PAG Director of Strategic Planning, Programming and Policy Jamie Brown indicated there is a need for \$450,000 every three years. PAG Project Implementation Administrator Lance Peterson shared with members that the pavement does not deteriorate that quickly to justify a collection every year. He also indicated that ADOT is collecting the federally required pavement condition data and, therefore, PAG's pavement data collection is an enhancement beyond what is federally required. Mr. Peterson indicated that RAS would be contracted for the next three-year cycle and RAS had a menu of items that they could provide to local jurisdictions as needed.

Kathryn Skinner, Pima County, questioned how the backlog information was being used to inform the amount of funding shown in the RMAP for pavement maintenance. PAG Transportation Planning Director Jeanette DeRenne explained that there were different levels of capital reconstruction in the long-range plan. At this time, the amount of funding that would be available is unknown as well as the cost. Once they have that figure, the backlog could be addressed.

Jose Rodríguez, Town of Sahuarita, questioned what the cost would be to bring up the roads in failing conditions. Mr. Thomason explained RAS does do a full pavement budgetary modeling analysis service and are followed by the funding required as well as a prioritized streets list that indicates the costs associated with each of those projects. Mr. Credio inquired if there was capacity within the contract and this year's budget to provide the jurisdictions with that data. Mr. Peterson indicated that though PAG was providing enhanced data and had not looked at providing budgetary information, it was an option in the contract.

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

This item was for information only.

6. Household Travel Study and Assessment (HTSA) Update

[Video Timestamp: 50:14](#)

PAG Transportation Data Science Coordinator Yunemi Jang provided members with an update on the Household Travel Study and Assessment. Members were informed of the project timeline, recruitment methods used, and next steps. Ms. Jang indicated that 100,000 postcards had been sent, and more than 1,800 complete datasets had been collected as of January 2025. The total household target samples are 5,000 households.

Kathryn Skinner, Pima County, inquired if there were concerns regarding the changes in federal funding and whether the program would be paused for reimbursement. PAG Transportation Planning Director Jeanette DeRenne shared with members that it had been a concern but there was no indication that funding would be on hold as it is under contract. Should there be any changes it would be brought to the attention of the Regional Council.

Natalie Shepp, Pima County Department of Environmental Quality, questioned what the air quality analysis would include and what would be quantified related to the data collected. Ms. Jang shared with members that the analysis would include travel behavior between 2009 through 2024 and additional air quality related analysis. PAG Data Science Administrator Hyunsoo Noh indicated that there were several options with using the models and tools together to evaluate VMT related factors, areas prone to greenhouse gas emissions and behavior changes between 2009 through 2024.

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

This item was for information only.

7. Multimodal Performance Assessment Project Update

[Video Timestamp: 1:03:07](#)

PAG Transportation Data Scientist Xiaobo Ma provided members with an update on the Multimodal Performance Assessment Project. Members were informed of the management plan and schedule; literature review; performance measure development; and ongoing tasks. Dr. Ma shared with members the effort aimed to leverage existing data sources to obtain performance measures of multimodal transportation systems to support RMAP and improve regional transportation and air quality modeling.

Natalie Shepp, Pima County Department of Environmental Quality, inquired how the data from pedestrians was collected. PAG Data Science Administrator Hyunsoo Noh explained that the data was based on event-based data, which occurred when a pedestrian at a signal location pushed a button and a count was detected. Members were informed that data was also collected using MaxView and Miovision data.

Presentation can be found here: [Item-7-Multimodal-Performance-Assessment-Presentation.pdf](#)

This item was for information only.

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

[Video Timestamp: 1:14:32](#)

PAG staff provided members with an update on the development of the Regional Active Transportation Plan (RATP), including updates on the RATP Working Group activity and the plan development. Members were informed that the consultant received feedback and reviewed the draft methodology for the priority corridor selection and would be reviewing the results at the next Working Group meeting. PAG Planning Coordinator Hannah Oden indicated that the draft result for three strategic network packages focus on maximizing needs-based connectivity, maximizing accessibility, and maximizing safety. The final priority corridor package would include components from each of those. Members were informed of the next phases of public outreach and that the final project completion date would be by the end of the fiscal year.

Pima County staff inquired what the scope of the network packages were and how they were developed. Ms. Oden informed the members that preliminarily the maximizing needs-based connectivity focused on high priority network areas with high active transportation propensity and limited travel options; maximizing accessibility focused on the high priority network reaching the maximum number of people across the PAG region; and maximizing safety focused the network on addressing data driven perceived active transportation safety issues. The preliminary results were being reviewed internally, and the final high priority quarter network would incorporate elements from all three networks.

Pima County staff inquired how the network package would be used and if it will be tied to TIP project and funding qualifications. PAG Transportation Planning Director Jeanette DeRenne indicated that the scenarios are based off a different number of factors and how those factors are weighted define the packages. Members were informed that feedback had been received from the Working Group and was given to Kimley-Horn, and they were running those scenarios which would be presented back to the Working Group. Ms. DeRenne shared that ideally the Working Group would recommend scenarios to TPC.

This item was for information only.

9. 2055 Regional Mobility and Accessibility Plan (RMAP) Update

[Video Timestamp: 1:23:16](#)

PAG staff provided the members with an update on the development of PAG's upcoming federally required long-range transportation plan, the 2055 RMAP. Members were informed that the Moore Road TI project from the Town of Marana was added to the in-plan list without impact to its fiscal constraint. PAG Planning Coordinator Hannah Oden indicated that the project was previously on the reserve list but had been moved to in-plan and still fell within the fiscal constraint of \$16.2 billion. Ms. Oden indicated that the anticipated completion date for the RMAP is July 2025 due to the additional time needed for modeling.

Kathryn Skinner, Pima County, inquired if no other projects were other project costs were reduced to accommodate fiscal constraint. PAG Transportation Planning Director Jeanette DeRenne explained that there was sufficient room in the fiscally constrained list to accommodate the addition without changing the costs of other projects. Ms. Skinner asked if the delay meant TIP amendments would not be able to be processed until the July date. PAG Director of Strategic Planning, Programming and Policy Jamie Brown indicated that there were restrictions in place for the types of amendments that can be processed until a new air quality conformity finding is issued by FHWA and it would be contingent on approval of the updated conformity findings.

Sam Credio, City of Tucson, inquired if there was an opportunity to catch up to the May schedule. Ms. DeRenne indicated there was a possibility that it could be done by June. Members were informed that there were two requests to add projects, including the Phoenix Zoo Access Road Project from the Town of Sahuarita and the Moore Road TI project from Marana. The Moore Road TI project was added as it fell into the fiscal constraint; the reason being that the Town of Marana had applied for a raise grant application, and should they receive those funds having the project on the in-plan list would save time and allow those funds to be made available quicker.

This item was for information only.

10. Future agenda items

The following item was requested:

- Greenhouse gas emissions and climate planning

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

11. Adjournment

The meeting was adjourned at 10:43 a.m.