

## Transportation Planning Committee (TPC) Meeting Summary

Summary of 9 a.m., August 20, 2025, Meeting

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

### Committee Members

**Jose Rodríguez**

Town of Oro Valley

**Camden Walsh**

Tohono O’odham Nation

**Dan Grossman**

Town of Marana

**Galovale Galovale** (Virtual)

Town of Sahuarita

**Jeremy Moore**

ADOT – Southcentral District

**Kathryn Skinner**

Pima County DOT

**Natalie Shepp**

Pima County DEQ

### Committee Members Cont.

**Chris Stebe** (Virtual)

University of Arizona

**Davita Mueller** (Virtual)

Sun Tran

**Jason Bahe** (Virtual)

Pascua Yaqui Tribe

**Mikel Oglesby** (Virtual)

Sun Tran

**Sam Credio** (Virtual)

City of Tucson

**Scott Robidoux** (Virtual)

Tucson Airport Authority

PAG Staff Lead

**Jeanette DeRenne**

Ex-Officio

Jamie Brown, PAG/RTA

### 1. Call to Order and Introductions

The Chair called the meeting to order at 9:00 a.m., and introductions were made.

### 2. In-kind Reporting

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

### 3. Approval of the July 24, 2025, Meeting Summary

[Video Timestamp: 2:14](#)

**Action:** A motion to approve the July 24, 2025, meeting summary was made by Kathryn Skinner, Pima County, seconded by Galovale Galovale, Town of Sahuarita, and passed unanimously.

### 4. Review and recommend approval of FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.020

[Video Timestamp: 3:07](#)

PAG Program and Policy Coordinator Adam Ledford provided a brief review of TIP Amendment #2025.020, which would program FTA formula funds in FY 2026 for TIP IDs related to Regional Transit and final approval would be conditional upon receiving the air quality conformity determination. Mr. Ledford explained to the committee that every year the FTA releases apportionments for 5307, 5337 and 5339. Members were informed that those would be the fiscal 2025 apportionments being programmed into fiscal 2026, per the guidance of ADOT to program them into the year of expenditure. Mr. Ledford indicated that as the expenditures move forward in the TIP development cycle, those would be adjusted in any program year. Members were asked to provide a provisional or conditional recommendation for approval. The Regional Council approval would be conditional until the air quality conformity determination letter is received.

**Action:** A motion to provisionally approve TIP Amendment #2025.020, pending the final air quality conformity determination was made by Kathryn Skinner, Pima County, seconded by Jason Bahe, Pasqua Yaqui Tribe, and passed unanimously.

### 5. Update on the Dial-a-Ride and Microtransit Service Area Analysis

[Video Timestamp: 6:08](#)

Consultant Mariate Echeverry, Kimley-Horn, provided the members with an update on the Dial-a-Ride and Microtransit Service Area Analysis, including proposed phasing, Title VI and Equity Analysis, and recommendations. Members received a summary of the public involvement that occurred in Phase 1 and Phase 2. The main events were presentations given to technical meetings, pop-up events around Pima County to capture different demographics, events at transit centers, focus groups and surveys. Members were informed of how microtransit could be implemented and were provided with a roadmap that included planning, design, procurement and operations. Ms. Echeverry indicated the final steps in the project includes a final report that will be completed soon.

Natalie Shepp, PCDOT, asked who microtransit would be serving. Members were informed that fares would currently be free and reach a broader area. Ms. Shepp shared that it was not a good use of taxpayer dollars and did not save on carbon emissions.

Nathan Barrett, Town of Sahuarita, inquired if microtransit would be a service model that would work for daily commuters. Members were informed that the service was meant for the public and serves people in areas that are difficult to get to.

Sam Credio, City of Tucson, shared that the City's on-demand programs were set up in two areas: Grant to Downtown and Oracle to Silverbell; and then Park to Country Club and Broadway to Ajo. Mr. Credio explained that those vehicles were serviced by Sun Van, but not any able-bodied person could ride for free; they would have to be in the on-demand zone. Ms. Shepp commented that it would make sense to look outside the Sun Tran service area. She stated that it seems redundant to have microtransit in a Sun Tran service area. Mr. Credio stated that he thought the best place to implement the Microtransit Study would be in service areas where the RTA was currently providing Sun Shuttle routes.

This item was for information only.

Presentation can be found here: [Item-5-Dial-a-Ride-and-Microtransit-Update.pdf](#)

## **6. PAG Annual Bicycle and Pedestrian Count**

[Video Timestamp: 39:13](#)

PAG Transportation Planner Nicolas Giraldo provided the members with an overview of the annual Bicycle and Pedestrian Count program. Members were informed of the program history and provided with key findings.

- 15,828 total active transportation users were counted, which was the highest volume in program history, and had a 23% increase compared to the previous count.
- Gender ratio was 70% male and 30% female, which showed an increased rate of female ridership.
- Helmet usage rose to 74%, which suggested that cyclists were becoming more mindful of personal safety.
- Youth ridership rose 6%, which reflected more family-friendly routes and infrastructure near schools.
- Sidewalk riding dropped to 4% and wrong-way riding dropped to 2%; both suggested improvements in rider behavior or better access to appropriate facilities.

Mr. Giraldo explained to members that there were 86 count sites, which included nine new sites that were nominated by local jurisdictions; data was collected at 59 sites. Members were informed that volunteer recruitment began at the beginning of March for the April count, and training consisted of a PowerPoint presentation shared with volunteers. This was the first time the count was conducted during the spring. Mr. Giraldo indicated that walking and biking play a vital role in the region's transit network, and the results show that bike riders are increasingly diverse and are exhibiting safer behavior. Members were informed that continued monitoring would allow the measurement of the impact network investments have on user behavior and fall count periods would resume in 2026.

Paul Casertano, Pima County, asked if there were plans to do another spring count. Members were informed that the count period had changed due to staffing changes and would return to the fall count. Mr. Giraldo indicated that the data would be reviewed to see how much it was impacted by the timing of the collection.

Jose Rodríguez, Town of Sahuarita, inquired what time of day the count was taken and where the count was taken. Members were informed that the weekday riders were mostly commuters and were taken along the River Loop, bike boulevard and other cycling infrastructure.

PAG Transportation Planning Director Jeanette DeRenne thanked the jurisdictions for their volunteers and participation in the count.

Presentation can be found here: [Item-6-Annual-Bicycle-Pedestrian-Count.pdf](#)

This item was for information only.

## **7. Transportation Improvement Program (TIP) related updates**

[Video Timestamp: 48:54](#)

PAG staff provided the members with updates on items related to the PAG Transportation Improvement Program (TIP), including the next TIP development process, TIP amendments and fiscal year rollovers. PAG Director of Strategic Planning, Programming and Policy Jamie Brown informed the members that the next 20-year RTA plan was being prepared for voter consideration. Therefore, the projects and program could not be confirmed until after the RTA election. Members were informed that the outcome of the election would impact several separate TIP project lists including the RTA roadway project list, the RTA transit project list and the ADOT major projects list.

Mr. Brown indicated that if the TIP project lists needed to change based on the election outcome, the committees and staff would need to repeat some of the steps in the TIP

development process. Members were informed that if the process started after a March 2026 RTA election, the goal would be to complete the process by the following May, if not earlier and would be a FY 2028-FY 2032 TIP. Mr. Brown informed members that amendments to the FY 2025–FY 2029 TIP would need to be made in the interim, especially for fiscal year 2027. Members were informed that there has been interest in returning to an annual TIP development cycle, which would provide more opportunities for tracking progress and making adjustments.

Kathryn Skinner, Pima County, expressed going back to an annual process being a good idea and to start a major amendment process or a draft to be ready for any amendments at the end of the fiscal year.

Jason Bahe, Pascua Yaqui Tribe, inquired what process would be required for the amendments for FY 2025–FY 2029 and changing it to FY 2028–FY 2032. Members were informed that due to the amount of funding and the types of adjustments, those would be formal amendments and would likely go through the full committee process for formal approval. PAG Program and Policy Coordinator Adam Ledford added that they would need to think of the deadlines for when the amendments needed to be added to the TIP before executing projects and take into consideration the other parts of the processing.

Natalie Shepp, Pima County, asked if there was still a holding pattern with the conformity and how it relates. Members were informed that, in January, PAG entered an air quality lapse grace period, and any amendments ADOT considered to be formal amendments were rejected; PAG was told only administrative amendments by both PAG and ADOT's definition could be submitted. Mr. Ledford indicated that in July, due to the beginning of the new fiscal year PAG's section of the STIP was pending approval until the lapse grace period was lifted, which meant no adjustments could be submitted for approval at the local or state level. Members were informed that on August 6, the RMAP and the corresponding air quality conformity materials were submitted to the FHWA in that request for air quality conformity and specific language that the lapse grace period had been lifted.

Members were informed that the air quality determination would be received any day, and once ADOT is provided with evidence that the lapse grace period has been lifted, they can finish the approval process for PAG's portion of the STIP. Mr. Ledford indicated that the next steps would be to go through the backlog of amendments in correct sequencing and get a complete and full TIP document at the local level ready to provide to ADOT. Members were informed that the entire bulk of the project list as defined as the FY 25–FY 29 TIP would go back to ADOT and be used as a full body of an admin request. Mr. Leford shared with members that PAG had completed a rollover amendment meeting for the purpose of shifting RTA TPT funds and HURF regional funds forward into fiscal year 2026, and those draft project lists were out to the jurisdictions for their review.

Ms. Shepp inquired about the process for the conformity determination for RTA projects. Members were informed that it was not an independent process and would be embedded in the RMAP analysis.

Presentation can be found here: [Item-7-ADOT-Safety-Performance-Projections-Presentation.pdf](#)

*This item was for information only.*

## **8. Regional Transportation Revenues Update**

[Video Timestamp: 1:13:15](#)

PAG Program and Policy Analyst Pari Magphanthong provided the members with an update of the Regional Transportation Revenues Report, including changes, expectations and current trends. Members were given a year-end overview of the revenue performance for fiscal year 2025.

- \$192 million in HURF and VLT revenues were collected in FY 2025 across the region. Of that, PAG received \$33 million, and the rest was distributed to the jurisdictional partners. Year-over-year, there was a slight decrease. The 5-year average shows a 4% increase.
- Annual STBG apportionments are projected at \$21 million.
- HURF 12.6 collected \$24.3 million in FY 2025, which was 17% more than the ADOT official forecast.
- HURF 2.6 collected over \$7.5 million in FY 2025, which was stronger than expected.
- HURF 12.6 balances had over \$110 million in an interest-bearing account. Most of those dollars were spoken for, and the June balance included the treasurer's interest from the 13th reporting month.
- Gasoline sales in FY 2025 were just under 13% as a percentage of statewide sales.
- RTA revenues collected totaled nearly \$125 million in TPT in FY 2025, which was trending closely to the adopted budget, while showing a slight increase from the same period last year.

*This item was for information only.*

## **9. Adjournment**

**Action:** A motion to adjourn at 10:17 a.m. was made by Kathryn Skinner, Pima County, seconded by Galovale Galovale, Town of Sahuarita, and passed unanimously.