

Transportation Planning Committee (TPC) Meeting Summary

Summary of 9 a.m., September 18, 2025, Meeting

The meeting can be viewed in its entirety at: https://www.youtube.com/live/7-w_wKzGlb8

Committee Members

Jose Rodríguez

Town of Oro Valley

Camden Walsh

Tohono O’odham Nation

Fausto Burruel

Town of Marana

Galovale Galovale

Town of Sahuarita

Jeremy Moore

ADOT – Southcentral District

Davita Mueller (Virtual)

Sun Tran

Committee Members Cont.

Mikel Oglesby (Virtual)

Sun Tran

Paul Casertano (Virtual)

Pima County DOT

Josue Licea (Virtual)

City of South Tucson

Scott Robidoux (Virtual)

Tucson Airport Authority

PAG Staff Lead

Jeanette DeRenne

Ex-Officio

Jamie Brown, PAG/RTA

1. Call to Order and Introductions

The Chair called the meeting to order at 9:00 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 Aug. 20, 2025, Meeting Summary

[Video Timestamp: 2:42](#)

Action: A motion to approve the Aug. 20, 2025, meeting summary was made by Jeremy Moore, ADOT, seconded by Galovale Galovale, Town of Sahuarita, and passed unanimously.

4. ABM Exploratory Tool Development Update

[Video Timestamp: 3:27](#)

PAG staff provided members with an update on the ABM Exploratory Tool project and a brief demonstration. PAG Senior Transportation Data Scientist Coordinator Xiao Li gave a detailed overview of the ABM Exploratory Tool development. Mr. Li shared key updates that included automation to the ABM with Air Quality Model MOVES, as well as adopting the ABM into the 2055 RMAP. Members were informed that the tool would help analyze a range of uncertainties and strategy policies, which had been quantified with certain ranges. Mr. Li indicated that performance measures had been defined and have been used for evaluating the RMAP plans. The performance measures included Transportation Systems Measures, Equity measures, and Air Quality measures. Mr. Li explained that the ABM performance measures and MOVES results were combined into a data frame that could be read by the Exploratory Tool and would be able to identify outlier or any duplicated results. Members were given a demonstration on how the Exploratory Tool works.

Jose Rodríguez, Town of Oro Valley, inquired if it was a new model or if it had been used before. Members were informed that CRP funds received last year were used to develop the tool to do specific analytics; the equity performance pieces as well as the MOVES air quality model functions had been utilized.

This item was for information only.

Presentation can be found here: [Item-4-ABM-Exploratory-Tool-Development-Update.pdf](#)

5. Pavement Data Collection Update

[Video Timestamp: 26:08](#)

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 the results and health metrics of the pavement conditions for each member agency.

John Baskett, Tohono O'odham Nation, inquired what the cost per mile was for the services. Members were informed that the cost was in the range of \$80 for arterial

roadways; there were also optional supplemental services that include residential roadways.

Fausto Burrue, Town of Marana, asked if there was a way to project roadways into the model to account for inflation. Members were informed that the model does not account for growth and was based on the existing cost of materials; the additional funding required for new roads could be calculated as they are added based on the steady state models.

Paul Casertano, Pima County, inquired about attempts to identify pavement rehabilitation needs within the long-range plan and if the model could be targeted toward maintaining a minimum low threshold. Members were informed that models could be run to target backlogs and custom models that have level of service constraints. Mr. Thomason indicated that the time horizon was unlimited, but the biggest factor to take into consideration was inflation.

Jose Rodríguez, Town of Oro Valley, asked what the PCI for the “fix all” scenario was. Members were informed that the fix-all was not a set PCI, but the number required to treat every road and give it what it needs. Mr. Thomason explained that typically fix-all targets between 87 to 93 depending on an agency’s condition distribution index for the network.

This item was for information only.

Presentation can be found here: [Item-5-Pavement-Data-Collection-Update.pdf](#)

6. Transportation Improvement Program (TIP) related updates

[Video Timestamp: 1:13:58](#)

PAG staff provided the members with updates on items related to the PAG Transportation Improvement Program (TIP), including the TIP rollover process, TIP amendment statuses and an overview of CRP Notice of Funding Availability (NOFA) and RTAG Call for Projects (CFP). PAG Program and Policy Coordinator Adam Ledford informed the members that the Air Quality Conformity determination had been received, and the lapse grace period had been lifted. Members were informed that the TIP Amendment backlog was being resolved, and PAG would submit a full TIP project list to ADOT for inclusion in the STIP; which would permit TIP amendment and reimbursement requests.

PAG Program and Policy Analyst Pari Magphanthong provided members with an overview of the CRP NOFA and the RTAG CFP. Members were informed that there were \$3 million of CRP funds available for programming in FY 2026, and the RTA would provide the required 5.7% local match upon programming. Ms. Magphanthong shared with the members that the funds were suballocated by population area and limited for use in the population area

they were assigned to. Members were informed that PAG would release the funds by using a project-driven approach to allow for greater flexibility in allocation. Ms. Magphanthong indicated that funds could be awarded in any way among the population area as long as the awarded amounts by population area did not exceed the maximum available amounts in their respective population area, and the total awarded amount would not exceed the total maximum available amount. Members were informed that the RTAG CFP was a competitive process to award funds to transportation alternatives projects, and \$7.3 million would be available for programming in FY 2027 and 2028. Ms. Magphanthong explained that the funds were federal apportionments comprised of TA funds and STBG funds; the RTA would provide the required 5.7% local match. Members were told to be eligible for RTAG funds, projects would need to meet the criteria for both the FHWA Transportation Alternatives funds and the RTA Category #41. Ms. Magphanthong indicated that it was similar to CRP funds in the method of allocation but would have different criteria that would need to be met when allocating and awarding funds. PAG Director of Strategic Planning, Programming and Policy Jamie Brown shared that the RTA Board approved the RTA Next plan for voter consideration in March, and the outcome would determine the next steps for TIP. Members were informed that there were no major concerns about waiting to start the TIP development process until after the March election but there were planning activities that could be done to prepare, such as funding source adjustments for RTA 1 roadway element projects; ADOT major project amendments; and TIP development process and programming scenarios to work through as a group.

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

This item was for information only.

7. Adjournment

The meeting was adjourned at 10:35 a.m.