

Transportation Planning Committee (TPC) Meeting Summary

Summary of 1 p.m., June 2, 2026, meeting

The meeting can be viewed in its entirety at: <https://www.youtube.com/live/r3OiLeUtoVo>

Committee Members

Sam Credio
City of Tucson

Fausto Burruel
Town of Marana

Galovale Galovale
Town of Sahuarita

Kathryn Skinner
Pima County DOT

Jeremy Moore
ADOT

Committee Members Cont.

Jose Rodríguez
Town of Oro Valley

Natalie Shepp (Virtual)
PDEQ

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 1:01 p.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 April 15, 2026, Meeting Summary

[Video Timestamp: 2:24](#)

Action: A motion to approve the April 15, 2026, meeting summary was made by Andy Bemis, City of Tucson, seconded by Jose Rodríguez, Town of Oro Valley, and passed unanimously.

4. FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.060

[Video Timestamp: 3:00](#)

PAG staff provided details on draft TIP Amendment #2025.060 as included in the meeting materials. This was a continuation of discussions on “defederalizing” RTA Next Element 1A projects that began in January and involved both the TPC and TIP Subcommittee in the months since. PAG Program and Policy Manager Adam Leford reminded members that the amendment was complex and fundamentally necessary to successfully complete RTA 1 and launch RTA Next. Members were informed that as it related to RTA Next, the goals and impacts were to fulfill ballot funding commitments without federalizing RTA Next Element 1A projects.

Mr. Ledford indicated that the amendment would provide HURF 12.6 funding as the replacement source for the STBG set aside for the seven Element 1A projects in RTA Next. Members were informed that a large amount of HURF 12.6 and RTA 1 TPT continued to roll forward from previous years and was programmed in FY2026 of the TIP. This created an inaccurate planning horizon and encumbered fund balances that could be used to advance the RTA 2 projects. Members were informed that, through the proposed TIP amendment, funding amounts would be programmed more accurately across all projects, which would allow for increased accuracy of cash flow and financial analysis. Mr. Ledford shared with the members that the amendment would act as a reset button for projects in the TIP by rebuilding all the remaining RTA projects back up to their cost to complete figures that were established in the summer of 2025. Members were informed that the full delivery schedule for the remaining RTA 1 roadway projects and RTA Next period 1 roadway projects would be reflected in the next TIP development cycle for FY 2028 – FY 2032 that would start October. Mr. Ledford requested that feedback be given by June 19, 2026, before the July TPC meeting when action was expected to be requested. Jose Rodríguez, Town of Oro Valley, inquired if the projects were fully funded. Members were informed that, through this proposal, they would be funded up to the cost to complete amounts that were updated in the summer of 2025.

Paul Casertano, Pima County, asked about the two RTA roadway projects proposed for additional funding. Members were informed that these amounts reflected an upcoming IGA Amendment that was anticipated to be approved by the RTA Board, but that this TIP amendment would not supersede any actions taken by the Board. Regarding the two projects with proposed funding increases, Kathryn Skinner, Pima County, asked about the source of funding and how additional funding needs were determined. PAG Director of Transportation Services Rick Ellis informed members that RTA 1 reserve funds were unprogrammed but available for completing those RTA 1 projects, which is the source of those additional funds. PAG Director of Strategic Planning, Programming and Policy Jamie Brown added that last summer, during the development of the RTA Next plan, there had been a reserve amount identified of about \$20 million for RTA roadway projects after

considering the programming and availability of regional fund sources (e.g., RTA 1 TPT, STBG, HURF 12.6, etc.) and the roadway project costs to complete. This approximate \$20 million reserve amount was anticipated for some project cost increases, such as those mentioned earlier. Moreover, through the TIP amendment process and the next TIP development cycle, the roadway project costs to complete would be reaffirmed.

Mr. Ledford indicated that the remainder of the RTA 1 TPT balance was dedicated to the completion of RTA projects, but there would be a likelihood of having an evaluation against cost increases when they are ready for construction. Mr. Rodríguez inquired if the revised cost estimates for the projects were shown in the plan. Ms. Skinner indicated that the seven projects that were listed in RTA Next Element 1A had scope modifications or needed additional funding. The two roadway project segments seeking additional funding are RTA 1 roadway projects and have not yet been completed.

Andy Bemis, City of Tucson, inquired when other RTA Next Element 1A projects that were requiring funding or proposed to receive funding in FY 2027 would be incorporated into the TIP. Members were informed that RTA Next projects that needed to be initiated in FY 2027 would be addressed as an independent TIP amendment since those are primarily programming RTA 2 (i.e., RTA Next) funds.

This item was for information only. Action will be requested at a future TPC meeting.

Presentation can be found here: [Item-4-TIP-Amendment-2025.060-Presentation.pdf](#)

5. Updates related to the Transportation Improvement Program (TIP), including the need to establish new RTA Transit TIP program listings

[Video Timestamp: 31:59](#)

PAG and ADOT staff provided updates on TIP-related activities. PAG Director of Strategic Planning, Programming and Policy Jamie Brown introduced Jeremy Moore, ADOT-South Central District, who provided an informal overview of ADOT's RAAC-funded major interstate projects, including the proposed timing and funding levels of these over the next several years. Projects discussed included I-10 and I-19 widening projects and associated traffic interchanges as well as some of the new traffic interchanges in the RTA Next plan.

Sam Credio, City of Tucson, inquired about the estimated time frame for the start of the I-10 improvements at Sixth and Park. Members were informed that, through this initial draft iteration, those were proposed to be combined into one project, along with I-10 widening, for TIP funds to be programmed beginning in FY 2035.

Kathryn Skinner, Pima County, asked about the prioritization process for these ADOT major projects. Members were informed that the voter approved RTA Next plan included

five traffic interchanges (TIs) that rely on RAAC funds. Also, since more projects would be utilizing this limited funding source, the addition of these projects affects the timing and funding levels of other non-RTA projects on the interstate system. Additionally, Mr. Brown indicated that the amount of RAAC funding anticipated to be available has declined. Based on the previous RAAC forecast, \$150 million was the estimate used last summer for RTA Next planning purposes. However, ADOT's updated forecast from last November shows a decline to \$118 million by FY 2031.

PAG Program and Policy Manager Adam Ledford introduced the intended framework for establishing new transit TIP listings and associated TIP IDs based on the RTA Next plan ballot numbers and descriptions. Goals of the new framework included enhancing long-term reporting and transparency. Mr. Brown indicated that the new transit TIP project listings and IDs would initially be unfunded but are necessary as placeholders to account correctly in the system before the fiscal year ends. Mr. Ledford indicated that the new transit TIP IDs would be tied directly to the elements in the RTA Next ballot and asked TPC members to provide any feedback within a week.

Sam Credio, City of Tucson, questioned if maintenance of effort would be captured within the framework. Members were informed that the maintenance of effort fund source is shown in specific ballots of the RTA Next plan and, to answer Mr. Credio's question, it would be useful to continue to show that funding source within the relevant TIP IDs for tracking purposes.

This item was for information only.

6. Potential Carbon Reduction Program (CRP) funding availability

[Video Timestamp: 57:50](#)

PAG staff provided information on potential federal CRP funding availability and the uncertainty of its availability. PAG Director of Strategic Planning, Programming and Policy Jamie Brown informed members that there could be about \$2.2 million in CRP funding available in the federal fiscal year (FFY) 2027, which would begin October 1. Members were informed that the IIJA, the current 5-year federal surface transportation bill, would expire at the end of September and another bill was under development. Based on information about the draft 5-year surface transportation bill under development, Mr. Brown mentioned the possibility that the program could be repealed or could be aggregated as part of the STBG program. Thus, there is a high level of uncertainty about the continuation of the CRP program.

Kathryn Skinner, Pima County, inquired when the bill would be renewed. Members were informed that currently the timing was unknown due to renewals typically occurring later in the cycle. PAG Program and Policy Manager Adam Ledford shared with the members

that the last six surface transportation reauthorization bills had not been renewed within their original time frame and had extensions.

Jose Rodríguez, Town of Oro Valley, questioned if the criteria of a project having already been in the TIP due to needing to be obligated within a certain amount of time would be applied. Staff explained that, during the previous release of CRP funding, there had been concern about rescission of existing CRP funds and so the consensus of TPC members was to prioritize projects already programmed in the TIP that needed additional funding.

Andy Bemis, City of Tucson, inquired if non-federalized projects could have the opportunity to be CRP funded. Mr. Brown indicated that PAG receives deadline information for all federal funds from ADOT, but if there is any flexibility to extend through the fiscal year later than May of FFY 2027, they could reach out to ADOT.

Members were informed that this topic could continue at future TPC meetings and that the CRP eligibility criteria would be shared after the meeting.

This item was for information only.

7. RTA Delivery Approach and Cash Flow Assessment – Status Update

[Video Timestamp: 1:06:42](#)

PAG/RTA staff noted that relevant updates for this item were covered earlier in the meeting. During this item, PAG/RTA staff answered questions from committee members.

Kathryn Skinner, Pima County, inquired about consistency in the approach to reporting on the RTA Next project performance metrics. PAG Program and Policy Manager Adam Ledford indicated that the spirit and intent of the performance matrix was not to single out any issue, but to create a collaborative approach to finding resolution as issues arise. Ms. Skinner asked how much flexibility there would be with projects that are completed sooner than expected. Members were informed that there has been discussion about establishing contingencies in the event projects are completed sooner than expected other projects that are ready to begin could be advanced in the TIP based on committee recommendation, for example.

This item was for information only.

8. Request for Future Agenda Items and Announcements

[Video Timestamp: 1:14:54](#)

Members of the committee shared announcements pertaining to the next meeting date. For future agenda items, requests were made for an update on Pima County's Safe Streets

and Roads for All (SS4A) grant at the July or August meeting and to discuss, in the early fall, the possibility of listing the PAG Overall Work Program items in the TIP again.

****Pursuant to Arizona open meeting laws, the committee cannot discuss or take action today on any matters 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 concluded earlier in this meeting.*

9. Adjournment

The meeting was adjourned at 2:21 p.m.