

Transportation Planning Committee (TPC) Meeting Summary

Summary of 9 a.m., July 15, 2026, meeting

The meeting can be viewed in its entirety at: <https://www.youtube.com/live/0kCB7M0YCaQ>

Committee Members

Jennifer Flood
Town of Marana

Jose Rodríguez
Town of Oro Valley

Paul Casertano
Pima County DOT

Sam Credio
City of Tucson

Alexander Yazza (Virtual)
Tohono O'odham Nation

Davita Mueller (Virtual)
Sun Tran

Committee Members Cont.

Galovale Galovale (Virtual)
Town of Sahuarita

Jennifer Hobert (Virtual)
ADOT

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 9:01 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 June 2, 2026, Meeting Summary

[Video Timestamp: 2:42](#)

Action: A motion to approve the June 2, 2026, meeting summary was made by Sam Credio, 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 #2025.070

[Video Timestamp: 3:21](#)

PAG staff provided details on draft TIP Amendment #2025.070 as provided in the meeting materials. PAG Program and Policy Manager Adam Ledford shared with members that the amendment addressed projects primarily funded through ADOT Regional Allocation Advisory Committee (RACC) allocations of the federal National Highway Performance Program (NHPP) and the associated matching state funds. To meet RTA Next plan period compliance, the amendment would add the Moore Road TI to the TIP since the RTA Next plan had passed. Mr. Ledford indicated that the amendment would add funding and scope for the project informally referred to as Barraza, but ADOT requested it be changed to I-10 Alvernon to Valencia. The amendment would slightly adjust the funding for the Country Club and Kino TI project in its last year to match the whole dollar amounts in the STIP, instead of truncating and rounding which was now possible in the TIP.

Mr. Ledford shared with members that the amendment would defer three projects: the Park TI ramp reconstruction, the 6th Avenue TI widening and the I-19 phase 3 widening. Members were informed that the amendment only affected programming through fiscal year 2029. So, determining the sequence of the deferred projects and others would be part of the next TIP development process. With regard to the proposed TIP amendment, Sam Credio, City of Tucson, shared that there had been productive conversations with ADOT regarding the investments in the City of Tucson and was in support of the amendment, but noted that in those outer years beyond the TIP, the City of Tucson would want to see those investments that are getting deferred sooner rather than later.

Jose Rodríguez, Town of Oro Valley, asked about the reason for deferring some of the projects. Mr. Credio indicated that after meeting with ADOT and seeing what I-10 widening would look like, it made more sense to bundle the Park Avenue TI and the 6th Avenue TI projects with the mainline widening, rather than have the two TI projects completed separately as standalone projects. Members were informed that it would have to be done in later years since there would not be enough money in the first five years. It would be more efficient to deliver the projects as ADOT recommends.

Action: A motion to approve TIP Amendment #2025.070 was made by Sam Credio, City of Tucson, seconded by Jennifer Flood, Town of Marana, and passed unanimously.

5. Transit Safety and Security Action Plan

[Video Timestamp: 7:50](#)

City of Tucson staff presented the Transit Safety and Security Action Plan (TSSAP) and efforts underway to enhance safety of the transit system. Sam Credio, City of Tucson DTM, provided members with a timeline history and an overview of the TSSAP. Mr. Credio informed the members that the plan had been split into three areas that required immediate attention at no additional cost. In December 2025, the City of Tucson Mayor and Council had approved a half million-dollar safety allocation, which included \$350,000 off duty deployment of special duty police officers assigned to the transit system and \$150,000 for targeted safety interventions. Mr. Credio indicated that the deployment of police officers had been very successful and effective issuing 1,328 warnings; 131 citations; 225 arrests; and 19 deflections.

Members were informed that the targeted safety interventions such as physical improvements at bus stops including large rocks around bus stops to prevent loitering, lighting upgrades, relocating bus stops that were in problematic areas and upgrades to the bus stops were completed. This work was done in collaboration with City of Tucson street maintenance, SunTran and the Tucson Police Department. Members were informed that since the RTA Next passed, the City had been developing a budget for their allocation of the \$43 million of transit safety and security dollars that would be based on the TSSAP and feedback received. Mr. Credio shared with members the City's draft budget for different aspects of the plan. Elements included outreach ambassadors, continued growth for special duty police officers, operator safety enhancements to the entire fleet, bus stop cleaning and crime prevention through environmental design improvements.

PAG Transportation Planning Director Jeanette DeRenne inquired if there had been any impact with ridership since the safety improvements had been deployed at the start of the year. Members were informed that their team would research if there had been any correlation since the improvements have been in place to see if there had been an increase in ridership or not; but the feedback received from riders was positive. PAG Director of Transportation Services Rick Ellis asked if there was an expected time frame to see improvements from the long-term action items. Members were informed that it was to be expected to have everything going before the end of the fiscal year.

Paul Casertano, Pima County, inquired if there were any other pieces of the short-range transit plan within the TSSAP and how additional investment needs would be anticipated that may be beyond the budget laid out by the RTA. Mr. Credio indicated that the TSSAP should be a bullet within the short-range transit plan and those investments were being made in safety and security. The City completed a comprehensive operational analysis in 2024 from a cost neutral perspective and knows where the people want to see the investments made.

This item was for information only.

Presentation can be found here: [Item-5-COT-RTA-Next-Transit-Safety-and-Security-Draft-Budget-Presentation.pdf](#)

6. Pima County Safety Action Plan

[Video Timestamp: 29:53](#)

Staff from Pima County presented the Safe Streets for All funded Safety Action Plan. Paul Casertano, Pima County DOT, informed members that the Pima County Department of Transportation in coordination with the Pima County Health Department, regional jurisdictions and tribes, were awarded with \$1.52 million for a Safe Streets for All Safety Action Plan Grant. The funding would support the development of the Safety Action Plan which would focus on reducing roadway fatalities and serious injuries for users throughout Pima County. Mr. Casertano indicated that Pima County's safe system approach was established through the SS4A collaboration and was structured around the six goals laid out by the federal model to reduce fatal and serious injury crashes. That mode carried national principals ahead while tailoring them to the County's needs.

Members were informed that the 360 Vision reflected a full circle view of safety and would include the data needed to make lasting safety improvements. Mr. Casertano shared with members that there had been extensive public engagement May – October 2025 and valuable information was obtained from the analyzed online responses in relation to the crash data. Members were informed that there was a safety analysis and a high injury network had been established. Mr. Casertano indicated that the County had identified projects tied to the high-injury network for all jurisdictions and had selected crash modification factors that apply to the crash types that are experienced at those high injury network locations.

Members were informed that different funding sources were being considered, which have different rules and regulations including the Highway Safety Improvement Program, a potential bond program with Pima County and federal funding. Mr. Casertano indicated that RTA Safety and ADA Active Transportation categorical funds would be a good place for those types of targeted projects to address safety improvements. Members were informed that guidelines had been developed and process recommendations were in development to strengthen incorporation of safety awareness in planning project development operations and decisions. Roadside design manuals, signing manuals and street design guides were being reviewed to create consistency and place safe practices in all jurisdictions.

Mr. Casertano informed members that a public facing transportation safety dashboard will be created with transportation safety information for the community. Members were

informed of the project timeline with the targeted final report completion to the Federal Highway Administration by June of 2027.

Rick Ellis, PAG Director of Transportation Services, inquired if there was an annual or total target investment level that would achieve the goal for zero fatalities. Members were informed that they did not have a dollar value for achieving zero fatalities, but there was a targeted value for the safety recommendations to target the high-injury network locations. Sam Credio, City of Tucson, commented that policy was something to consider when addressing fatalities and shared that the City had begun to discuss opportunities to bring back photo radar enforcement.

Jose Rodríguez, Town of Oro Valley, asked if the action plan needed to be approved or endorsed by each jurisdiction. Members were informed that the grant did not need to be endorsed but the jurisdictions are invited to bring the plan forward for approval by their individual boards. Mr. Casertano stated they would be targeting the Pima County Board of Supervisors, and the important part was to institutionalize a new process. Mr. Rodríguez inquired how often the plan was intended to be updated. Members were informed that plan was not anticipated to be updated, more so providing updated information about the progress on the public facing dashboard and in a regular update of the network screening.

This item was for information only

Presentation can be found here: [Item-6-PCDOT-Safety-Action-Plan-Presentation.pdf](#)

7. Updates related to the Transportation Improvement Program (TIP)

[Video Timestamp: 49:32](#)

PAG staff provided updates on TIP-related activities. PAG Program and Policy Manager Adam Ledford shared with members that the approved RAAC amendment would introduce the Moore TI in a nonattainment area that would require a conformity determination, so the next step would be to begin the comment period related to the process. Members were informed that the defederalization amendment along with the year one roadway and categorical requests that had been previewed would be ready for action by the committee on August 19. Mr. Ledford shared a list of projects and explained that those were new projects that would be introduced outside of the TIP development process. It was mentioned that the conformity determination qualified as a formal amendment and would require a public comment process to comply with federal requirements for introduction into the TIP.

Members were told that July 31 was the cut off for submitting reimbursements for RTA and HURF 12.6. Mr. Ledford reminded members that the defederalization amendment incorporates some estimates for the last quarter using expense data from the first three

quarters of the year. PAG Director of Strategic Planning, Programming and Policy Jamie Brown shared an update on the federal Carbon Reduction Program (CRP). Mr. Brown indicated that the estimated amount of CRP funding available for fiscal year 2027 totaled in apportionments of \$2.3 million but would only be able to spend \$2.2 million based on obligation authority. The majority of that (~\$1.9 million) was within the greater than 200,000 population band; within the 5 to 49,000 population there would be \$190,000; and in less than 5,000 in population \$182,000.

Mr. Brown shared that the current five-year surface transportation authorization bill would expire on September 30th but there had been no significant new progress on the new surface transportation authorization bill since the last update received from PAG's legislative liaison Michael Racy. Members were informed that there was uncertainty about the continuation of the CRP program and availability of CRP funding for fiscal year 2027 starting in October and they were asked to share any ideas on how possible available funding should be programmed.

Mr. Brown informed members that CRP funds may be obligated for projects that support the reduction of transportation emissions including, but not limited to establishing or operating a traffic monitoring, management, and control facility or program; electrification systems, construction, planning and design of on-road and off-road trail facilities for pedestrians and non-motorized forms of transportation; advanced transportation and congestion management technologies, deployment of infrastructure based intelligent transportation systems, capital improvements and installation of vehicle to infrastructure communications equipment; a project to replace street lighting and traffic control devices with energy efficient alternatives; a project or strategy to support congestion pricing; a project that supports the deployment of alternative fuel vehicles including acquisitions, installation and operation of publicly accessible electrical vehicle charging infrastructure; and a purchase or lease of zero emission construction equipment and vehicles.

Paul Casertano, Pima County, inquired if there had been any discussion with other MPOs facing the similar dilemma of potentially having CRP funds go away. Members were informed that there had been conversation at the COG MPO directors' level and were looking at what others were doing, along with listening to what ADOT wanted. PAG Transportation Planning Director Jeanette DeRenne indicated that they had come together with the directors of the western states. PAG's recommendations included distribution of funds that reflect the population, so that the federal funds go to states with growing populations. Ms. DeRenne shared that the guidance from ADOT was to continue to program the CRP funds, but not to expect them in the reauthorization bill.

This item was for information only.

8. Request for Future Agenda Items and Announcements

[Video Timestamp: 1:06:14](#)

A request was made for an update on the short-range transit plan.

****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 10:08 a.m.