

Transportation Planning Committee (TPC) Meeting Summary

Summary of 9 a.m., August 19, 2026, meeting

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

Committee Members

Andy Bemis
City of Tucson

Fausto Burrel
Town of Marana

Galovale Galovale
Town of Sahuarita

Jeremy Moore
ADOT

Jose Rodríguez
Town of Oro Valley

Kathryn Skinner
PCDOT

Committee Members Cont.

Natalie Shepp
PDEQ

Chris Stebe (Virtual)
University of Arizona

Davita Mueller (Virtual)
Sun Tran

Nadine Manuel (Virtual)
Tohono O'odham Nation

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 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 July 15, 2026, Meeting Summary

[Video Timestamp: 2:22](#)

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

4. Updates from the Local Public Agency (LPA) Section with regards to Local Federal-aid project/process

[Video Timestamp: 2:59](#)

ADOT staff gave an update on local federal-aid projects and processes through the Local Public Agency (LPA) Section. ADOT LPA Program Manager **Mark Henige** told members that contact information for the interim ADOT PMG managers, **Mona Aglan-Swick, Rashidul Haque, and Bharat Kandel**, had been shared with all COGs and MPOs. Members were encouraged to contact them with any PMG-related questions or concerns.

The LPA Section expects to open the FY28 Off System Bridge (OSB) Program call for projects in October 2026, with applications due by the end of December 2026. Mr. Henige noted that the program currently has \$3.9 million in STBGP funding and that additional bridge funding has not yet been confirmed.

Members were also reminded to submit initiation packets for all FY27 projects before the end of the calendar year so federal funds can be authorized before the state fiscal year ends.

Mr. Henige reported that ADOT leadership is reviewing the Project Development Administration (PDA) fee structure for federally funded local projects. The PDA process originally allowed 542 hours in 2015. In 2020, ADOT streamlined the process into Compliance Reviews and reduced the baseline to 368 hours to keep costs near \$30,000. He explained that ADOT has been able to federalize most PDA costs, reducing local agencies' direct expenses to their 5.7% matching share. However, ADOT found that the 368-hour baseline was often too low to complete Compliance Reviews and could create project delivery risks.

Because ADOT's hourly rates increased in 2024, the agency is reviewing the current model and may increase the baseline from 368 to 600 hours for federally funded projects. This change would have a limited impact on local agencies, increasing their share from about \$1,710 to \$2,565, an additional cost of approximately \$855.

Mr. Henige stated that the ADOT LPA Section will continue to use \$45,000 as the standard PDA estimate for federal-aid projects, with adjustments made when project complexity requires additional effort.

This item was for information only.

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

[Video Timestamp: 13:39](#)

PAG staff provided details on draft TIP Amendment #2025.060 as provided in the meeting materials. PAG Program and Policy Manager Adam Ledford reminded the members that the purpose of the amendment was to initiate the RTA Next Plan, and it would be the first step at programming funding across 20 projects that would focus on how to maximize the effectiveness of four major fund types available to the region. Benefits of the amendment would include minimizing the number of projects in either RTA plan needed to be federalized and would rebalance projects that were expected to be expended in the current program.

Kathryn Skinner, Pima County, inquired if there was an anticipated cadence for how TIP amendments would be processed. Members were informed that the batched monthly reviews for administrative amendments were effective, and expedited requests would still be responded to. Mr. Ledford indicated that formal amendments were still subject to multi-committee review and Board action for major changes.

Jose Rodríguez, Town of Sahuarita, inquired if the projects were fully funded. PAG Director of Strategic Planning, Programming and Policy Jamie Brown indicated that the purpose was to match the funding shown in the amendment to what was in the cost to complete which informed the RTA Next Plan development the previous summer. PAG Director of Transportation Services Rick Ellis informed members that the projects were fully funded to the amounts requested identified through the efforts done working with the jurisdictions and project efforts; and throughout those the amounts requested were the amounts provided.

Action: A motion to approve TIP Amendment #2025.060 was made by Jose Rodríguez, Town of Oro Valley, seconded by Fausto Burruell, Town of Marana, and passed unanimously.

6. FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.080

[Video Timestamp: 24:29](#)

PAG staff provided details on draft TIP Amendment #2025.080 as provided in the meeting materials. Members were informed that the Town of Oro Valley and the City of Tucson had identified minor changes to the distribution of funding that occurred as project charters were being developed and were slightly different than the amounts shown in the amendment. PAG Program and Policy Manager Adam Ledford indicated that it would be preferable to address the changes administratively to prevent postponement of the process.

Jose Rodríguez, Town of Oro Valley, questioned when jurisdictions would be able to submit their own amendments. Members were informed that if they were adjusting their charters, it could be processed administratively and a amendment request would not be needed.

Action: A motion to approve TIP Amendment #2025.080 was made by Jose Rodríguez, Town of Oro Valley, seconded by Andy Bemis, City of Tucson, and passed unanimously.

7. FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.090

[Video Timestamp: 26:34](#)

PAG staff provided details on draft TIP Amendment #2025.090 as provided in the meeting materials. PAG Program and Policy Manager Adam Ledford shared with the members that the City of Tucson was a direct recipient of federal apportionments received annually from the FTA and was able to assign subrecipients as beneficiaries as part of the regional effort. The Transit Working Group (TWG) would meet to assign values and establish financial constraints; the amendment reflected the most recent activity conducted.

Action: A motion to approve TIP Amendment #2025.090 was made by Jose Rodríguez, Town of Oro Valley, seconded by Andy Bemis, City of Tucson, and passed unanimously.

8. Potential Carbon Reduction Program (CRP) funding availability in FFY 2027 and options for programming

[Video Timestamp: 28:02](#)

PAG staff provided information on potential CRP funding availability and facilitated discussion on options for programming the funding. PAG Director of Strategic Planning, Programming and Policy Jamie Brown informed the members the status of the funding availability and shared that the current five-year surface transportation authorization bill (IIJA) would expire September 30. The House and Senate approved separate Continuing Resolution (CR) bills but had not yet reached an agreement. Members were informed that the Senate CR would fund the government through December 11, which would extend the IIJA surface transportation authorities and eligibilities; funding for those programs would be prorated. Mr. Brown indicated that the amount of funding available would be subject to the urban areas designated by the census and the total obligation authority allowed \$2.2 million was able to be spent. Members were given a summary of recommendations for programming CRP by the Pima County Department of Transportation, the City of Tucson and the Pima County Department of Environmental Quality. Kathryn Skinner, Pima County, indicated they had used the same criteria as before, which focused on already federalized projects and a big change was not having a

mileage base. Andy Bemis, City of Tucson, indicated that although the mileage-based prioritization had been beneficial in the past, they did not want it to be overly weighted as it had made some projects more expensive, harder to complete and to find. Mr. Bemis stated the City of Tucson were looking for things that were less ground disturbing to minimize clearance requirements. Mr. Brown shared that this funding would expand eligibility for projects beyond bike and pedestrian. Natalie Shepp, PDEQ, shared with members that the comprehensive Climate Action Plan had been finalized and was made with the City of Tucson, the Town of Oro Valley, the City of South Tucson and the Tohono O'odham Nation a coalition partnership. Ms. Shepp shared with members that the measures of the plan were to replace internal combustion vehicles with electric vehicles; expand and improve public transit to promote more use and improve urban planning; and increase active transportation. She indicated that it would be helpful to have a more high-level discussion of what was looking to be achieved and how they could work collectively to reach their targets. Members discussed reaching consensus on project readiness; project types; timing of issuing a NOFA; and were asked for recommendations on a selection panel process and project types.

Sam Credio, City of Tucson, shared that it should be open to any project open eligible under the CRP eligibility requirements with caveat that those funds could be obligated quickly. Mr. Credio inquired how other NOFAs had been handled in the past. Members were informed that a competitive selection panel had been utilized in more recent years and were open to input from members for scoring criteria.

Jose Rodríguez, Town of Oro Valley, recommended to use the TIP Subcommittee to weigh in on proposed projects and inquired when the money would become obligated. Members were informed that there was no specific date but aimed for May 1.

Members established criteria which included projects not being limited to RTA; should already be federalized if going through construction, otherwise some of the planning or design efforts that can be federalized need to be CRP eligible activities; and were in favor of having TPC be the committee that has open discussion regarding the ultimate programming of those funds.

This item was for information only.

Presentation can be found here: [Item-8-Potential-CRP-Funding-FFY-2027-Presentation.pdf](#)

9. Updates related to the Transportation Improvement Program (TIP), including those related to RTA Next transit

[Video Timestamp: 1:05:23](#)

PAG staff provided updates on TIP-related activities, including those related to RTA Next transit. PAG Director of Strategic Planning, Programming and Policy Jamie Brown the TIP amendment that included the addition of the Moore Road TI project was ending its 30-day air quality consultation period and due to the project being in a non-attainment area, the EPA stated it did not need a new conformity analysis and would continue to move forward with the project. Members were informed that July 31st was the deadline to submit requests for RTA and HURF reimbursements. Mr. Brown shared with members that the schedule for the next TIP development process was being developed and would have more information at the next meeting. Members were informed that the focus of the fall would be project list development and solidification. Mr. Brown informed the members of the new organization of the RTA Next transit ballot. PAG Chief of Staff Dan Gabiou provided the members with an overview of the transit TIP I.D.s for RTA Next to create a foundation for the transit tip, the financial systems, charters and tracking moving forward. Mr. Gabiou indicated that the next step would be to add the financial figures into the table and then input them into the TIP amendment format.

Kathryn Skinner, Pima County, asked how the county's share of transit funding would satisfy Appendix A requirements. PAG Mobility Management and Services Director Mary Carter said the funding amounts were included in the complete versions and allocations. She explained that the ballot and Appendix A serve as control measures, and that existing service levels, which cannot be changed, guided how the funds were applied.

This item was for information only.

10. Request for Future Agenda Items and Announcements

[Video Timestamp: 1:24:29](#)

Members of the committee shared announcements. PAG Transportation Planning Director Jeanette DeRenne informed the members that the Regional Council had authorized PAG's Executive Director to enter negotiations with the consulting firm KFH Group for the Short-Range Transit Plan. For future agenda items, a request was made by Kathryn Skinner, Pima County, to begin the next major RMAP effort.

****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.*

11. Adjournment

The meeting was adjourned at 10:26 a.m.