



Regional Transportation Authority (RTA) Board of Pima County Meeting Summary

Meeting Summary of Thursday, June 4, 2026, Meeting

Full Video Recording (YouTube): [Recorded Meeting - YouTube](#)

"We encourage and uphold the importance of regional collaboration as the RTA Board addresses regional priorities and pursues regional solutions."

To view the full Regional Collaboration and Unity Pledge, visit PAGregion.com/pledge

RTA Board Members Present: General Ted Maxwell
Mayor Tom Murphy
Supervisor Matt Heinz
Mayor Joe Winfield
Mayor Jon Post
Chairman Julian Hernandez
Chairman Verlon Jose

RTA Board Members Absent: Mayor Regina Romero
Mayor Roxanna Valenzuela

Staff Lead: Michael J. Ortega, P.E., Executive Director

The following is an audio-to-text transcription of **the RTA Board Meeting held on Thursday, June 4, 2026**, and is being used as the written summary of the discussion. Minor changes were made to the transcription to include grammar and formatting for clarity, YouTube links/time stamps, spelling corrections, and the addition of the agenda number or items based on the posted agenda. Due to the quality of the sound, not all audio is discernable.

AGENDA

1. Call to Order (12:45 p.m.)

[Item #1 Video Link](#)

Mayor Murphy: I'll call to order the RTA meeting and ask for a roll call, please.

2. Call to the Audience (Remote Access Option)

[Item #2 Video Link](#)

Mayor Murphy: Thank you. Next, item 2 is called to the audience.

Mr. Ledford: Mr. Speaker, there are no speakers.

Mayor Murphy: Thank you. Moving to item number 3, approval of the meeting summary.

3. Meeting Summary Approvals

[Item #3 Video Link](#)

Mayor Winfield: Move.

General Maxwell: Second.

Mayor Murphy: All those in favor, signify by aye.

Board Members: Aye.

Mayor Murphy: Any opposed? Motion carries. Item number four, consent agenda items.

4. Consent Agenda Items

[Item #4 Video Link](#)

Mayor Post: Motion to approve.

Mayor Winfield: Second.

Mayor Murphy: All those in favor, signify by aye.

Board Members: Aye.

Mayor Murphy: Any opposed? Motion carries. Number 5, RTA fiscal year 2026, 2027 budget. And I'll turn it over to Mr. Ortega and I think he's going to be turning it over to somebody else.

5. RTA Fiscal Year 2026-27 Budget

[Item #5 Video Link](#)

Michael J. Ortega: Mr. Chairman, I'll turn it over if necessary. This will probably be the simplest budget that you'll ever see or ever have to do because it's one page. And the reason for that is because we still are working through all the details of RTA Next. And so, the statutes require that you all establish a budget. And so, what we've done, as we've said, is about \$125 million revenue and \$125 million expense, plus \$418 million in fund balance that we're proposing that would be expended. And you can see in the one sheet that we provided you, it provides the five elements within the plan, including RTA 1. And we will come back to you with amendments to that down the road. Very simplistically, it's just money in, money out, plus what we have on our account. And that's what's required by the statute. So, I'm asking for approval, but we can go into as much detail as you'd like. We have staff available if you have questions.

Mayor Murphy: Thank you.

Mayor Post: Mr. Chairman, I'll make a motion to approve that budget.

Mayor Murphy: We have a motion, do we have a second?

Mayor Winfield: Second.

Mayor Murphy: We have a motion and a second. Any further discussion?

General Maxwell: Just one quick question, Mr. Chair. I'd ask that the staff keep really engaged with ADOT and the folks at the state. We had our study session this morning, the final one, looked at the final draft of the five-year plan. Obviously, none of these numbers are in our five-year plan, and none of the projects that will roll out and be accomplished are in the five-year plan. And so, much like Maricopa had to do last year when theirs got reapproved, we're going to need to be in constant communication with them so that we can get things into the plan. It won't slow us down on any of the projects and or the funding. And it's important to show the funding because when you look at it, you go, people are going to look at it and go, well, we just approved this. Where's all the money? So, once we know the proposed budget, it'd be good to be making sure that they're hearing that so they can bring it back to the state board and we can bless the changes.

Michael J. Ortega: Mr. Chairman, just to give you a level of comfort, we have had many conversations already with our partners at ADOT who are having some conversations with the jurisdictional partners, some of your staff, to make sure that we are incorporating the RTA Next approvals into the state TIP or the State Improvement Program, which is not as easy as it might sound because things tend to slip or we have to have more conversation around that. But I'm happy to report that we're making some progress. You'll hear a more in-depth presentation here in a bit, and we'll go over what we're up to.

General Maxwell: Thank you.

Michael J. Ortega: You're welcome.

Mayor Murphy: Any other discussion?

Mayor Winfield: You may have said, Mr. Ortega, but when will a more detailed budget become available, the FY26-27?

Michael J. Ortega: Mr. Chairman, Mayor Winfield, as quickly as we have all of the projects for the coming year, so this is for the fiscal year, 27. And so, my thought is that by September, we're going to have a whole list of projects, and by then, we will have them put into the entirety of the 20-year program, and we'll start taking out pieces of that, which will be the first year. And so, you'll see amendments very frequently, and it could be as early as September, if not sooner.

Mayor Murphy: So, really, this is just more what I'm used to, a tentative budget, that this is our cap, we're not going to spend over it, and then as you go along, you massage it.

Michael J. Ortega: Mr. Chairman, that's exactly right. Think of it in terms of this is the tentative budget, and the final budget will come through in the not-too-distant future once more information is available.

Mayor Murphy: Any other questions? Comments? All those in favor, signify by aye.

Board Members: Aye.

Mayor Murphy: Any opposed? Motion carries. Item number six, RTA Quarterly Analysis, a combination of our Executive Director and Rick Ellis.

6. RTA Quarterly Analysis

[Item #6 Video Link](#)

Mr. Ortega: Thank you, Mr. Chairman. I'll turn it over to Rick here in a bit. This is the second time you've heard about the Quarterly Analysis. It's a little more detailed. It really gives you the overview of the approach, where we're headed, how we're really organizing ourselves for the program delivery as a whole. I won't get into a lot of detail about magnitude now. We'll save that for item number, I believe that's nine. But at this point, I'd like Rick to go over it with you at a high level. Rick?

[Introduction - Rick Ellis](#)

Financial Overview - Jamie Brown

Quarterly Analysis - Rick Ellis

Transit Element - Thomas Robertson

General Maxwell: Chairman, you go first and I had a question as well. Go ahead.

Chairman Jose: Back to the slide on the increase in fuel. You said there was a line stricken through 178%. Can you explain that again?

Thomas Robertson: I apologize. Could you please repeat the question?

Chairman Jose: Yeah, 178%. You said there's a line through there. Can you explain that?

Thomas Robertson: Yes. So we've seen a significant increase in our fuel costs given the cost of fuel increasing steadily. We have also additionally identified a discrepancy in our invoice for our fueling as well. So we're looking at that discrepancy and seeing if it's actually that much of an increase. So even though there is an increase, that 178% may be lower than what we're currently seeing.

Mayor Murphy: And did you have a question, Chair? Because the line through it, do you have a question about that as well? What was the line?

Thomas Robertson: The purpose of that was that that was included in the original board packet that we sent out. So we didn't want to simply remove it and act as if, oh, we didn't put it there. Just to explain it and be transparent.

Chairman Jose: The number could change after they figure it out. Okay. Thank you.

Mayor Murphy: Thank you. And I know we had a presentation on microtransit a while back as a potential pilot and probably until at least RTA Next passed, probably wasn't a lot of energy put into it. Is that still a possibility as costs and things go up or adding it as a better service, at least some of the things I've been reading about across the country? But if you just touch on microtransit.

Michael J. Ortega: Sure. So, Mr. Chairman, one of the things that we're looking at, and this is a great slide to be talking about, because the increase of efficiencies and effectiveness of our contractor has increased our cost. And so even though it's great that we're seeing this huge use increase, there's a commensurate cost increase. And so we're trying to get our arms around exactly what that means going forward. Then we can have a conversation around the rest of it. And so that's all inclusive. So that's really where we are at this point.

Mayor Murphy: Thank you. Please continue, Rick. Oh, I'm sorry, Board Member Maxwell.

General Maxwell: Yeah, if I could just want to talk a couple of these, because I got a couple of questions. From one, it's so great to hear us talk about the 2026 plan and we're already moving it forward. And that's what I think the community expects. And so that's good. On the Sonoran Corridor, I think we all understand that the challenge is where it takes its turn back to the West. What I'd ask is if you could keep us informed, because it obviously is a directly impact and it is playing part of the impact on the Tier 2 EIS that ADOT's putting it through. So as things develop, what we want to make sure we don't do is we don't bring that to a grinding halt. We want to continue to move it forward, because that's what's going to allow some of the funding we've got in there for the Sonoran corridor to start going forward. If that Tier 2 stalls because of one of three segments of independent utility, then we may be making a mistake. We've got to figure out how we can handle that.

Mr. Ortega: Mr. Chairman, Board Member Maxwell, so just to give you a level of comfort there, we have had many conversations with ADOT and even the director has reinforced that they're supportive of what the regional solution is. And so, we have been working with our partners and there's a variety of challenges today, quite frankly, because the Tier 1 took so long. And so we're having to look at the alignment again and making sure that everyone's at the table, you know, Sahuarita and the Tohono O'odham as well as the Pascua Yaqui tribe. Those are key partners, but also on the north end, the City of Tucson and Pima County. So we are making sure that everybody understands that we have some challenges, but we don't want to see that stop at this point.

Maxwell: Good. Thank you on that one. On pavement rehab, I'd say that seems to be the number one question I get from the community. Okay, what those arterial rehabilitation dollars, where are they going? And the City of Tucson's done a good job of outlining that. I'm wondering if there's a way that PAG and RTA could coordinate with the City of Tucson so that same map that shows what roads are going to be on their list of projects, they can find them here if they go to the RTA looking for it as well.

Mr. Ortega: Mr. Chairman, happy to do that. That list has been approved now, I believe, by the process, the City of Tucson's process. We do have a copy of that. We'll certainly link it somehow to our website. I think there's value there.

Maxwell: Thank you. And then just three quick things on the transit side of it. Please tell me that the "brought to you by the RTA" will continue to be on those transit vehicles to the maximum extent possible if they're using RTA dollars.

Mr. Ortega: Mr. Chairman, the only change you'll see is it's going to be a lot bigger.

Maxwell: Good. Just want the citizens to know what they're paying for. The BRT planning, that's obviously your favorite project. And there's some things as you go through it and we take a look at it and the City gets started on that, we've got to consider. I know there was concerns about ADOT prior, there has not been a study done that's going to show where the, if there's going to be an impact on road, on car travel, down Stone, where is it going to go and what impacts it going to have on the state route over at Oracle. But then we've also got to think about versus being shut down too. So it's just something I want to keep in mind as we're going down to take a look at that BRT planning. We've got somebody here that can probably even be resourceful in explaining why that's going to be important because you've got to have the planning and the things that show what impact it's going to have on state route because otherwise you're just putting the dollars off on the state and on ADOT. That's what I'm here to represent ADOT and we've got our own financial challenges as well.

And then the last thing I want to give the City of Tucson kudos, they're already having the conversation about what they're looking at doing to improve the safety and security, which was one of those, some people call the last minute adds, but it's where we put some more money into transit and the board elected to target it towards the security and safety on the transit capacity. And the city's already talking about how to use those

dollars and I think that should bring back some more confidence to the voters that the money they voted for is going to get used to how we said it was going to be. So good briefing.

Mayor Murphy: Thank you. And I just had additional question as well. When you were touching on the rehabilitation, that was two jurisdictions, just as it's ongoing, kind of educate us when the other municipalities kind of like Board Member Winfield did for PAG, when that money is going to sunset will be available for the rest of us. Because it was never all that clear to me when it opened up for others for the rehabilitation.

Mr. Ortega: Mr. Chairman, are you referring to the regional monies?

Mayor Murphy: Yes, of course.

Michael J. Ortega: That would probably be hopefully in early 2031. But we're happy to do that.

Mayor Murphy: But just to kind of keep it on the radar, you know, keep the transparency and the communication. Thank you. Any other comments? Hearing none, please continue.

[Project Performance Strategy - Rick Ellis](#)

Mayor Murphy: Rick, can you go back to that one really quickly? So when I'm looking at that graph, you know, number 14, First Avenue, you know, it's green all the way across. If you look at the first one, it's four blacks and then three greens. Does that mean like for Tangerine, the first, second, third, and fourth block has already been completed or is not necessary or a combination of both?

Rick Ellis: Actually, it's the former on this. So, Mr. Chair, members of the Board, what we use this for is a representation as a graphic symbol of how this will look. And so the grayed out represent past activities that have been completed, milestones that have been achieved and are no longer really relevant to the conversation about delivery going forward.

Mayor Murphy: Okay, great. I just want to clarify that.

Rick Ellis: So, yeah, the green would indicate we expect to have dates and dollar values in there associated with the level of detail that we're tracking so that we have very specific and precise information on that. We highlighted this here for graphic representation to make sure using the green, yellow, red for indicator.

Mayor Murphy: Right. So as like the first one, as those other three green ones get completed, they'll go gray and then you just keep moving forward.

Rick Ellis: Exactly.

Mayor Murphy: Thank you.

Rick Ellis: Yes. As a reminder, we reserve this slide as an opportunity to present any recommendations that need to be made to the board. At this time, staff has no recommendations we want to share. However, as you previously heard, we will be closely monitoring the Sonoran Corridor plus the transit cost items and sharing that information back with you at future meetings. Also, as a reminder, this is an outstanding opportunity for members of the CART and the TMC to make any recommendations directly to the board. We expect that'll be more prevalent as we move forward and have different projects with different discussion items to share. We anticipate having a full performance report available at the fall Quarterly Analysis, which may include recommendations at that time.

As we continue to provide the analysis and reporting each quarter, we'll continue to use this format, focusing on financial aspects, sharing information on any of the project activities and efforts, and then providing the detailed analysis on our ongoing plan performance and especially delivery activities. As this transitions, you'll start hearing less and less from us and more from our member jurisdictions who are going to be the partners on this. You heard that in March, where we brought those in, our partners to present on that. We expect that's going to be continuing and in some cases increasing in its overall participation as they have more information to share. This concludes our presentation. I'd like to hand it back to you, Mr. Ortega, for any closing thoughts before answering any further questions. Thank you.

Michael J. Ortega: All I would suggest, Mr. Chairman and members of the Board, this

is the last time you'll hear kind of the overview of what we're going to do. The next time you're actually going to get into project-specific challenges, issues, and updates. I don't expect this to be just an update where we're talking or having presentations on the green only. We're actually going to focus heavily on the yellow and red so that you understand what has already transpired and recommendations from both the CART and TMC and potentially from staff. So that way you have an understanding of what's happening and what's going on and kind of what we'll call it on a global scale.

Mayor Murphy: And you heard some comments from a couple of us. Is that all you need? Because obviously it's not a motion. It's just this is where our concerns or input would be included as you move forward. Correct?

Michael J. Ortega: That's correct, Mr. Chairman. I think we're good. More than anything, I wanted you to be in the know in terms of what we're going to be presenting to you with regard to the projects, the chemistry of that, and why we're organizing ourselves around this to be able to demonstrate the delivery of the program.

Mayor Murphy: Great. Any more comments from the board? Okay. Moving on to item number seven, Citizens Accountability for Regional Transportation Committee, CART. And that'll be given by Mr. Ortega and Ms. Lawson.

**7. Citizens Accountability for Regional Transportation Committee (CART)
Membership Update**

[Item #7 Video Link](#)

Michael J. Ortega: Thank you, Mr. Chairman. I do have a memorandum that was sent to me by Charlene Mendoza, who is Mayor Regina Romero's Chief of Staff, asking that this be incorporated into the minutes. I've given you all a copy. I've also provided a copy to our note takers so that will be included, basically outlining her interest and support for the CART and the role that they play in this. So with that, Mr. Chairman, I did provide you with a memorandum with what I'll call my recommendations for your consideration. I did receive not only the jurisdiction representatives that you all put forth, but I also received at-large recommendations as well.

[Mayor Romero Memorandum Link](#)

I've taken those. I've summarized that. What I, in essence, did is rank order them based on the number of suggestions or recommendations from you. That was number one. Number two, then I looked at and cross-referenced their professional affiliations. Then I cross-referenced against residency in the City of Tucson, which is the four at-large. And then the last was the rank order within the staff, just what we had looked at when we first started looking at the applications. I do have one change. The Tohono O'odham Nation representative will be Melissa Andrade. That's my understanding. And so that is a program or project coordinator administrator with their planning and economic development department. So that will be the representative from the Tohono O'odham Nation, Mr. Chairman, if that's correct.

Mr. Chairman: Yes, Chair.

Chairman Jose: That's correct. We did make a recommendation of another individual. However, after further discussion, we're switching that out. So Melissa Andrade, project administrator for the planning and economic development, Tohono O'odham Nation, is our nomination.

Mr. Ortega: Thank you, Mr. Chairman.

Mayor Murphy: That's the one that you have.

Michael J. Ortega: That's correct. The original, so I just scratched it out. But just know that Melissa Andrade is the new representative. And we'll correct that and we'll get that out in future correspondence. So with that, Mr. Chairman, we are looking for you all to give us direction on the appointment and the establishment of the CART committee members. Their first meeting will probably be in September. I will tell you that their first meeting will be pretty lively because it will be a training on open meeting law and also on conflicts of interest to make sure everyone is clear, as they join these committees, that they're important, that there are certain rules they must follow. And, oh, by the way, all of the other project-related analyses and reviews. So that's all, Mr. Chairman.

Mayor Murphy: And I know that was sent out a little late. Do you want, Mr. Ortega, to touch on everybody's particular appointees? Other than the Tohono O'odham Nation, nothing else has changed. Okay. If not, I'll entertain a motion at this time.

Mayor Post: Make a motion to accept the CART members.

Chairman Jose: Second.

Mayor Murphy: I have a motion and a second. Any further? And as changed by the Nation.

Mayor Post: Correct.

Mayor Murphy: Any other discussion? All those in favor, signify by aye.

Board Members: Aye.

Mayor Murphy: Any opposed? Motion carries. Item number eight, Technical Management Committee, TMC membership update.

8. Technical Management Committee (TMC) Membership Update

[Item #8 Video Link](#)

Michael J. Ortega: Mr. Chairman, in the materials, I also recommended two appointments from the RTA board. Keep in mind that in the previous administrative code, that decision was that of the Executive Director. We've changed that where now I make a recommendation, but it is brought to you for approval. And my recommendation at this point is Melanie Rice, who is with Southwest Gas. As you know, utilities are certainly important partners. And also Alejandro Angel, who is a project manager for a consulting firm here in the region. Those are my recommendations.

Mayor Murphy: Anybody have a question for the staff? If not, I'll entertain a motion.

Mayor Winfield: Motion.

General Maxwell: Second.

Mayor Murphy: I have a motion and a second. Any further discussion? All those in favor, signify by aye.

Board Members: Aye.

Mayor Murphy: Any opposed? Motion carries. Thank you. Item number nine, RTA program implementation. Mr. Ortega.

9. RTA Program Implementation

[Item #9 Video Link](#)

Michael J. Ortega: Thank you, Mr. Chairman. So this is really where I wanted to talk through some of the nuts and bolts of what we're actually up to. I'm going to start off with turning it over to Melanie Lawson to talk about the streamlined IGA process. Just to refresh your memory on how many times you would look at IGAs for a single project, which not only you as jurisdictional partners, but also the RTA board would have to address them. We've come up with some strategies for reducing that, but keeping the effectiveness in place where the governance models are still intact. So with that, I'll turn it over to Melanie.

[Streamlined IGAs - Melanie Lawson](#)

Mayor Murphy: Okay. Any questions? I guess one of my questions for Mr. Ortega is, how much do you think trying to work on the streamlined process, or do you think we're shaving off potentially?

Michael J. Ortega: So when you look at a project today, Mr. Chairman, and you have multiple iterations of IGAs that have to go both to the jurisdiction and to the RTA board, I would say we're probably cutting it down to somewhere around a quarter of the amount of time it used to take us. I think it's that significant. Now, the key here will be, and Melanie mentioned, if the jurisdiction designates a signatory that can just sign on for the project charter, if it's consistent with the ballot language and the scope, then you don't have to see it again. You may want to see it for whatever reason as jurisdictions, but it won't have to wait for our scheduling and on the RTA board, et cetera, because you will have already given authority to the Executive Director to sign on your behalf because it's consistent with the voter-approved language. And I think that's huge. So I'm going to say we're going to be about a quarter of the time that it took before. That's

my opinion.

Mayor Murphy: And I know I noticed putting it back into the database, right, the quarterly analysis that we're going to be able to track it. If there's any issues, we're going to catch them much sooner than we otherwise would have. So for direction, you just want sort of head nodding at this point?

Mr. Ortega: This one, I would like a little more than that. I'm okay as long as there's no disagreement. But here's the way this is going to work. You're not going to see the generic IGA again. You're going to see it only when it comes for Sahuarita or Marana, et cetera. So we're moving now. If you give us generally the nod, we're done, and we're going to start moving hard on what we'll call the master IGA, and then we're starting to look at those project charters. And those project charters are going to carry a fair amount of weight because that's what you're going to see on a quarterly basis up here. And that's why we have to be very careful and very measured in how we approach that because we don't want to just put a bunch of stuff up there that then the first meeting you see a bunch of yellow and a bunch of red. That's not the spirit and intent here. So as long as you're okay generally and no one's disagreeing with that, I'm good with just moving forward. We're ready to roll.

Mayor Murphy: Anybody want to take longer and make it more difficult than presented? Okay. I think we're in agreement.

Michael J. Ortega: Thank you, Mr. Chairman. So let me move on to a couple of other things. So I sent you a memo a bit ago, and I wanted to emphasize the delivery, the magnitude that's before us. And I want to just take a couple of minutes and emphasize to you that we are really embarking on some uncharted territory here. And it will not only take a culture shift within the RTA and within the PAG staff. I mean, you can see the difference in terms of the approach that we've already embarked on. But there will also be a very important component, which is the jurisdictions' culture as well, because I think that the jurisdictions' cultures with regard to the RTA and the delivery has been different. And if we're truly going to deliver \$220 million, and if you recall in my note, I said it was about \$602,000 a day. And it was rightly pointed out that we don't work 365 days. So if you just look at work days, that's the magnitude of \$846,000 a day for 20 years sustained. So the magnitude of that will require everyone to fire on all cylinders. But it's not just the RTA and the jurisdictions. It's also the consultant community. It's

also the contractors. And it's also the general public.

I was just having a conversation with Chairman Hernandez about the closure on Grant Road. That's an example of where the closure means we're going to have that finished, buttoned up this summer, later in the summer, in time for their opening. But the driving force was not just the opening of the casino, but also to demonstrate that when we do these things differently, we can blow these things out and get them open, as opposed to having one lane open and delays for months or even twice or three times as long as we would otherwise.

And I think what I'm trying to convey to you is, I'm not trying to cry wolf here. I'm suggesting very strongly that it will take everyone firing on all cylinders to make sure that we can move this forward. You've seen we're already hitting the ground running with some of the pre-authorizations. You've seen the pavement rehabilitation. Our kickoff, our formal kickoff, if you will, will be that pavement rehabilitation, which is up on the east side. It's the City of Tucson pavement rehab project. It's a very big one. We got a lot of very negative feedback about that roadway when we were out talking about RTA Next. But that's an opportunity to demonstrate, as you mentioned, General Maxwell, that we are moving now. We're moving and we're getting things done. But I can't overemphasize the magnitude of spending that kind of money on a regular basis. For 20 years. For 20 years, every single day.

What I also like to do, though, is give you a thumbnail sketch of cash flow. Because I think that understanding what this means in terms of the cash flow and what it could look like is important. So I'm going to turn it over to James for a minute. James Tao and Adam. I'm not sure who's going to talk about the RACK or the cash flow. But I'd like them to go over some of the thoughts that we are dealing with now to really look into the future, what that cash looks like going forward as we gear up to spend these kinds of dollars. James.

[RTA Cash Flow - James Towe](#)

Michael J. Ortega: Mr. Chairman, if I might just add. So normally red is a pretty negative thing, right? But in this case, what it shows and demonstrates is we're delivering the program ahead of schedule. Because if you heard the language that James used, it's delivery within the first five years. So remember that the ballot requires

us to start projects within the period that they're outlined. But the goal that I have and I've really pushed hard on is let's complete in those periods. And so that red means that we're on target for that. And so then it's a policy decision by the board at that time to say, okay, what does the interest rate look like? What does the future look like in terms of the economy and our ability to repay those? We could even go as far as to say we're going to pause at least for a year and go to 31 as opposed to 30.

Those are options that you'll have available to you in 2030 or 2031. But we have to be firing on all cylinders to make that happen. And I wanted to show this because some folks might get nervous about this. I think this is a great thing, a great opportunity for us. And during that analysis, we can determine, or you can determine, whether or not that \$110 million in additional cost is worth it at that time. It may not be worth it, and we may say we don't want to do that. We want to stay on track and use a more pay-as-you-go type approach.

Mayor Murphy: Right. But I think also, if you could add in, when we get to that time to have those decisions, you think about if we wait, what the inflation cost will be as opposed to the bonding capability, right? Because we all know how much inflation we just saw, the gas was spoken about earlier. So at least if we can include that as a balance, because we're going to pay one way or the other, probably. Has anything gone down? I don't think so.

Michael J. Ortega: So, Mr. Chairman, if it's okay, I'd like to turn it over to Adam, who's going to work on RAAC. Is somebody going to present RAAC, Adam? So Adam, this is back to what General Maxwell mentioned in terms of the ADOT, the infusion of the RTA Next into the regional monies. And there's an opportunity for you to see what that looks like. Again, now from a regional perspective, that's not just the RTA. It's also including the regional money that we get, the RAAC money that we get from ADOT. Adam?

[RAAC funds - Adam Ledford](#)

Mayor Murphy: Any questions? My colleagues?

Michael J. Ortega: Mr. Chairman, let me just add. I think as you look at this, it's really important to know this is a draft because this has already changed a little bit from what you're seeing here. I didn't want to change it because it was in the materials. But keep

in mind that, as General Maxwell mentioned, that five-year plan had already been established before RTA Next. So the infusion of the RTA Next program into that RAAC funding makes for some tough conversations because the dollars are finite. But then you have the increases in cost, as Adam mentioned, for Alvernon-Valencia on I-10, as well as the decreases in future funding.

What I would like to suggest to you, though, is keep in mind that the motivation that we have is, as Adam mentioned, to start construction at no later than that second-to-last year in the period because we're not going to finish otherwise. And again, so how do you do that? And when you have tremendously complex projects that are along the main line, particularly when you look at Cortro and the railroad and the business impacts, we've got to start looking at that soon. And so it might look like it's going to happen tomorrow. It's just we've got to start now so that we get it within the period that we've actually outlined. So I wanted to point that out because folks have asked me about that quite a bit. Thank you.

Mayor Murphy: Thanks. Yes.

General Maxwell: Thank you, Mr. Chair. I think this is a great document just to have out there. The South Central District down here is going to be part of all these conversations, all the RAAC. They see the big picture. And I think you remember during the negotiations for what we were going to put in the plan, you heard from the South Central District and Jeremy specifically what his vision for it was, much greater depth and conversation about what will flow together smoothly and what will create an efficient, effective way to get things done both cheaper and quicker.

But it is very important to know all this. I mean, we've seen in a 20-year plan, it's hard to say this isn't gold. But this is a great starting point, just the coordination between the ADOT folks and the RTA team and the municipalities, that's the key to getting things done on time. So I appreciate the bringing this forward.

Mayor Murphy: Yeah, no, it won't happen without that, obviously. Thanks. Any other comments? No.

Adam Ledford: Mr. Chair?

Mayor Murphy: Oh, yes.

Adam Ledford: Just wanted to also mention to everyone, the board members, your folks received a really fantastic presentation on Tuesday from Jeremy at the TPC. And so for any additional technical details, or if anybody has any of those finer points that they're curious about behind the logic, we've got that up on YouTube. And it's a pretty good watch. You did a great job, Jeremy.

Mayor Murphy: Recruiting movie stars along with everything else. That's good, whatever it takes. Moving to future agenda items, which I hope we don't have many of after we heard all this presentation.

10. Request for Future Agenda Items

[Item #10 Video Link](#)

Mayor Murphy: How much do we have to do? Do we have any? Good. Next is executive session.

11. Executive Session

[Item #11 Video Link](#)

Mayor Murphy: I go first and then back to PAG. Okay. So I'll enter a motion for the RTA board to go into executive session.

Mayor Winfield: Second.

Mayor Murphy: Any discussion? All those in favor, signify by aye.

Board Members: Aye.

Mayor Murphy: Any opposed? Motion carried. I won't adjourn until we come back out.

12. Adjournment

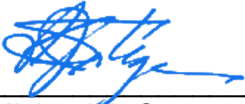
[Item #12 Video Link](#)

Mayor Murphy: RTA Board is adjourned.

The RTA Board and Regional Council meetings adjourned at 2:24 p.m.

CERTIFICATION

I hereby certify that the foregoing is the true and correct meeting summary of the Regional Transportation Authority (RTA) Board meeting held on June 4, 2026. This summary is not intended to be verbatim. It serves as the summary of action items taken at the meeting upon approval by the RTA Board. An audio recording is available upon request and serves as the official minutes. I further certify that a quorum was present.



Michael J. Ortega, P.E.
Executive Director

In compliance with the Arizona Open Meeting Law, the RTA legal actions and meeting summary are posted online, and an audio recording is available upon request. In addition, a meeting video is also available at: [Recorded Meeting - YouTube](#)