



Bullhead City Metro. Planning Org.
Central Arizona Governments
Lake Havasu Metro. Planning Org.
MetroPlan Greater Flagstaff
Northern Arizona Council of Gov'ts.
Sierra Vista Metro. Planning Org.
Southeastern Arizona Governments Org.
Sun Corridor Metro. Planning Org.
Western Arizona Council of Gov'ts.
Yavapai Plan Regional Planning Org.
Yuma Metropolitan Planning Org.

RTAC BOARD MEETING MINTUTES

Monday, May 18, 2026, 1:00 PM

RTAC Board Member Attendees

Nancy Campbell (Chairman)	Councilmember, Lake Havasu City (LHMPO)
Maria Cruz	Councilmember, City of San Luis (YMPO)
Keith Eaton	Mayor, Town of Florence (CAG Alt.)
Paul David	Supervisor, Graham County (SEAGO)
Duce Minor	Supervisor, La Paz County (WACOG Alt.)
Nikki Check	Supervisor, Yavapai County (NACOG Alt.)
Karen Dallman	Mayor, Bullhead City (BHCMPO)
Carolyn Flowers	Mayor Pro Tem, City of Sierra Vista (SVMPO)
Duce Minor	Supervisor, La Paz County (WACOG Alt.)
Jeronimo Vasquez	Supervisor, Coconino County (MetroPlan)

CONSULTANT AND ADVISORY COMMITTEE MEMBERS ATTENDING:

Andrea Robles	CAG
Chris Fetzer	NACOG
Kate Morley	MetroPlan
Irene Higgs	SCMPO
Vinny Gallegos	YPlan
Tom Dorn	Dorn Policy Group
Eric Emmert	Dorn Policy Group

1. The Chair called the meeting to order at 1:01pm.
2. Chair Campbell made a call to the public. No one wished to address the Board.
3. The Chair called for the consideration of the minutes of April 20, 2026. There was no discussion.

Member Eaton made a motion to approve the minutes. Member Cruz seconded. The Chair called for a vote. All in favor. No nays. Motion passes.

4. The Chair welcomed Melissa Manfrida, Chief Economist, and Jake Gable, Chief Financial Officer, from ADOT to present on revenue options.

CFO Gable presented on traditional transportation funding sources, including the gas tax, use fuel (diesel tax), registration fees, vehicle license tax, motor carrier fees, and overweight fees. He noted tolls are not used in Arizona. In total, it brings \$1,837.4Million in revenue to the state annually. Chief Economist Manfrida said there is a \$167.3 billion gap in funding between revenues and identified needs. She shared some of the ways other states are addressing that is adding consumer price index, revenue targets and other ways of adjusting revenue from traditional methods. She also noted emerging funding sources such as EV/ hybrid registration fees, EV charging station fees, vehicle miles traveled or other user fees, and recreational marijuana.

Chair Campbell noted it's important to ensure that whatever is pursued it's for transportation only and not other uses.

Member Eaton asked if the presentation would be available. Chief Economist Manfrida said they would share it in PDF.

Member Eaton expressed frustration with talking about the problems every year but not getting anything done. He urged we get it taken care of. He said it's telling when no one will support legislative action. He asked about taking action and what was viable?

CFO Gable said he understands the point of the comments, but ADOT is just providing facts and not a policy recommendation.

Member David said that we need to pressure the Governor's office as much as the legislature and that funding should be part of the budget. He said this is encouragement over an indictment.

Chair Campbell stated that she agrees. The same conversation has been going on for the three years she has been with RTAC.

Member Vasquez suggested that all alternatives be thoroughly vetted to see what is most feasible and ensure that solutions are the right fit. He noted this is a long-term process to get it right. He asked what the most viable solutions were?

Member Minor had a question for the ADOT staff. He asked if you did everything on their list, would you fill the gap?

Chief Economist Manfrida said everything on their list is scalable so you would have to adjust.

Member Minor reminded everyone that those needs are only ADOT's and the whole list doesn't fix the problem, including local needs. The direction we are headed is not a good direction.

The Chair returned to Member Vasquez's question about what options should be at the top. CFO Gable indicated they were just options, but it may take more than one to solve the problem.

Advisory Committee Chair Morley offered thoughts on process, including that we need to now marry revenue options to needs and then vet political viability, along with other interested parties, by hiring a firm to assist the joint cause in finding what voters would support.

Chair Campbell reminded the group that the federal share is equally as important and that Arizona is a donor state. She also sits on the League of Cities and Towns transportation policy

committee and is vetting ideas related to heavy vehicles. She is interested in excise taxes going to transportation and noted that ADOR would have revenue numbers for the group on that.

Member David said it could be a good time to do something incremental.

Member Cruz stated she also feels like we keep talking and talking and agrees we need to pressure the Governor's office.

Chair Campbell noted that as individuals or counties and towns, we can also be sending letters.

Tom Dorn added he believes that there is no political will to refer something to the voters and that the private sector will need to fund a citizens' initiative. He noted that there is always funding competition with schools.

The item was for discussion only; there was no action taken.

5. The Chair called on Dorn Policy Group to provide a state legislative update.

Eric Emmert presented on behalf of Dorn Policy Group. Mr. Emmert presented the state update. He noted committee work is complete and a previously discussed moratorium on bills has been lifted after the Republicans, he uses word Republicans because no Democrats voted for it, sent a budget to the Governor. They noted the budget included \$23.6million claw back of AZ SMART Funds and that HURF interest, in the amount of \$9million, was proposed to be swept. He remarked that they are hopeful the next version of the bill will not have those impacts on transportation funding.

The Chair said we should be sure new legislation prevents sweeps of the HURF. She asked who's interested in an initiative?

Member David said he was in support of a voter initiative with good language and to ask the people what they think of it.

Member Vasquez said he is not opposed to a voter initiative but that we need to make sure it is well-written to not have unintended consequences or change flexible money to be inflexible. He stated we need a good process to fully vet the proposal. He also expressed concern with having the same conversations every year.

The Chair noted 2028 would be the next timeline available.

Member Cruz stated she was in favor as well.

The item was for discussion only; there was no action taken.

6. The Chair called on Dorn Policy Group to provide a federal update.

Tom Dorn kicked off by noting that the letter the Board approved on federal reauthorization was sent to all 11 members of the Arizona Congressional delegation, as well as Director Toth.

Mr. Emmert presented on behalf of Dorn Policy Group. He remarked that he may have more questions than answers because the draft bill, the BUILD America 250 Act, was only released this

morning. Of what he has been able to get through, he noted an increase in bridge funding, and STBG, and note the SS4A program remains intact. It repeals CRP and PROTECT. There are also new rural funding sources, but more vetting is needed.

The Chair asked that an overview be emailed when complete.

Member Check asked about the Transportation Alternatives program.

Mr. Emmert replied that it's a part of STBG and appears to remain intact with new HSIP matching flexibility.

Chair Campbell indicated it would be useful for a group to go to D.C. to lobby and asked who was interested.

Tom Dorn agreed it was a good idea, but also noted that members will be home for the August recess, and that would be a good timing as well.

The Chair said both would be ideal.

Member Cruz said that if the timing is right, she is interested.

Tom Dorn noted that anyone can and should lobby anytime they go to DC. He stated that RTAC should have a one-pager for your own trips so you can represent when you are there.

Advisory Committee Chair Morley said she would work with Director Fetzer to identify any available RTAC travel funds.

Member David agreed RTAC should meet with staff and legislators when they are in Arizona.

7. The Chair called on Advisory Committee Chair Morley to provide a recommendation on the 2027 RTAC Project Priority process.

Advisory Committee Chair said the Committee met last week and recommends we replicate the allocations from last year, noting the bill is important and that we should run it again. She reminded people RTAC's role is to elevate the conversation about the need for more funding, but each jurisdiction must advocate for its own projects because the bill will never pass as whole.

Member Cruz clarified, so continue as we are doing it? Advisory Committee Chair Morley indicated yes.

Chair Campbell called for the motion as recommended by the Committee. Member Vasquez made the motion. It was seconded by Member Cruz. All were in favor with none opposed. The motion passes.

8. The Chair called on Advisory Committee Chair Morley to provide an update on the transition process.

Morley reminded the Board of the four actions they took at their last meeting.

1. Establish an independent organization,

2. Allocate the expenditure of funds up to \$10,000 for an attorney to support the establishment of an independent organization,
3. Pursue a host relationship with the League of Cities and Towns, and
4. Approve job description for hiring an executive director.

She stated that the NACOG attorney, who also serves as the MetroPlan and YPlan attorney, was working with the Advisory committee. He recommended both an IGA and a non-profit corporation to establish independence. The Advisory Committee wanted to see drafts of those documents before bringing a recommendation to the Board, so they are working to develop them now and hope to share drafts or key questions for the Board at the next board meeting.

Morley shared the news that the League of Cities and Towns and County Supervisors are unable to host RTAC but that three options still remain: hire an Executive Director and contract for services like payroll and accounting, hire an Executive Director and establish a host relationship, different than the current NACOG relation with another COG or MPO and that people are considering their ability to host at this time, or not hiring and an Executive Director and hire lobbyists.

The Chair indicated she liked the Dorn Group and that potentially the last option with an administrative staff person could be good. She asked if that was the recommendation. Morley indicated the options are being vetted by the Advisory Committee, and we hope to bring you a recommendation soon.

The Chair asked if members wanted to weigh in on the options.

Member Minor indicated he would like to hear the Advisory Committee's recommendation and that they include financial figures with the recommendations.

The item was for discussion only; there was no action taken.

9. The Chair asked if there were any future agenda items.

Chair Campbell asked about the next steps for bringing a transportation initiative forward with partners. Tom Dorn indicated that it was premature. Advisory Committee Chair Morley indicated there should be a number of items related to the transition of RTAC, as well as a plan for actions related to the federal reauthorization bill as discussed today.

There were no other agenda items requested.

10. Chair Campbell adjourned the meeting at 2:25PM.