

Regional Council Meeting Summary

Meeting Summary of Thursday, December 7, 2023

Full Video Recording (YouTube): [YouTube Live Video Link](#)

"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

Regional Council Members Present: Mayor Ed Honea
Chairman Peter Yucupicio
Mr. Ted Maxwell
Mayor Tom Murphy
Supervisor Rex Scott
Mayor Paul Diaz
Mayor Joe Winfield
Mayor Regina Romero

Regional Council Members Absent: Chairman Verlon Jose

Staff Lead: Farhad Moghimi, Executive Director
Secretary

The following is an audio-to-text transcription of the **Regional Council Meeting held on Thursday Dec. 7, 2023**, and is being used as the written summary of the discussion.

Minor changes were made to the transcription to include grammar or formatting for clarity, YouTube links/time stamps, spelling corrections and the addition of the agenda number or items based on the posted agenda.

AGENDA

1. **Call to Order (12:03 p.m.)**

[Item 1 Video Link](#)

Chairman Yucupicio: Call to order. Roll call please.

Jacki Ontiveros: Mayor Ed Honea: here; Mayor Tom Murphy: here; General Ted Maxwell: here; Mayor Joe Winfield: here; Supervisor Rex Scott: here; Chairman Peter Yucupicio: here; Mayor Regina Romero: here and Mayor Paul Diaz: here.

Chairman Yucupicio: Thank you. We'll move on to the next item, Pledge of Allegiance.

2. Pledge of Allegiance

[Item 2 Video Link](#)

All: I pledge allegiance to the flag of the United States and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

Chairman Yucupicio: Call to the audience.

3. Call to the Audience (Remote Access Option)

[Item 3 Video Link](#)

Jamie Brown: Thank you, Mr. Chair. We do have one speaker in the room with us today. I will introduce this item and then introduce the speaker. Speakers are limited to a 3-minute oral presentation and may submit written comments of any length for the Council's files. Call to the audience is limited to 30 minutes. Individual Council members may respond to criticism made by those individuals who have addressed the Council. However, the Council will not discuss or take action on a matter raised during a call to the audience that is not already on the agenda. Our speaker is Bob Cook. Before you begin, Mr. Cook, I'd like to read something, please. Thank you. Please start your comment by stating your name for the record. After that, you will have 3 minutes to address the PAG Regional Council. At the two-minute mark, I will politely

cut in and request that you wrap up your comments. You may now proceed with your comments. Thank you.

Bob Cook: Thank you and good afternoon. Regional Council, I am Robert Cook, four-term member of the Pima County Planning and Zoning Commission, former member of PAG's 2006 Strategic Energy Plan and original two-term past member of RTA's CART Committee. Thank you for this opportunity to address the Regional Council. I am speaking to item 11 of the Council's agenda, carbon reduction strategy. I don't see where you can have confidence in your executive director who has systematically restricted or blocked public comment over many years, especially regarding climate crisis concerns and adapting our transportation system away from fossil fuel consumption, ignored the tenets of good public planning processes, obfuscated revenue and expense reporting and projections, antagonized City of Tucson representatives to PAG/RTA, avoided comprehensive performance evaluation, diverted funds which could have been applied to active transportation and public transit projects, resisted fair representation of the City of Tucson and PAG/RTA decision making, and alienated City of Tucson voters at a time when they will be critical to passing any RTA Next election. It is regrettable that PAG/RTA has abandoned the future oriented vision of RTA founder Republican Tucson Mayor Bob Walkup, who would turn over in his grave knowing how this process has devolved. It is also regrettable that the RTA has not taken better advantage of a military expert on its Board, General Ted Maxwell. The DOD climate adaptation plan from 2014, and updated in 2021, defines the three essential climate planning concepts - adaptation, resilience and mitigation. Adaptation adjustment in natural or human systems in anticipation of response to changing environment in a way that effectively uses beneficial opportunities or reduces negative efforts. Resilience, the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to and recover rapidly from this disruption. Mitigation measures to reduce the amount —

Jamie Brown: Excuse me, I apologize for the interruption. You are at 2 minutes, please bring your comments to a close.

Bob Cook: And the final concept is mitigation measures to reduce the amount and speed of future climate change by reducing emissions of heat trapping gases or removing carbon dioxide from our atmosphere. Thank you very much for this opportunity. This is an important message to deliver to you and I hope you take it seriously.

Jamie Brown: Mr. Chair, at this time, we have no more speakers.

Chairman Yucupicio: Move on to item number 4.

4. All Aboard Arizona Presentation

[Item 4 Video Link](#)

Farhad Moghimi: Mr. Chair, thank you for this opportunity to have representatives from All Aboard Arizona to present to you regarding the passenger rail project that they've been involved with. Most of you have been involved with this over the years, and we wanted to have an opportunity to give you an update, and I want to thank Mayor Winfield for suggesting and inviting our guests to be here today. Todd, please go ahead.

Todd Liebman: Thank you very much. Good afternoon, members of the Council. I'm Todd Liebman. I'm the president of All Aboard Arizona and I'm also a Council representative to the Rail Passengers Association National Council. And I'm joined today by our board members Jennifer Davis-Paige and Dr. Ken Carrolls. I've got some exciting news for the Council and that is that we have been designated by the FRA, and the Sun Corridor has been designated by the Corridor ID program, and so our corridor is going to be moving forward, which is really exciting, and I know there's been a lot of support by this by the Mayors, Mayor Romero and all the Mayors of the community, and Mayor Winfield. And I think that's just a testament to where we are today. So, thank you very much for that. I'm also pleased to announce that Tucson is going to be the site of the Rail Nation Conference in October 2024. So we're very

excited about that. Basically, the premise of my talk is now is the time for rail. We have a growing population in the region, and it's going to be essential that we address both mobility and contribute to environmental and economic development. This is a once in a lifetime opportunity. Right now, funding is available through the IIJA. Arizona wants passenger rail. There's strong bipartisan support. Amtrak is in support of a daily sunset limited, and we're hoping to hear positive news about that. We've got our fingers crossed - we haven't heard on that grant yet, but we're still hopeful, and the Federal Railroad Administration is doing a long-distance study that's going to enhance transportation to Arizona and the rest of the nation through the Amtrak system. This is a map that shows basically the improvements that would be necessary to get this project moving and complete the project. As you can see, it links Tucson, Phoenix and the Sun Corridor with the rest of the region, and it's a very exciting opportunity. And of course, that moving forward with this study, then we're going to be able to identify costs, timelines and be able to get ready to move this project forward. So it's very exciting. The nice thing is the Sun Corridor goes to all the right places. There's been investments on both ends in public transportation, light rail in Phoenix. The streetcar here. Hopefully, bus rapid transit in the future. And so it's going to link to a lot of transportation opportunities. And it's also going to serve underserved communities, tribal communities along the way and contribute to economic development throughout, and transit-oriented development can contribute to affordable housing and really build new communities and enhance the existing communities. And again, the support is solid for this program. We like to think of the daily sunset limited as low hanging fruit. This is really a tremendous opportunity. People currently ride it. In fact, the Tucson to LA Corridor is one of the most successful, and that's really impressive considering the train runs three days a week currently. If we can get the sunset limited daily, that would be tremendous, and back through Phoenix is going to be really the icing on the cake and that's going to introduce the ability to go from eastern Arizona to western Arizona and the whole region. So, this is really an exciting opportunity as well. And Amtrak has applied for two grants and we're still waiting to hear. We view that there's no investment that can be made that can be better than rail. We can consider congestion mitigation for the busy I-10 corridor. It's economic development and I like to recount a story from the Mayor of Meridian. He says they planted a flag in their

dying downtown at the train station, they rebuilt that train station in Meridian, and he likes to say John Robert Smith was the catalyst for all the positive economic development that's taking place in Meridian since the redevelopment of the train station. So it's really tremendous. It's the greenest form of transportation and, of course, this is the region hard hit by global warming. And so, this is a tremendous opportunity for us to take cars off the road and enhance mobility, and it supports long-term sustainable growth in tax revenue and employment for the region. So that's basically my presentation. I want to thank you so much for having me here today. I'd be glad to answer any questions if you have any, but we're always a resource for you and always feel free to reach out.

Chairman Yucupicio: Thank you. Any comments or any questions.

General Maxwell: Mr. Chairman. Thank you for presenting to us. We've worked with All Aboard before on the rail issues. You're right you've got to move forward on this, the Sun Corridor piece but the map, to make everybody understand the map that you showed us is a lot more grandiose than what your current efforts are as I understand it, for the grants that both ADOT has gone forward with as well as Amtrak has gone forward with as well as [[Inaudible - 10:17](#)] which will stop at just short of the full connection, as I understand. So can you tell us what your organization, what piece of that you are working with and advocating for?

Todd Liebman: Absolutely, sure. So we advocate for passenger rail improvements throughout Arizona. In fact, we were very, well, tried to be instrumental and, hopefully were, in the daily Southwest when Amtrak reduced the frequencies on the Southwest, and we've been advocating for a long time for the daily sunset. So currently the map, that map that we showed, is basically the corridor that Amtrak's talking about with regard to their Connects Us, and so Amtrak has the Connects Us program and so that does represent. The idea is you would have three round trips initially between Tucson, Phoenix and Buckeye. You would have a fourth that would extend to LA, and then you'd have the sunset limited overlaid over that, so you'd have two frequencies daily between Tucson and LA, and then the balance between Phoenix and Tucson. So, I

think that does play into it. We're pretty optimistic about the Welton branch, which is the Phoenix West line. We think there's a lot of synergies regarding freight operation as well and that UPRR may be very favorable to restoring that line of service.

General Maxwell: Well, thanks for clarifying. The important thing I think for everybody to know is, there's the big picture, which is what they're talking about, rail throughout, and then there's what's currently going on through the IIJA which is, I think for our region is what, I won't call low hanging fruit, but I think we're in a good position to be postured to get it using current rail lines predominantly. There are some there, maybe some additions. They will be adding rail stations, and I'm hoping they're going to put one in at Tangerine because it'll make it really easy for me to drive down, park my car and jump on and go to Phoenix. The thing we're going to have the challenge for our region is proving the demand, and that's what the IIJA funding, and correct me if I'm wrong on any of these, essentially helps us get through like the first five years of operations, roughly. At the end of those five years, it's got to either be self-sustaining or those federal funds will drop off. And so those five years are critical to talk about and highlight from a regional perspective the advantages of using it, it's not going to be high speed. You get that question all the time. It's going to be current rail, but if I can work for two hours while I drive to Phoenix and I can make that last mile or two work, I think it's a great alternative. It's got a lot of benefits to it. I appreciate you coming today and look forward to working with you when it comes time to start really advocating for this and for the usage of it, if it comes to fruition, so thank you.

Todd Liebman: Thank you.

Mayor Romero: Yeah. No, I wanted to also thank you for the presentation and really appreciate your commitment to passenger rail. On Tuesday, Dec. 5, Congressman Stanton announced that the Arizona Department of Transportation would receive half a million dollars of Federal Railroad Administration Corridor Identification and Development grants, so that is wonderful news for all of us. And of course, we know that ADOT has provided an additional \$3.5 million in state funds for the planning effort. So it's lifting, you know, it's taking off. It really is truly all aboard right now. I

received a call from Governor Hobbs, just to kind of share in our happiness about this, because it is a good, it really is a good sign from the federal government that they're willing to invest in the planning efforts for Arizona. So, congratulations and thank you for your presentation.

Todd Liebman: Thank you very much. Appreciate it.

Chairman Yucupicio: Anyone else? Go ahead.

Mayor Diaz: Chairman, I have a question regarding if this is going to affect I-11?

Todd Liebman: You know, in my perfect world, the answer would be yes. I mean, not in a negative way, but I mean, this is the kind of project that could reduce congestion overall. So, you know, this is the kind of thing that could potentially take cars off the road and open up more freeway lanes for other purposes, including people that choose to drive. So, it's a win, win situation, really. It doesn't take away from anything but it enhances. So hopefully, you know it would be a net positive and of course moving freight throughout the region. Any improvement to rail is beneficial to moving freight through the region, so to the extent that supports the highway system, you know that we currently have, I think it's positive.

Chairman Yucupicio: Any others? Thank you, Sir.

Todd Liebman: Thank you very much.

Chairman Yucupicio: Item number 5, the approval of Sept. 28 meeting summary.

5. Approval of the Sept. 28, 2023, Meeting Summary and Executive Session Minutes

[Item 5 Video Link](#)

Mayor Weinfield: I move to approve.

Mayor Murphy: Second.

Chairman Yucupicio: All in favor say aye.

All: Aye.

Chairman Yucupicio: Any nays?

Chairman Yucupicio: Ayes have it. Thank you. Item number six.

6. Consent Agenda Items for Information:

- a. Program Highlights Report**
- b. Contracts and Agreements Report**

[Item 6 Video Link](#)

Farhad Moghimi: Mr. Chair, as usual, this is just for information only. No action is required but we're happy to answer any questions you may have.

Chairman Yucupicio: Thank you. Move on to item number 7.

7. 2024 Regional Council Meeting Schedule

[Item 7 Video Link](#)

Farhad Moghimi: Mr. Chair, as usual, we try to plan for the following year for the schedule of Regional Council meetings and you have the schedule in front of you. Typically, we meet the fourth Thursday of every other month and obviously December is unique, we try to meet earlier, so you have the schedule in front of you. We had a request from Mayor Romero to potentially meet later in May, instead of the fourth

Thursday in May, potentially meet the following Thursday and if that works for everybody, I recommend making that change, otherwise you have the dates in your packet and hopefully you can set those dates aside.

Chairman Yucupicio: Comments?

Mayor Romero: Mr. Chair, May is usually graduation month, and I don't know about my colleagues, Council colleagues, I mean, Mayor colleagues, but our attendance is requested throughout for middle school graduations, for high school graduations, for University and Pima College graduations, so May is a difficult month and this particular year I have a senior that's graduating, and I believe it's the 23rd for the graduation day. So, either the 16th of May still kind of going into university and Pima College graduations but the following Thursday after that would be also acceptable.

Farhad Moghimi: If you don't mind, because we're going through the TIP process, the following Thursday, the 30th, would work really well with the TIP schedule. If that's OK, I would request a motion for approval of the schedule.

Mayor Weinfield: I move to approve.

Mayor Romero: Second.

Chairman Yucupicio: All in favor say Aye.

All: Aye.

Chairman Yucupicio: Any nays? Ayes have it. Number 8.

8. **Contracts for Approval**

[Item 8 Video Link](#)

a. Regional Pavement Condition Data and Digital Imagery Collection Contract

Farhad Moghimi: Thank you. Mr. Chair and members of the Council, item 8 is two separate contracts and one of them is for the pavement condition data collection and that's regionwide. You do have the information in your packet. If you have any specific questions, Lance Peterson, who's our project administrator, is available to answer questions as well. We do collect data for pavement condition for all regional facilities, and we collaborate with ADOT to make sure that we have full coverage. All of our members have been engaged in discussions about even potentially having an opportunity to piggyback on this contract for local roads, so that opportunity also exists.

Chairman Yucupicio: Any questions for Mr. Peterson. I'll look for a motion to approve.

Mayor Winfield: I move to approve.

Mayor Murphy: Second.

Chairman Yucupicio: All in favor say Aye.

All: Aye.

Chairman Yucupicio: Any nays? Ayes have it. Item B.

b. PAG Activity-based Model Implementation Contract Amendment

Farhad Moghimi: All right. Mr. Chair, this item is for our activity-based modeling implementation. As you recall, we switched over our modeling effort roughly three years ago, and we have an active contract that we've been

working on. We do see an opportunity to enhance the model so the request is for a change order to that existing contract, that is not to exceed \$300,000 and, as needed, to extend the time period. Dr. Noh is here if you have any questions for him specific to the modeling, I'm going to refer to him to answer those technical questions.

Chairman Yucupicio: Thank you. Any questions?

Mayor Murphy: Move approval.

Mayor Winfield: Second.

Chairman Yucupicio: All in favor say Aye.

All: Aye.

Chairman Yucupicio: Any nays? Ayes have it. Item 9.

Mayor Murphy: Thank you for being here.

Farhad Moghimi: Thank you all.

9. FY 2022-FY 2026 PAG Transportation Improvement Program (TIP) Amendment #2022.080

[Item #9 Video Link](#)

Farhad Moghimi: All right, item 9. Mr. Brown is going to present this item.

Jamie Brown: Thank you, Mr. Moghimi, Mr. Chair, members of the Regional Council. Thank you for the opportunity to introduce this action item, which is an amendment to the PAG FY 2022 through 2026 Transportation Improvement Program or TIP. ADOT has requested a formal TIP amendment to program the full funding of the I-10 Country

Club Rd. and Kino Rd. interchanges project, which has two interchanges combined into one project. These funding adjustments are necessary for the project to proceed to the next stage of implementation. To fully fund this project and remain fiscally constrained, this project also includes programming adjustments to other projects, as shown in the packet. Additionally, the City of Tucson has requested the deprogramming of PAG's Federal Surface Transportation Block Grant STBG funds currently programmed in fiscal year 2024 on the 22nd St., I-10 to Tucson Blvd. project. Since federal apportionments of these STBG funds do not roll forward from one fiscal year to the next, the region risks losing the funds that the project does not get authorized, and the funds cannot be obligated in the fiscal year that they are programmed. Therefore, to avoid the potential loss of these funds to the region, the STBG funding will instead be programmed in FY 24 on ADOT's, I-10 Country Club Rd. and Kino Rd. interchanges project. This is because the funds can be obligated on this project this fiscal year, as part of a funding exchange, an equal amount of state STBG or ASTBG will be programmed on the ADOT Barraza Aviation Pkwy extension project in FY 2026. This ensures that the region's federal funding from the FY 2024 will ultimately be applied to an RTA project per RTA Board policy. In terms of the committee review process, the TIP Subcommittee recommended an earlier version of this TIP amendment at the Oct. 31 meeting. The Management Committee also recommended the TIP amendment at the Nov. 8 meeting. After the Management Committee meeting, the City of Tucson notified PAG of its desire to release the federal STBG funds in FY 2024 on the 22nd St. project as previously mentioned. At its Nov. 15 meeting, the TPC reviewed the updated version of the TIP amendment. With this STBG adjustment and the funding exchange that the TPC unanimously recommended, the updated TIP amendment is included in this Regional Council packet. Mr. Rod Lane ADOT South Central District Engineer is also here today to help address any questions. Thank you, Mr. Chair. Members of the Council. We're happy to take questions.

Chairman Yucupicio: Any questions.

Mayor Winfield: Move to approve.

Mayor Murphy: I'll second that.

Chairman Yucupicio: All in favor say Aye.

All: Aye.

Chairman Yucupicio: Any nays? Ayes have it. Item 10, please.

10. Regional Transportation Revenues Update

[Item 10 Video Link](#)

Farhad Moghimi: All right, Mr. Chair. James Towe is going to give you a quick update on our regional transportation revenues.

James Towe: Thank you, Mr. Moghimi. Good afternoon, Mr. Chair, Members of the Regional Council. Before I begin, I should point out that we have combined the memo and the revenues report while including other fund sources beyond HURF. Keep in mind that this report looks specifically at roadway funding and for the most part, what PAG administers. If we look at Table 3 and Figure 1 through September, there was just shy of \$45 million in HURF and VLT collected across the region. Of that, nearly \$45 million, PAG collected about \$9.2 million, or about 20% of that regional funding. The remainder was distributed directly to Pima County, City of Tucson, South Tucson and the towns of Marana, Oro Valley and Sahuarita. Regional HURF revenues were almost 5.5% higher year-over-year over. The five-year average, we stand at about 9.5%. If we look at Table 4, it shows HURF 12.6 in detail. So far, we have nearly \$7.6 million in the books, which is about 11.4% more than the ADOT official forecast and about 9% stronger than last year. In table 5, it shows us HURF 2.6 with stronger than expected collections totaling almost \$1.7 million through September, which is 13% stronger than last year. And with Table 6 through September, PAG has just over \$77 million in an interest-bearing account. However, most of these dollars are spoken for.

And Table 7, we look at the City and town HURF distributions year-to-date. Table 8 shows the HURF12.6, and 2.6 we've already seen. Additionally, we have Pima County HURF and Pima County vehicle license tax. The portion set aside for transportation use only. And in Table 9, it shows the previous five years and allows us to see how much each city or town received. Table 10 shows U.S. gallons of gas sold in Pima County through various fiscal years. We normally like to see about 13%, and we are currently just under 13% for the current fiscal year. And in Table 11, we see about \$40.5 million collected in TPT this year, trending for a more than 5% gain over the adopted budget that mimics the percent rise over last year's actuals also over 5%. Mr. Chair, that concludes my update. Thank you.

Chairman Yucupicio: Questions? Thank you. Number 11.

11. Carbon Reduction Strategies Update

[Item 11 Video Link](#)

Farhad Moghimi: Yes, Mr. Chair, members of the Council, our air quality guru, Mr. Fitzpatrick, is going to present on this topic, and we'll be happy to answer any questions you have afterwards.

Dustin Fitzpatrick: Good afternoon, Mr. Chair, and members of the Regional Council. I'm Dustin Fitzpatrick, Air Quality Manager, to provide an update on our carbon reduction program.

Farhad Moghimi: Hold the mic a little bit closer, please. Thank you.

Dustin Fitzpatrick: OK. So the bipartisan infrastructure law funded the carbon reduction program, and FHWA announced in April 2022 the requirement for each state to develop a carbon reduction strategy. ADOT consulted with PAG on this requirement in April 2023, and then in October 2023 released a draft reduction strategy and requested comments from MPOs and their member agencies. PAG distributed the draft to our member agencies and submitted comments recommending the addition of eight projected outcomes of programs aligned with our CRP activities

on top of the nine outcomes listed in our adopted OWP that were already captured in the draft. ADOT submitted their final carbon reduction strategy to FHWA last month and will be required to update the document every four years. And FHWA also just recently published the greenhouse gas emissions performance measure rule, which will require states and MPOs to establish four-year declining emissions targets now by Feb. 1 for the state and July 30 of next year for the MPOs. So, PAG's priorities were approved by this Council, including the CRP-eligible activities approved by ADOT and FHWA and are included in the OWP under work element 40 outlining goal numbers 20-30. As mentioned in the prior slide, there are 17 projected outcomes of the programs that are aligned with CRP activities which include nine projects supported by consulting services. In your packet, there's a memo from Nov. 22 detailing those contracts and their benefits for greenhouse gas emissions. So, we currently have active contracts for multimodal performance assessment and vanpool subsidies, the traffic count program, and the activity-based model exploratory planning tool. We are in the request for qualifications and contract negotiation stage for the active transportation plan, household travel study and assessments and micro transit. And selection is pending for orthophotography, data extraction, and the dynamic traffic assignment model. These projects will allow PAG to collect data and establish benchmarks, implement strategies to reduce transportation greenhouse gas emissions, and then track and report on the results. So, the good news is that our efforts to reduce carbon from transportation emissions, which have a global effect, will also help reduce ozone levels locally, which is one of our main air pollutants of concern. So this is because ground-level ozone forms from the combination of nitrogen oxides and volatile organic compounds in the presence of sunlight and around half of the regional nitrogen oxides come from on-road transportation emissions. So, this is a seasonal pollutant with the highest levels occurring during the warmer months of April through October. And this graph here shows the recent 20 years of monitored ozone levels in Pima County in blue, and then above that for Maricopa County in orange. So the region continues to remain in attainment with the EPA standard which was lowered in 2008 and then again in 2015. Maricopa County moved from marginal attainment following the 2015 standard, lowering the 70 ppb and are currently in moderate non-attainment. Every three years, they bump into more

serious designation for non-attainment, and next year in August they'll be moved into a serious designation. So MAG estimates that the ozone on its non-attainment is currently costing their region over \$100 million per year in that moderate designation will climb to over \$260 million per year once they're in serious designation. So, like I said, the greenhouse gas emissions have a double positive effect and in reducing ozone by displacing those nitrogen oxides from vehicle emissions. I'll be happy to take any questions.

Mayor Murphy: Can you give me an example of microtransit? Maybe I should know that answer, but I don't. What is microtransit?

Dustin Fitzpatrick: Microtransit is the smaller vans that pick up folks mostly in the outlying areas versus your fixed-route larger transit.

Mayor Murphy: So, by keeping them more local, we would reduce gases as opposed to having long fixed routes that would have to go far out of the way like down into Green Valley for instance to come back up. Having microtransit down there would, maybe, be a better way to go.

Dustin Fitzpatrick: Yes, and one of the goals of microtransit is bringing more people into the transit system that wouldn't otherwise ride it in outlying areas and enable them to connect into our transit system.

Mayor Murphy: Oh, I see.

Mayor Romero: Chairman, thank you so much. I really appreciate this discussion because it really is nice to know and have the copy of ADOT's carbon reduction strategy in front of us. But yet I believe that their plan reiterates what we've been saying all along, that as an MPO, we have to make the decisions and put together the plan that really reduces carbon in our communities and all of the eligible activities under the federal guidelines are acceptable. I'll say once more, I'm highly, highly disappointed that there was no more thorough conversation about, with this Board and

with the Community about how to reduce carbon in our community and that the Executive Director of the PAG took it upon themselves to make the decisions for consulting. We're spending millions of dollars in consulting, and I've asked here before, and I want to ask again, because I have not received the appropriate information. Why were these activities selected, and how were committees engaged in selecting those activities?

Farhad Moghimi: Mr. Chair, Mayor Romero, I believe one of the slides that Dustin had up outlined some of the process, so coordination with ADOT, and coordination with the FHWA was the first step in the process, understanding the new regulation that came out. After that —

Mayor Romero: Mr. Moghimi, we have all of that information in front of us and you've stated that before. My question is, how are these activities selected? Because these activities were not discussed by this Board, and how were committees engaged that are responsible for making these decisions in giving advice and feedback on the selection of these consulting programs?

Farhad Moghimi: Be happy, too. Mr. Chair, Mayor Romero. Once we identified what the legislation requires, that information was obviously conveyed to the committees. That is Management Committee, TPC, EPAC. They all had an opportunity to review and comment. We formally put out a letter requesting comments. We only received one comment from one of the entities, and we did respond in writing. Following that, Regional Council had two opportunities to review and comment on the activities, Regional Council approved the activities in May as part of the Overall Work Program.

Mayor Romero: Sir, we approved the budget. We did not approve or have any conversations of the activities. This has been a point of contention since May and before I have requested that we, that you bring to the table a conversation about greenhouse gas reduction in the carbon reduction strategies program, and we have never seen that item being included in any PAG agenda. Approving a budget and having a conversation about the details of that budget is not one and the same. So, I

have also been told that the committees have requested this item be discussed at the committees and that there has been no opportunity afforded to them to have a discussion about what the money is going to be invested in. Now mind you, this is \$11.5 million that this region is receiving for carbon, carbon reduction, and microtransit, as much as I love it and I think should happen, it does not really have an impact on reducing carbon emissions, and so I maintain that using this level of funding for planning and not giving this Board and the community an opportunity to voice ideas and concepts on how to reduce carbon is very irresponsible. Especially because these are federal funds that are sent to our region very specifically for the carbon reduction program. Planning and consulting is not going to reduce carbon.

Farhad Moghimi: Mr. Chair, Madam Mayor, as part of the process, after the OWP was approved, they took that information, the State's plan was submitted in November as Dustin mentioned. Again, we put out another request for comments from all of our entities. They also had a comment period and, ultimately, the state agreed with the recommendations that we have, that's included in their plan and it's approved by the FHWA and recently after the plan was submitted, FHWA came back and issued a new rule which requires establishment of targets which we would have roughly eight months from today. To establish targets over the next eight months, we have to have the information that we need to develop and establish those targets. So, it's in line with the requirements from the feds and the state, and other than that, and General Maxwell, you asked this question before and that we can put that slide back up again, comparing where we are. And, potentially if we don't, if we don't do what we need to do, the cost to the region could be over \$100 million a year to address, if we end up in a non-attainment situation. So we have to establish, can you bring that slide back up please, we have to establish those targets and we have to have the measures in place. Otherwise, we're talking about \$100 million plus a year just to come back into attainment so we're in a good position. The question is, how proactively can we work to make sure that we don't end up being where Maricopa County is and remind me again, currently it's \$100 million and it could be \$250 million you said annually?

Dustin Fitzpatrick: The projection starting next year from serious non-attainments is \$260 million.

Farhad Moghimi: \$260 million a year. That would be the impact. If we don't do what we need to.

Mayor Romero: Mr. Moghimi, I understand that we all understand that the explanation has been put out there. My contention is that you have not given the community and this Board the opportunity to help plan with you. ADOT's plan basically says the same thing. Their plan reiterates what we've been saying all along that an MPO, not the Executive Director of the MPO, the Board, the representatives of the region must make our own plan. And that all activities eligible under the federal guidelines are acceptable, and so you have not allowed the discussion between this Board and the discussion between the committees that help us plan. You basically presented us a budget and have decided that this is what you're going to spend the money on and that is one, unfair, and two, it really doesn't allow for the jurisdictions that are appropriated annually these funds the opportunity to be able to participate in this. I know that Pima County is putting together a sustainability and climate action work on their own. The City of Tucson has completed a three-year process of Tucson Resilient together. We've done a lot of research and input from our community. We know exactly how to help reduce carbon emissions and yet, we were not given the opportunity to be able to sit down and give input and help decide how to spend this money. It's \$11.5 million, and so, I would suggest to my colleagues on the Board that we, as a Board, bring this item back and that with the help of the committees that are designated to help give advice to this Board that we get their input and see where exactly it is that we need. If we need consultants, then be it, we'll need consultants and we'll go in that direction. But I think it's premature for us as a Board to approve this item without the input and feedback of the committees that the Citizens Committee and technical experts that should be giving us input on this item. So that, I would request that, we give direction to our Executive Director to go back to our committees and seek input and advise for this Board to make decisions on how to spend this money.

Farhad Moghimi: Mr. Chair, again if I may, Madam Mayor, this was brought to the Regional Council on two different occasions. Regional Council approved that we have entered into agreement with ADOT, so this is really far enough along with ADOT that I would request that you allow us to continue to do what you already authorized us to do. The bulk of the work is ahead of us, and our staff are doing a wonderful job of making sure that we have a process in place. To make sure the region is ready to address this issue.

Mayor Romero: Colleagues, I disagree completely with that recommendation. Do we know how much we're spending on consulting? Is there a number attached to the consulting budget?

Farhad Moghimi: Yes, it was, included in my memo that I —

Mayor Romero: No. Do you know, can you please reiterate the amount?

Farhad Moghimi: This year's budget is roughly about \$2.3 million out of that, obviously, we have our staffing cost, I don't know off top my head, I'll have to look it up, but I'll be happy to follow up with the same memo with the details on that.

Mayor Romero: Colleagues, I would ask that we put the transparency of the investments, especially federal investments that are coming in, I would highly recommend that we ask our committees that, by the way, several have said they were not given an opportunity to give feedback and advice to us, to remand it back to the committee so that we, at least, if the committee says, "Hey, it's perfectly fine, let's go for consulting, let's spend \$3.5 million of the \$11.5 million that we're receiving as a region in consulting" and they say, let's do it. Well, let's do it. But I would suggest, highly suggest for the benefit of transparency and for the benefit of federal funds that we're receiving, that we remand it back to the committee and have them, give them at least the opportunity to give us some input on this.

Mayor Murphy: Mr. Chair, I guess I would respectfully disagree only from the fact that we have heard that the committees were reached out to and able to weigh in on, and it sounds like only one had responded on that. My other concern is that we approved, within the budget, these contracts and for me to come up with a plan as the Mayor mentioned, I think is a good idea, but it's hard for me to do it without a baseline being established and these are, it seems like these are the things that we're going to be looking at. And then when we establish a baseline on where the concerns are, whether it's microtransit or anything else, then I think that it would come back to us to try to determine how to put a plan together, but if I'm doing my home budget and I don't know how much I make or where it's going, I don't know how to put it together, a budget without having that information, so I'd be concerned that as we've seen on some of our other issues, at some point you have to move forward with compliance. You know whether it be the CAC on RTA or anything else at some point, you have to move forward, but you have to have a baseline, which I'm assuming that's what we're looking at these consultants to do to bring back this information to see where our issues are.

General Maxwell: Mr. Chair, I might even go with kind of a little different angle on it all. One is - I would appreciate, Mr. Executive Director, if you could put together, more importantly, just outline where we stand currently on our carbon reduction plan. I assume there, I'm going to assume and that's a dangerous word, I assume there is something that's currently in place. What you're talking about is trying now to comply and work with ADOT on the development of the next, what I'll call the next generation of the reduction plan. So, I would like to know where we sit right now on a carbon reduction plan. I agree, Mayor Murphy, that we've got to have the data and I've seen a lot of data because Phoenix is in a different spot than we are. They are, air quality wise, they have a lot of air challenges. They're making decisions that perhaps if they've gotten on top of it earlier, to Mayor Romero's point, if you get on top of it earlier, we won't face some of those drastic decisions. But I would like to see what we're doing with ADOT, and I've already got that down on notes that I'm going to send out to ADOT folks to get me that information so that I understand what the agreement

is. And if, what I'm hearing from you Executive Director is that with \$3.5 million of the \$11.5 million has been obligated?

Farhad Moghimi: So, the memo I sent you roughly 3 weeks ago, outlines the expenses and again, off the top of my head, I don't remember the numbers, but I would refer back to those numbers in the memo.

General Maxwell: So, the full \$11.5 million has not been obligated?

Farhad Moghimi: Oh no, not at all.

General Maxwell: So there's opportunity and I agree, I'm absolutely not a big supporter of planning to death. I think we do a lot of reports and a lot of planning, and some of the municipalities honestly have the ability to do more planning and more reports, but a lot of municipalities don't, so you know, I would just like to get, conversations happen several times, and I think it would be good for us to get the details that you could provide us on the current plan, what the ADOT, what the agreement with ADOT is looking like and I'm going to check on what ADOT's doing, what they expect from us as well. And then I do think, at some point, this is something that's obviously got some passion at the Board. If it needs to come back so that all of us can discuss where we're heading, what direction, if that's the direction we need to go. I'm not sure if we're in a position to even slow anything down on the ADOT side and then being the ADOT representative, I'm going to tell you I don't think that's a good idea either.

Farhad Moghimi: So again, Mr. Chair if I may, with the ruling that just came out, now we have the clock ticking. We have to establish a target eight months from now, and we need the information to establish that target. So, we'll be coming back multiple times to give you updates on activities leading to a recommendation on the target.

Mayor Romero: Mr. Chairman and colleagues. ADOT has submitted their final plan. It was submitted Nov. 14 of this year. And ADOT is reiterating the same thing that I have

been saying since May or before, that MPOs, which is what we are, must make our own plans and plan activities that will reduce carbon in our region. I don't know what ADOT has to do with this anymore. ADOT has very clearly said that MPOs are responsible for making our own plans, and I get it, I see consulting, we've done consulting, Mr. Moghimi. We just did a three-year consulting, we actually did it in 14 months, a climate action plan. It talks about reducing carbon emissions and greenhouse gases, and we paid \$500,000 for that plan with extensive thousands of people participating in our engagement process. You are talking about spending \$3.5 million valuable dollars that we could put into action. I don't think we should make a decision. This board has the responsibility to ask questions. I don't think we should approve a \$3.5 million expenditure out of \$11 million until we see exactly why we're paying so much money for consulting services, and so I do believe in base setting and I believe in making sure that we know where we are, but I just think it is way too much money, and I know for a fact that our Pima County representative and our City of Tucson representative and the committee that should be giving input for this decision are very upset because they did not have the opportunity to have this discussion at this committee. So, we have been having this conversation, Mr. Moghimi, since May. And not once have you had an item for this particular conversation on its own, and I have not been able to receive the appropriate information and the dates and the input from these committees from you, and I just don't think it is responsible for us to move forward without answers to these questions and the opportunity for the public and the committees that should be making these recommendations to us. Until we see that it is irresponsible for us to move forward.

Farhad Moghimi: Mr. Chair, if I may. So, the item was on the agenda at the last meeting, we discussed it at the last meeting. I provided two memos —

Mayor Romero: Sir. And we went round and round with the same conversation that we're having today, Sir.

Farhad Moghimi: Mayor, I'm just reminding everybody that it was on the agenda at the last meeting, we discussed it. I did follow up with a couple follow-up memos. The

purpose of this item again today is to update you on what has happened between us and ADOT and the new ruling. The new ruling, if you can go back to that slide please. The new ruling is very specific that says that ADOT is going to set targets first and we have to establish targets 180 days after that. One more please, where it has that, I just want to reference at the bottom right there. So, ADOT's working within the next two months or so, they have to have their targets, so they are the lead at this point. Once they have their targets established then we are obligated to work with them to establish our own targets and we have 180 days to do so. That is the time period that I'm going to come back to you multiple times to make sure that we are establishing those targets to meet that requirement.

General Maxwell: Thank you, Executive Director. So what I would ask then, because the conversation just flipped a little. OK, I understand Mayor Romero your frustration, but I think we may have already committed some of this money to do this and I don't think that we're not being asked right now. Now if we want to try to pull it back or there's a motion to pull, we could. That's another discussion but what we're talking about right now is what you're working on, what we've authorized in the budget to go work on is to collect the data to be able to establish the targets.

Farhad Moghimi: Correct.

General Maxwell: The conversation of how we use this money we're getting to then approach those targets will come afterwards. But I too, would be concerned if we're spending a large chunk of our money to establish those targets before we do it. Agreed, you sent out a couple of memos, it was on the thing, but again last month, meeting, it also wasn't a vote, and my understanding of this item is there's also not a vote. So that's where the frustration, I think, is coming on, because we're having the conversations, we're getting the memos then we're having conversations. There's really no decision making going on at the Board since the topic came back up after we approved the budget, so I know we made the decision on that, but what I'm hearing you say is, that's why I asked, I'd like to know what our current carbon reduction plan is because I don't want to spend a lot of money on a plan. If once we find our targets,

I'm hoping our targets will be lower because our air quality is better than it is in Maricopa region then we can make good use of the money to make as much impact as possible and we might not need to spend a ton of money on a consultant creating a new plan to address something that we're not at the point of, and that's not to minimize that we could get there, but we can spend all our money, keep planning for the next target as it moves. And that's what Maricopa is facing now they have a plan to keep it moderate well, guess what, now they're moving to serious and they're moving up those levels and the financial implication at that point becomes huge on what we're required to do. The limitations on businesses and economic prosperity in the region becomes significant for what we can and can't do, in the case of businesses. So, all what I'm asking, my request would be is that we get that information on what the current plan is and how much, you know what the contract is that's going to help establish these target so we understand it. And then I think we may have enough information to really have the conversation Mayor Romero you're looking for.

Mayor Romero: I think you're getting to some place that I feel comfortable with but before we spend \$3.5 million on consultants, I think we have to come back to this table and at least get an explanation, what does each category of goal setting and finding the foundation for our carbon reduction. It's, so I don't want to sign a blank check that says yeah, sure, go ahead, spend \$3.5 million in consultants without at least taking a look at, ok, what is absolutely necessary that we have to spend now so that we can start the goal setting process, and I just don't feel comfortable in using, just saying, \$3.5 million without having an explanation of what each consultant means to the work that we have to do ahead.

Farhad Moghimi: Mr. Chair, Madam Mayor, it, in your packet you have the memo that describes from Dustin which activity is desired to do what, so that information is already in your packet. We'll be happy to follow up with another memo to expand on that again. But it's as I said, already in your packet. Be happy to answer any questions you have about those individual activities.

Mayor Murphy: Mr. Chair, my continual difficulty is until we know, even to put the plan together on these targeted areas, to General Maxwell's point, I don't know where the depth of concern on each one of those areas are. We might be great on microtransit and we can kind of put that to bed, but we might have to put a lot of money in our action plan in some other area, but I don't know where that is until we get some measurement of where we stand today and that's my continued concern.

Supervisor Scott: Mr. Chair, just to follow up, looking at this timeline in February of next year, the State Department of Transportation establishes its target. We then have six months from that date to establish our targets. Following up on some of the points of inquiry that have already been made by Mayor Romero, what would be the role of our committees made up of our jurisdictional professionals, as we are moving towards establishing our targets? What would be their role, and I'm also understanding that when there is a recommendation for those targets that those would have to be approved by the Regional Council.

Farhad Moghimi: Correct, yes. Mr. Chair, Supervisor Scott. It's very much similar to our safety targets that we established that go through multiple committees and then ultimately a recommendation is made for Regional Council to accept those targets. So, Dustin is going to be busy the next eight months working with ADOT and all of our committees to fine tune and bring back a scientific-based recommendation on what targets do we want to establish. And that goes back to what General Maxwell was saying as well. Obviously, we want to establish targets that, I don't want to give you a preview on it, but my recommendation would be to make sure that we establish targets that are attainable, and we can have activities that can match that target. So, there's got to be some kind of a balance going back to what Mayor Murphy was saying, where we're at, what can we do and how can we establish targets that we know are achievable, and then that's what we're going to bring back to the Regional Council, working through individual committees, with the recommendation for that target.

Supervisor Scott: If I could follow up, Mr. Chair. What would be the roles of both the consultant that has been referred to previously and our committees. And if you could remind us, which committees will be involved in this?

Farhad Moghimi: Yes, so we've, early on, we've had this conversation. Our Air Quality Subcommittee is probably the best subcommittee to start with, so they'll be doing more of a working group type of activity and supporting Dustin and his team. Once they come up with some of those recommendations, then most likely EPAC and TPC, Management and Regional Council.

Supervisor Scott: And then what, how does the work of the consultant [\[Inaudible - 1:00:29 \]](#)

Farhad Moghimi: All that data comes together from various sources, so they funnel all their data and all that. Going back to what Mayor Murphy said, we've got to put all this data together to come back with a recommendation, so all that information supports the data.

Supervisor Scott: So, this isn't, this is an ongoing process involving our consultants, involving these various committees. There's obviously a tremendous amount of interest at the Regional Council level. Could we have a standing agenda item where we are getting updates on the work of these committees and the consultant so that we can get a better sense of the process that we're going through, as we're going through it, rather than hearing about it 180 days afterwards in some other fashion.

Farhad Moghimi: Of course, again, this ruling just came out last week, or maybe two weeks ago, so this is a brand new rule.

Mayor Romero: And because this is an important ruling, again, I can't stress enough how much money \$3.5 million is out of \$ 11.5 million. We have to make sure that we're taking action and implementing the \$11.5 million, as much as we can, of the \$11.5 million for actual carbon reduction and so for me, I don't believe that it is a good

idea to give a go ahead for all of this consulting and the money we're spending on consulting without really getting an explanation as to why each of these are necessary. And, it is pretty outrageous to spend so much money on planning and consulting when we have such little money because of the ruling that we have to react and do something about, and you know you have Environmental Quality as part of what Pima County is tasked with and so Pima County has to respond to the federal government in terms of what we're doing to reduce greenhouse gases and protect our ozone so, you know, I just don't feel comfortable that we have given enough explanation or presentation as to why these consulting contracts are necessary.

Supervisor Scott: I share some of your concerns and although this is an information item, we are obviously going to have to make some decisions moving forward and that was why I was asking if we could have a standing agenda item that will keep us continually updated on the work of those committees and how those previously authorized to be expended funds are, are being utilized. So, I'm trying to follow up on some of the concerns that you have expressed.

Mayor Romero: Thank you. I appreciate it.

Chairman Yucupicio: Thank you any other? I actually think we're in a good place. I'm glad everybody's asking the questions you're asking.

Supervisor Scott: I'm sorry, Mr. Chair. Can I just ask a clarification question from you? Do I need to make a formal motion that we have a standing agenda item associated with this or is that just something that —

Farhad Moghimi: Again so, obviously, between the Chair and the Vice Chair, you all make the decision so —

Chairman Yucupicio: So we're going to get there before you got there, but you know exactly the concerns of everybody. I think the simple question was how did you choose or who chose. That's where we started and then we got in all over the place,

but that you needed, but you do need sometimes somebody to put everything in line and get you there. However, I think in part of that standing committee that consultant should come in here and say this is why we chose these categories and I believe that's what you want.

Mayor Romero: That's right.

Chairman Yucupicio: Once we get to that point, then we can grill each other again and go through the whole point because it is what we're looking at, the overall reduction of carbon and everything else and you know ground water, air contaminants, everything you know, we are on the same boat. However, I think we're OK, this was more to get to this point and have that debate, and I think we did a good job of it. It's just that I think in one of those meetings we should bring, that's what I do where I work at. If the rest of the Council doesn't understand, bring him in and tell him, then you tell me where you stand and what you thought of why he's directing these categories he has to have happen and if that's what you were asking for—

Mayor Romero: That is. Absolutely.

Chairman Yucupicio: And I think, Regional Council, that's what we should do. Bring them in one time to give us a good explanation because some of us might not have been here or maybe didn't see the memo and all that stuff, and even what their purpose is of, you know, their contract is, what they're going to work on and I think where we should be at.

Mayor Romero: Thank you.

Chairman Yucupicio: Thank you, Sir. Any other questions? If not, we'll move on to #12 which is Executive Session.

12. Executive Session

[Item 12 Video Link](#)

Chairman Yucupicio: Is there a motion?

1:09 p.m.: Motion was made by Mayor Murphy, seconded by Mayor Romero and unanimously carried that the Regional Council of Pima Association of Governments move into closed Executive Session.

Chairman Yucupicio: The Council will now move into Executive Session.

Chairman Yucupicio: Taking a motion to reconvene.

1:42 p.m.: Motion was made by Mayor Honea, seconded by Mayor Romero and unanimously carried that the Regional Council of Pima Association of Governments move back into regular session.

Chairman Yucupicio: That takes care of item number 12. Move on to item 13, adjournment.

13. Adjournment

The meeting was adjourned at 1:42 p.m.

CERTIFICATION

I hereby certify that the foregoing is a meeting summary of the Pima Association of Governments (PAG) Regional Council meeting held on Dec. 7, 2023. This summary is not intended to be verbatim. It serves as the summary of action items taken at the meeting upon approval by the PAG Regional Council. An audio recording is available upon request and serves as the official minutes. I further certify that a quorum was present.



Farhad Moghimi, Executive Director

In compliance with the Arizona Open Meeting Law, the PAG Regional Council legal actions and this meeting summary are posted online, and an audio recording which serves as the official

minutes of the meeting is available upon request. In addition, a meeting video is also available at:
[YouTube Video Link.](#)

All Aboard Arizona
Presentation to the
Town of Oro Valley/Pima Association of
Governments

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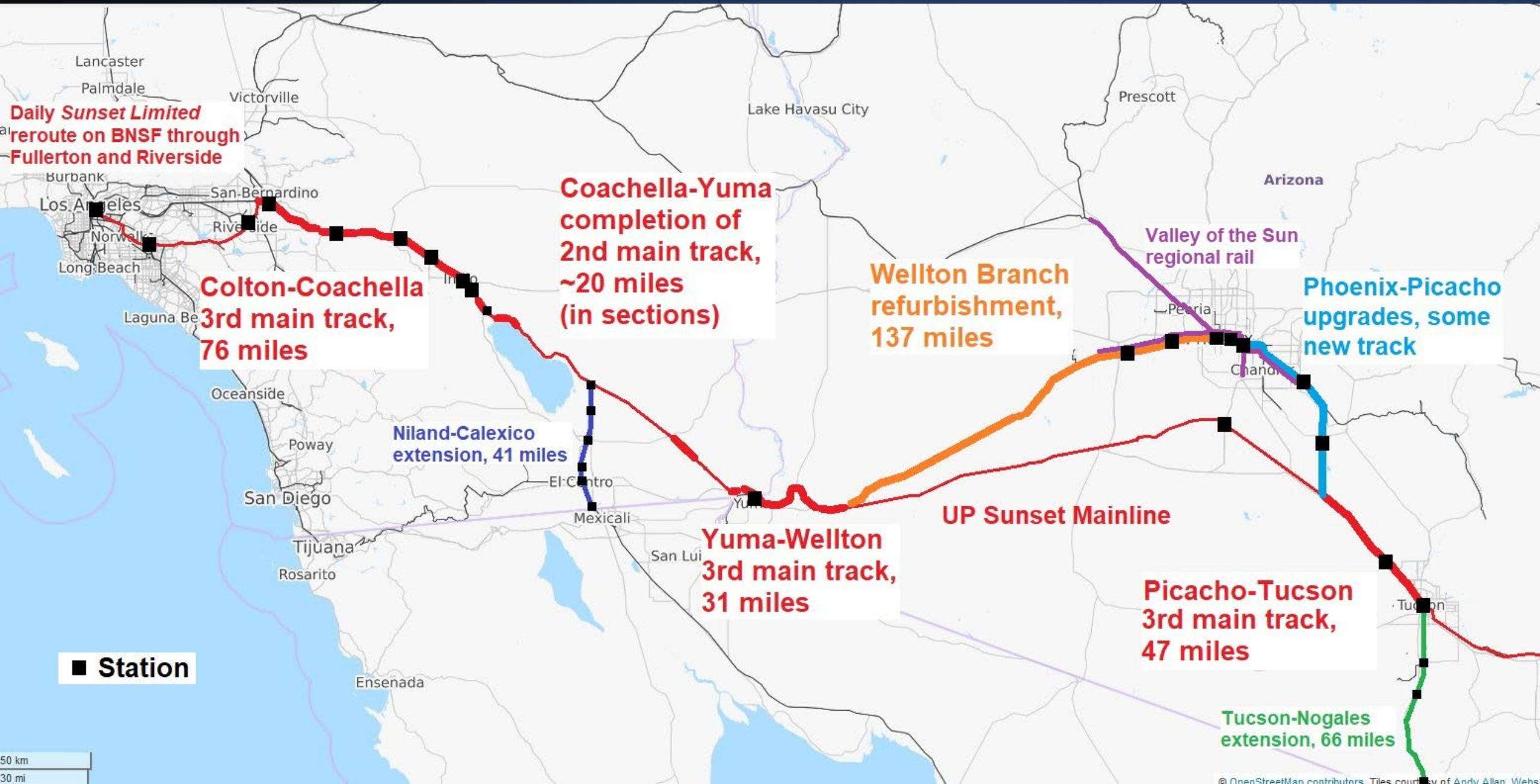
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Executive Summary of Key Ideas

- Now is the time for the Sun Corridor; a once in a generation opportunity - Infrastructure Investment and Jobs Act (IIJA)
- Arizona wants passenger rail
- Strong bi-partisan support
- Amtrak supports a daily Sunset Limited routed through Phoenix and has applied for two IIJA grants
- The Federal Railroad Administration's Long Distance Passenger Rail Study
- The State of Arizona has applied for the Federal Railroad Administration's Corridor ID program





Sun Corridor Tucson to Phoenix High Performance Rail

- **EXISTING RIGHTS OF WAY GO TO ALL THE RIGHT PLACES**
- **Easier to develop and less costly than most projects**
- **Phase 1 Environmental already completed**
- **Support is solid throughout the corridor**
- **Arizona has applied for the Corridor ID program**



Daily *Sunset Limited* Through Phoenix

“Low hanging fruit”

- Strong Existing Ridership
- Links to the national rail system east and west
- Reintroduces Rail Travel to Phoenix
- Amtrak has applied for two grants



Rail Passenger Service Presents Unmatched Opportunities

- It's congestion mitigation for the I-10 corridor
- It's economic development for cities and towns throughout Arizona
- It's the greenest form of transportation in a region hard hit by global warming
- It supports long term, sustainable, lasting employment and tax revenue





Questions?

Carbon Reduction Program (CRP) Update

Dec. 7, 2023

Regional Council Meeting

Dustin Fitzpatrick, Air Quality Manager



Pima Association of Governments

» State Carbon Reduction Strategy (CRS)

- April 2023 – ADOT consultation with PAG
- October 2023 - ADOT released Draft CRS
 - Comments requested from MPOs and their member agencies
 - PAG recommended eight additional “projected outcomes of the programs aligned with CRP activities within the OWP,” for a total of 17 outcomes
- November 2023 - ADOT CRS submitted to FHWA
 - State CRS update required every four years
- February 1, 2024 – State DOTs will establish targets by this date; *MPOs are required to establish targets no later than 180 days afterward.*

[23 CFR

490.105(e)(1)(ii) and 490.105(f)(1)]

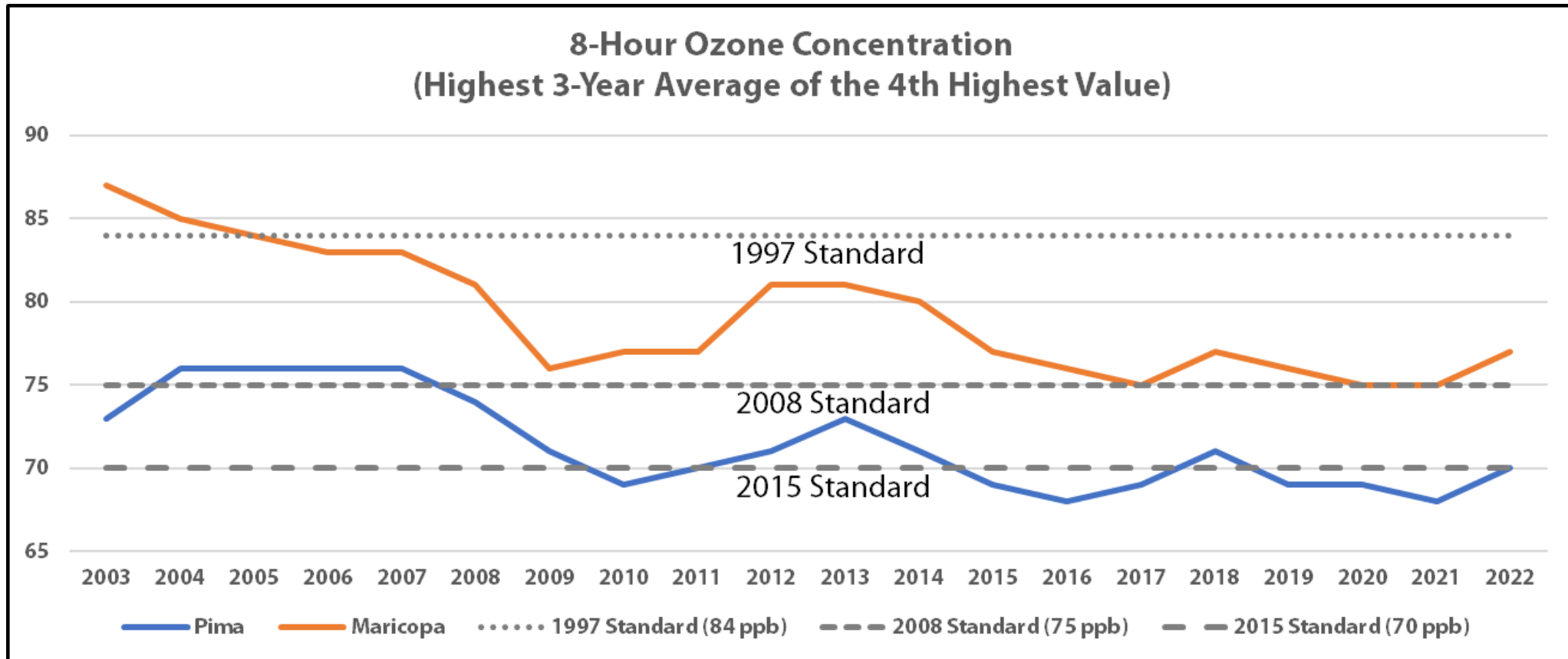


PAG Priorities

- **CRP-eligible activities identified and approved by ADOT/FHWA**
- **Adopted Work Element 40 – Transportation Activities, Goals 20-30**
- **Nine Projects supported by Consulting Services**
 - Active Contracts
 - Multimodal Performance Assessment
 - Vanpool Subsidies
 - Traffic Count Program
 - Request for Qualifications/Contract Negotiations
 - Active Transportation Plan
 - Household Travel Study & Assessment
 - Microtransit
 - Selection Pending
 - Orthophotography Data Extraction
 - Dynamic Traffic Assignment (DTA) Model
 - Activity-Based Model (ABM) Exploratory Planning Tool



» Carbon Reduction and Ozone



Pima – Attainment

Maricopa – Nonattainment : Marginal (2018) > Moderate (2021) > **Serious** (Aug 2024)

>> Questions?

Dustin Fitzpatrick
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