

Regional Council Meeting Summary

Meeting Summary of Thursday, January 25, 2024

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

"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

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 January 25, 2024**, 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.

Please note that audio technical difficulties were experienced throughout this meeting. Time stamps are provided for each occurrence.

AGENDA

1. Call to Order (12:10 p.m.)

[Item #1 Video Link](#)

Chairman Yucupicio: Let's call to order. Roll call.

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.

2. Pledge of Allegiance

[Item #2 Video Link](#)

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

3. Election of Officers

[Item #3 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, the slate of officers are in your packet and on the slideshow here and requires an action by the Council.

- **Chair:** Supervisor Rex Scott
- **Vice Chair:** Mayor Paul Diaz
- **Treasurer:** Mayor Ed Honea

Mayor Murphy: So moved.

Mayor Honea: Second.

Chairman Yucupicio: All in favor?

All: Aye.

Chairman Yucupicio: Any opposed? Item unanimously passed.

Supervisor Scott and Mr. Moghimi presented Chairman Yucupicio with an appreciation gift for his leadership as Regional Council Chair for 2023.

Farhad Moghimi: Appreciate your service. Any comments as the incoming chair?

Supervisor Scott: My comments will be that I will try to live up to the standard and model that Chairman Yucupicio has set, and I'm sure all of you will hold me accountable. I would say, that as someone who was a teacher and the principal for close to 30 years, I do have classroom management skills, so let's not test them.

Call to the Audience. Mr. Brown.

4. Call to the Audience (Remote Access Option)

[Item #4 Video Link](#)

Jamie Brown: Mr. Chairman we have no speakers for this item.

Supervisor Scott: We'll then move to item #5, Approval of the Dec. 7, 2023, Meeting Summary and Executive Session Minutes.

5. Approval of the Dec. 7, 2023, Meeting Summary and Executive Session Minutes

[Item #5 Video Link](#)

Mayor Winfield: So moved.

Mayor Murphy: Second.

Supervisor Scott: Any discussions or revisions? All in favor, say aye.

All: Aye.

Supervisor Scott: Any opposed? Item passes unanimously.

6. Consent Agenda Items for Information:

[Item #6 Video Link](#)

Supervisor Scott: Consent agenda items for information are Program Highlights Report and Contracts and Agreements Report.

Farhad Moghimi: Mr. Chair, Members of the Council, that is for your information in your packet, if you have any questions, we'll be happy to answer your questions.

Mayor Winfield: Chair?

Supervisor Scott: Mayor Winfield.

Mayor Winfield: Thank you. Mr. Moghimi, staff has asked for the contracts and agreements report, if there could just be a brief description of the contracts.

Farhad Moghimi: Of course.

Mayor Winfield: Just a sentence or two, not asking for a lot but just to give some sense.

Farhad Moghimi: Sure, be happy to.

Supervisor Scott: Anything else under item number six? Move then to item number 7, PAG Regional Active Transportation Plan Contract. We have a presentation from Hannah Oden.

7. **PAG Regional Active Transportation Plan Contract**

[Item #7 Video Link](#)

Farhad Moghimi: Yes, Mr. Chair, Hannah is going to give you an update on this contract. Again, the information is in your packet. We're asking for authorization to proceed and enter into a contract to be able to obtain the information that is needed for the long range transportation plan so Hannah, please if you have anything to add, and we're here to answer any questions you may have.

Hannah Oden: Thank you, Mr. Chair, Members of the Council. So, this plan does serve to provide an update to the PAG Regional Bicycle Plan, which was approved in 2009 and the PAG Regional Pedestrian Plan, which was approved in 2014. The OWP includes a Regional Active Transportation Plan to be completed during fiscal year 2024 to 2025 under Element 40, Transportation Activities and the plan will be data-driven and is key to enhancing the RMAP's mobility and accessibility options that will help reduce the region's efforts in reducing carbon emissions and improving air quality. There are key elements that were included in the packet as well as the full scope, fee schedule, project schedule, and the contract was

included in your packets as well. Brent Crowther, who is the senior associate with Kimley-Horn, is attending virtually as well and I'm happy to answer any questions.

Supervisor Scott: Mayor Winfield.

Mayor Winfield: Could Mr. Crowther just speak to their expertise in this area, the previous experience?

Brent Crowther: Hello, Mayor Winfield, how are you?

Mayor Winfield: Good.

Brent Crowther: Kimley-Horn and Associates is a national consulting firm with offices in nearly 100 locations across the country. We have a team prepared for this particular contract comprised of staff from our Tucson office, our main Mesa office and then I am supporting from our Salt Lake City office. I spent many years in the Tucson market and moved to Salt Lake City about three years ago, where my focus was on active transportation safety planning, multimodal planning, etc. We have a strong team supporting us with an equivalent experienced sub-consultant on this team for planning and design. They are also a national firm with specialized expertise and active transportation, bicycle, pedestrian planning.

Mayor Winfield: Thank you, Mr. Crowther.

[\[NO AUDIO DUE TO TECHNICAL DIFFICULTIES 8:00 - 8:46 \]](#)

Supervisor Scott: Mr. Moghimi, what's the process that you're going to follow to identify and invite members?

Farhad Moghimi: Mr. Chair, Members of the Council. Typically, we start with our Transportation Planning Committee members. We asked them to either participate or assign an alternate.

Supervisor Scott: So TPC members are called and if they can't [\[INAUDIBLE 9:08 \]](#).

Farhad Moghimi: Correct.

Supervisor Scott: Any other questions from the Council members? Thank you. We're authorizing the Executive Director to execute a contract.

Mayor Murphy: So moved.

Mayor Winfield: Second.

Supervisor Scott: Thank you. All in favor say aye.

All: Aye

Supervisor Scott: Any opposed? Motion carries. Move on to item number 8, Dynamic Traffic Assignment Model Contract. Mr. Moghimi.

8. **Dynamic Traffic Assignment Model Contract**

[Item #8 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, this item again is approval of a contract with a modeling software development organization, and Dr. Noh can tell you a lot more about the details of what the information used for modeling purposes, but then again, this is in support of all our planning activities and

enhancing our traffic demand modeling process. So, we're both here to answer any questions you may have.

Supervisor Scott: Any questions from Council Members? If not, then we would —

[\[COMMENTS MADE AT 10:49 ARE INAUDIBLE \]](#)

Farhad Moghimi: Yes it is, it is.

[\[COMMENTS MADE AT 10:55 ARE INAUDIBLE \]](#)

Farhad Moghimi: And we followed that in the memo as well. So, our procurement policy and the state law allows us to consider staying with the same vendor if that vendor has proprietary information and in this case it is and it would be just impractical to even try to find someone else because all the information they've already developed would not transfer to anybody else. So, the state law and our procurement policy allows that.

[\[COMMENTS MADE AT 11:30 ARE INAUDIBLE \]](#)

Farhad Moghimi: It's a negotiated fee and yes Dr. Noh has been working with them to make sure that they are competitive rates.

Hyunsoo Noh: This work is actually just a little different contract and based on just our development and the base model is based on our OWP and the 2021 update. We actually just procured the software through the vendor and then we develop the basic model then just that's actually different because this is now using them as consultants [\[INAUDIBLE \]](#).

Mayor Romero: What funds are being used for this contract?

Farhad Moghimi: This is from the federal funds in the OWP, which is the carbon reduction program funds that would allow us to enhance our modeling process.

Mayor Romero: What funds were being used for the previous item.

Farhad Moghimi: Same thing.

[NO AUDIO DUE TO TECHNICAL DIFFICULTIES 13:02 - 14:09 \]](#)

Mayor Murphy: When the OWP was approved by the Regional Council.

Farhad Moghimi: It was the May of 2023 meeting.

Mayor Romero: [\[INAUDIBLE 14:08 \]](#). Which committees are giving input on getting these planning documents done, so still lots of questions.

Supervisor Scott: Mayor Romero, when we get to item number 14, there are some comments and questions that I have related to committee responsibilities that I think will be aligned with some of your concerns. Any other comments or questions from Council Members on this item?

General Maxwell: Mr. Chair, just one more. Mayor Romero's comment triggered it, so this time we're using carbon reduction funds, what did we use the last time we entered the contract for this modeling?

Farhad Moghimi: Federal funds as well, but again as Dr. Noh mentioned initially, it was the software itself developing the software initially, and now this is a consulting services and actually modeling and supporting our team.

General Maxwell: Thank you.

Supervisor Scott: Mr. Moghimi, in talking with the County team, I wanted to draw your attention to page 104 in our packets: Task 6, DTA Model Application Guidance. We have a great interest in the before and after analysis and our understanding is we wouldn't necessarily have access to the tool that will produce those analysis until the spring of 25. Is that correct?

Farhad Moghimi: That's my understanding.

Mayor Winfield: I move to approve.

Mayor Murphy: Second.

Supervisor Scott: Anything else? All right, moved and seconded. All in favor say aye.

7 of 8 Members: Aye

Supervisor Scott: Any opposed?

Mayor Romero: No

Supervisor Scott: Item passes 7-1 with Mayor Romero opposing. We're going to move on to item number 9, Arizona Department of Transportation Safety Performance Projections for 2024. Mr. Moghimi.

9. Arizona Department of Transportation (ADOT) Safety Performance Projections for 2024

[Item #9 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, this item, as you recall, is an annual requirement for us to review and provide our input into the performance

target measures for the safety projections that ADOT develops, and David Mitchell is here to give you an overview on this.

David Mitchell: Good morning and thank you, Mr. Chair, Members of the council. You hear me, OK? Good morning, my name is David Mitchell, Senior Transportation Planner. This morning, I bring an action item to you, these are the ADOT 2024 safety performance projections, this is for the calendar year 2024. The program is a federal program originating in the FAST ACT and it is a federal transportation performance measure program. ADOT is the main participant in it and MPO's participate by either supporting or adopting their own projections. We've been supporting this program since 2018 and since its inception, we've adopted ADOT's projections. The way that we support them is we track the measures for the PAG region, and we report out in our TIP, in our long-range plan. On screen are the five measures that are on the table. The right-hand column is the specific performance measure. Those are five-year averages based on annual totals and projections. At the moment, they are using two years of real data and then projecting it out. At the time of the adoption, they only had values through 2021, so the values for '22 through '24 were projected, and then those five years of data were used to project out for the five-year average and those are the measures that the state has adopted and PAG staff is bringing forward for us to, for PAG to also support and adopt. First, a topic of discussion is to remember that these are fulfilling FAST ACT requirements and they're not related to our long-range plan. We have a whole package of performance measures, goals, strategies and performance targets designed to help inform our decision making and our product selection and ultimately the performance of our roadways and we do that through our RMAP performance measures package. This particular item is separate from that. These are forecasts in nature using historical data to identify the trends for public roads. And we'll look into each of the data sets so you can understand the trends. The way to read these five graphs are the red bar graphs are the actual data sets that we have. The yellow bar graphs are the forecasts of the years. The green line is the rolling five-year average, and you can see the

trend is disturbingly increasing at a pretty quick pace. The next graph that I'm going to show you, before I move on these are again statewide totals, these are not just in our region. The rate of fatalities, which is based on VMT, 100 million miles traveled. We are also seeing the same type of increase. The type of increase that's displayed shows that we are driving more, and we are seeing a higher rate of fatalities on our roadways. A similar measure is tracked for serious injuries. This is the total number. We have historically seen a steady downward trend. In the last decade we've seen that kind of level out. Serious injuries are ones that would put someone in the hospital for a significant amount of time or have life altering consequences and the rates are also determined by VMT, we've seen similar trends to that again, kind of a leveling out in the recent years, or at least projection wise, we've seen a slowing in the rate of decrease. The 5th and final measure is for our vulnerable users. Those include pedestrians, cyclists, emergency response staff and construction workers that are outside their vehicles. We are seeing a disturbing trend. These are also increasing forecasts. These, again, are statewide totals. Those five measures the state has adopted, and we as a staff recommend adoption as well. We've taken it through the committees, the transportation Systems and Safety, Transportation Planning Committee Management Committee. There has been discussion on it, especially since it's a matter of safety. There is the priority that safety is a concern and needed priority for our region to address. This does not step us aside from any of that direction. It is simply to help support ADOT in their initiatives and to fulfill our federal requirement. And with that Mr. Chair, I'll turn it back over to you for discussion and questions.

Supervisor Scott: Thank you very much. Any questions or comments?

Mayor Murphy: I was just curious, has ADOT, do you think, ever modeled because if you see trends going upwards but our population is also going upwards so I'd be curious if we could even do that, but is it sort of per capita that would be correct term, but as you know, population increases and then it's a stable incline,

you know that might be something. The other part was on the serious injuries as cars have got the safer as changing lane indicators have gotten better, more airbags, you know those types. I just was curious if ADOT has ever layered any of those other comparisons to see if that helps on those trendlines at all.

David Mitchell: Thank you for the question. Yes, ADOT has recently adopted a vulnerable user safety action plan. We are following closely to see what that describes, but it's a report on current conditions and then some strategies to correct the undesirable state. The way that some of the crash data can be viewed is it can be done many ways outside of this performance measure package. For example, we can look at it against population increases. VMT does represent some of that because as the population increases, we see more vehicle miles traveling on the roads, and that is where the population is represented. Is not a per capita type of statistic that we do have the ability to run those type of metrics if there's interest. So, if you ever have that you can provide that information. And you are correct, there are many reasons why we see a decline in serious injuries. Part of it is vehicles are designed to be safer or if you're using the devices and stay inside the vehicle, if you obey the speeds. The unfortunate incident that's maybe driving some of the occurrences in the wrong direction could be many. We have lots of information that we are at the rate to provide for you if it's requested.

Mayor Murphy: Thanks, just curious.

Supervisor Scott: Thank you, any others?

Mayor Winfield: I move to approve.

Mayor Murphy: I'll second that.

Supervisor Scott: Thank you very much. All in favor say aye.

All: Aye

Supervisor Scott: Any opposed? Motion carries unanimously. We're on to item number 10, Transportation Improvement Program Amendment #2022.090. Mr. Moghimi.

10. FY 2022-FY 2026 PAG Transportation Improvement Program (TIP) Amendment #2022.090

[Item #10 Video Link](#)

Farhad Moghimi: Thank you Chair, Members of the Council. As indicated, we had a request from ADOT to process this TIP amendment, and Jamie Brown can get into more specifics on that. I really want to compliment ADOT staff, they've been working really hard to put together the financial plan for delivering the Kino and Country Club TI projects on I-10 and we're going to continue to be responsive and flexible and make adjustments as needed. This is a major project for the region, and we hope that you will support this amendment.

Jamie Brown: Thank you, Mr. Moghimi. Mr. Chair, Members of the Regional Council, good afternoon and thank you for the opportunity to introduce this action item. As reflected in the meeting material packet, ADOT has requested a formal TIP amendment to make funding adjustments to two major projects. The funds proposed for adjustment are ADOT funds known as ASTBG, or ASTP and the TIP that are programmed ADOT projects in the PAG planning area. The proposed TIP amendment reprograms \$3,335,000 of fiscal year 2024 ASTP funding from the I-19, Irvington Rd. traffic interchange project to the I-10 Country Club Rd and Kino interchanges project. As indicated in ADOT's request letter, this programming change ensures that the full FY 2024 PAG region ASTP allocation obligates in the year of apportionment. It also maintains the total amount program for the Country Club and Kino TI project. Given that this TIP amendment affects funding in the

current fiscal year, ADOT requested that it be considered by the Regional Council at the earliest possible opportunity. Thus, this TIP amendment is following an expedited approval process according to the TIP policies and procedures, and it was recommended for approval at last week's Management Committee meeting. As mentioned previously, these are ADOT funds for programming on ADOT projects. That concludes my introduction. Thank you, Mr. Chair, Members of the Regional Council, I'm happy to take questions, and Mr. Rod Lane, ADOT South Central District Engineer, is also here to help address questions.

Mayor Romero: Move the item.

Mayor Winfield: Second.

Supervisor Scott: Thank you. Moved and seconded. All in favor say aye.

All: Aye.

Supervisor Scott: Any opposed? Carried unanimously. We're on to item number 11, Fiscal Years 2025-2029 PAG Transportation Improvement Program Development Progress Update and Review of any Available Draft Project Lists. Mr. Moghimi.

11. FY 2025 – FY 2029 PAG Transportation Improvement Program (TIP) Development Progress Update and Review of any Available Draft Project Lists

[Item #11 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, this item again is an ongoing effort and Jamie can give you an overview of what's been accomplished to date and what we hope to do. As you recall, last year Regional Council authorized extension of our normal TIP development process, so we'd like to

provide an update to you today and look forward to coming back to you in the following meetings to hopefully adopt our TIP no later than this coming May.

Jamie Brown: Thank you, Mr. Chair, Members of the Council, appreciate the opportunity to provide you with this brief update on the TIP development process, and thank you for that introduction, Mr. Moghimi. So, one of the things I want to start with is to talk about some of the principles for TIP development. And as we've discussed, going back to March and prior to that, the sunset of the current RTA plan and related funding considerations for RTA Next affect this development cycle. Thus, we've developed these principles for TIP development that we've been sharing with our committees, including the Transportation Planning Committee, as well as the Management Committee so, I'm going to walk through these briefly. In terms of project cost estimates, estimates or project costs are intended solely for programming purposes. The cutoff date for updating cost estimates was the Oct. 31 TIP Subcommittee meeting, making them a static snapshot that cannot be continuously updated. In terms of revenue estimates, similar to cost estimates, revenue estimates are also a one-time snapshot and must remain constant financial constraint analysis review. Fiscal year 2024 will not be included in the new TIP, so any proposed TIP amendment for the exchange of funds must be addressed separately through the official TIP amendment process. Fiscal year 2025 programming, as long as fiscal year 2025 is reasonably programmed for anticipated construction projects, fiscal years '25 through '29 TIP document fulfills its intended purpose. Fiscal year 2025 RTA budget ensures that projects ready for construction have supplemental funding for eligible RTA expenses. It is prudent that this flexibility is retained for project delivery. IGAs and our TIP amendments may be used to make adjustments after the TIP document is adopted. Priority for project starts requiring initiation prior to July 1, 2026, will be prioritized to ensure compliance with RTA regulations. These projects are shown in the RTA roadway on that worksheet with cells highlighted in green under the project name and that was included in the packet. One more slide on this, so updates for fiscal years '26 through '29, due to the expiration and our potential

renewal of RTA revenues, will need to be updated at a later time. Preferred scope change projects, projects with deferred scope changes rely on RTA Next funding and go to approval, while Pima County's First Avenue Orange Grove Road to Ina Rd. project use federal funds, it is still considered a scope change deferred project and requires voter approval before proceeding with the changed scope. Hence, the start time prior to July 1, 2026, is not required. RTA Next contingency, if RTA Next does not pass, the RTA Board's fiscal year 2026 budget will be utilized to amend the TIP as needed. So these are principles, again, we've shared with our Transportation Planning Committee as well as the Management Committee, hopefully understand why this unique situation with the sense that the current RTA plan affects this development cycle. So, in terms of the schedule for the TIP development process, as Mr. Moghimi said, looking at the very bottom of this slide, May of 2024 is when we're going to be requesting approval of the FY '25 and FY '29 TIP. So, in terms of where we are now, we're kind of in the middle of that list at the December 23 through January 2024 preliminary committee review of the draft project list, so we've included the project list in the packet. We are assembling those to put them into one uniformed format for the Transportation Planning Committee's review at the next meeting in February, and we'll bring that list forward as well to the Management Committee, Regional Council in March. We'd also like to share the draft project list and information about the TIP with the public in March through the open house process. We'll be finalizing the full draft document in April and commencing a 30-day public comment period. And in May, we will bring forward the final draft TIP to the Management Committee and the Regional Council, and we will convene the public hearing at that time. And finally, in terms of a draft project list, just to give you a better sense of what I mean. You can see on the right screen captures of the various project lists. They look different because they are different. They come in different formats from different committees and again, we will assemble those into one unified list for review in the coming months. And with that, Mr. Chair, Members of the Regional Council, I appreciate your time. Happy to take questions.

Supervisor Scott: Questions for Mr. Brown? Mayor Murphy.

Mayor Murphy: One of the backup materials was a pie chart that talked about the different percentages. Is that up to date, up through the 18 years that we've been in this process or towards completion? I saw, well, I had heard one of the Council members from the City on the radio the other day talking about, you know, fair share and I noticed that it was 73%, which has gone to the City. But I was trying to figure out, is that year to date or through the potential, the next RTA?

Jamie Brown: Thank you, Mayor Murphy, Members of the Regional Council. That pie chart does reflect funding from 2007 all the way through the projection of 2029 through the draft programming process. I'd like to turn it over to Mr. Towe to add to that, he's the one who created this pie chart.

James Towe: Thank you, Mr. Chair. The expenditures are through —

Supervisor Scott: Pardon me, can you hold the microphone closer to your mouth?

James Towe: Sorry, yes. The expenditures are through Dec. 20, 2023, so yes, they are current.

Mayor Murphy: Thank you.

General Maxwell: So let me, can I ask? Thank you. So that's not exactly what Jamie said. So, the chart itself, so this pie chart that's only showing the expenditures thus far? Or is this also including the forecasts all the way through?

James Towe: This includes, the expenditures up to date, but it also includes the projection information that was agreed upon at TIP Subcommittee on December 20th. So yes, it's two pieces.

General Maxwell: Thank you, appreciate that.

Supervisor Scott: Thank you. Any other questions, comments from Council Members? All right, that was an information item. Thank you, gentlemen. Going to move on to item number 12, Regional Mobility and Accessibility Plan Development Update. Mr. Moghimi.

12. Regional Mobility and Accessibility Plan (RMAP) Development Update

[Item #12 Video Link](#)

Mr. Chair, Members of the Council, again this item, we hope to bring it to you on regular basis just to keep you informed of the development of the long-range plan and Jeanette DeRenne will give you an update.

Jeanette DeRenne: Chair, Members of the Regional Council, I'm Jeanette DeRenne, Transportation Planning Director here at PAG. If you can't hear me, I'll put the microphone closer. But I am pretty loud, my 13-year-old would agree. Once again, 2055 Regional Mobility and Accessibility Plan. This is our long-range Plan, 30-year planning horizon, updated every four years. We come before this group and say that again, but we are going to continue to bring regular updates to this group and offer an opportunity for questions. Right now, we're working through many of the required components of the plan. Of course, always looking at the fiscally constrained and looking at our revenues and expenditures and the cost of doing projects. So right now, we're looking at about \$16.2 billion for the fiscally constrained project list. So, we're working with the committees to take all of the projects which are not fiscally constrained at the moment and working to get that list down to \$16.2 billion to meet that reasonable expectation of funding and projects for the Community. We'll continue to be refining that project list. We've been working with the RMAP Subcommittee, it's a working group that is, it started

with our TPC and our TPC members have offered, generously offered their staff to come and participate on that committee as well they've been very, very helpful to the process and we really appreciate everybody's contributions. We have held discussions with that working group in November and then most recently on Jan. 16. We also plan on having another meeting of that group next month, probably around the same time as the TPC meeting. Our current discussions have been focusing around evaluating our performance measures and providing guidance on the targets and discussing that project list. Like I said, the list is not quite fiscally constrained, so we're going to be bringing data and information to that working group and to the TPC to help make some of those decisions. And we will of course, be bringing all of our information through the TPC and then to subsequent committees as we move forward. Staff has provided some recommendations to the working group to recategorize programs and to reflect the priorities of the region, and we want to make sure that the project list is realistic and reflects the goals and initiatives of all our agencies. Once the RTA project list is adopted by the RTA Board, that information will be incorporated into the long-range plan as well. Like I said, the next step will be to continue to align the project list with the fiscal constraints and move that into the modeling phases of the project. So that's what Hyunsoo and his team will be doing. We're going to continue to update our performance data and make sure that is accessible and up-to-date so that as we move forward with project selection, all that information is current and accessible to everybody. All recommendations from that working group. Of course we'll go to TPC, and we will continue to work with them as well as our other committees such as Pop Tech as we move forward through the modeling. We have presented some of our base year data to TPC or to that RMAP working group. That will be the foundation of our land use model and of course our activity-based model and that way, they've been introduced to the demographics and land use patterns that will help go into some of that decision making. As always, we're going to continue to coordinate with the RTA Next effort and with Rick and his team as we move forward with those decisions and making sure that the RMAP does fold in some of the project list of course and then some of the initiatives that are coming through

RTA Next. As always, once again, I do really appreciate all the work and the responsiveness and contributions of the jurisdictions and your staff, who have been very, very helpful coming to our meetings and being productive and contributing to our efforts. So, with that, that's all I have. If you have any questions, I'm happy to answer them.

Supervisor Scott: Questions? All right. As with the previous item, that was an information item. And so is the next one, item number 13, Regional Transportation Revenues update.

13. **Regional Transportation Revenues Update**

[Item #13 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, so I hope you see a pattern here. So these are all essentially pieces of the puzzle that ultimately builds up our long-range plan, so obviously, monitoring our revenue, both actuals and projections, they all are finally developed into our long-range plan, so everything we've talked about so far feeds into the long-range plan. So again, this is for information, the information is in your packet, and Mr. Towe if you'd like to add anything to that please do.

James Towe: Mr. Chair, Members of the Regional Council, thanks for having me. If you'll turn to the revenues report in your meeting packet, I'll go ahead and begin with Table 3 and Figure 1. Through October, there was \$59.5 million in HURF and BLT collected across the region. Of that \$59.5 million, PAG collected about \$12.4 million, or about 21% of that regional funding. The remainder was distributed directly to our jurisdictional partners. Regional HURF revenues were almost a 5% increase year over year over the five-year average we stand at about 9%. Table 4 shows 12.6% in detail. So far, we have collected \$10.1 million, which is 15.3% more than the ADOT official forecast and about 9.4% stronger than last year.

Table 5 shows HURF 2.6% with stronger than expected collections totaling \$2.2 million year to date which is 13% stronger than last year. And with Table 6 currently PAG, has just over \$79.6 million in an interest bearing account, 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 HURF 12.6 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 Table 9 has the previous five years and lets you see how much HURF your City or Town received. Table 10 shows us 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 about \$50.6 million has been collected in TPT this year, trending for more than 5% gain over the adopted budget. That also mimics the percent rise over last year's actuals, also over 5%. Mr. Chair, that concludes my update.

Supervisor Scott: Thank you. Any questions?

Farhad Moghimi: If I may add.

Supervisor Scott: Please.

Farhad Moghimi: Mr. Chair, Members of the Council, so that HURF collection information obviously is important, we're monitoring that. Mostly there were predictions that it's going to flatten out and start going back down, so just want to give you kind of a heads up on discussion that's ongoing at the state level, and the projections may end up being less optimistic moving forward for various reasons. We just want to make sure that might be a topic of discussion at a later time.

Mayor Murphy: Mr. Chair.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: Have there been any conversations early on in the legislative session about sweeping again or applying any of that money? I know —

Farhad Moghimi: Thank you. I wasn't going to go there, but unfortunately, we're watching it carefully. Unfortunately, because of the deficit, as you recall, that was one of the tools for the state to balance their deficit. So, I don't know for sure, but you hit it right on, that may be an issue.

General Maxwell: Mr. Chair, Mayor Murphy. Just to kind of expand that we've, at the State Transportation Board level, we're not aware of any discussions yet of going back after the HURF. The last HURF sweeps, I think the uproar was pretty loud and clear from all the municipalities and state. And so, I won't tell you that they won't. What we are hearing, though, is there were a lot of funds, in the member delegated funds, that they were able to give out as part of the last budget negotiation, a lot of those funds were provided to municipalities. Some of those funds have already been put in the municipalities' bank accounts. So, if they've got those, they may be safe, but not all of them have. The Speaker of the House spoke quite heavily about those funds being pulled back, so that is probably the bigger concern right now and transportation infrastructure. What I can tell you is the \$95 million grant that we got, just from the under the IJJA or the bill, the bipartisan infrastructure law, in the last couple of days for I-10, we've been guaranteed by the Legislature that they will not go after either one of the buckets of I-10 money they approved, and at the last transportation board, we actually approved the project funding and awarded the contract for the Gila River bridge to three lanes, so that's moving forward. But I do think it's an important concept that we have to keep our eyes on the HURF money because that is shown as an easy fix before when we've gone through tough, tough times economically in the state, so I appreciate the question.

Mayor Murphy: Because I know even at the local level the quicker you can design it, award it, whatever it might be, the less opportunity there is to be brought back, so anything we can do collectively I think that's what, we make sure it's allocated.

Supervisor Scott: Thank you, gentlemen, Mayor Honea.

Mayor Honea: As part of that discussion, the last I heard, and even though I think the Governor was talking about it, is if they have to cover the shortfall, they were going to do it equally between all state departments. So, if they do something like that, it would be a lesser hit for ADOT. You know, I mean, you might take a hit, but it might not be trying to balance the whole budget. There's still optimism.

Supervisor Scott: Other questions or comments from Council Members? Thank you. We're going to move on to another information item, item number 14. Carbon Reduction Strategies Update. Mr. Moghimi.

14. Carbon Reduction Strategies Update

[Item #14 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, Dustin's going to give you an update on the status of our initiatives, and we put it on a timeline format. So hopefully it's more informative. The information is already in your packet in a memo format, but we felt that the timeline might be a little bit more helpful to provide what has been done to date and what needs to be done moving forward. Dustin.

Dustin Fitzpatrick: Thank you. Good afternoon, Mr. Chair. Members of the Council. I'm Dustin Fitzpatrick, Air Quality Manager, providing you an update on the summary of the carbon reduction strategies timeline. So, your packet contains the memos provided previously on this topic, so I'll step through the strategies.

Back in April, ADOT and PAG consulted on the carbon reduction strategies for development into the draft OWP. PAG had requested member comments at that time and the Regional Council adopted the OWP with those carbon reduction strategies after the comment period in May. Last October, ADOT released the draft of their carbon reduction strategies and requested comments. We submitted our comments and requested comments from PAG members. In November, ADOT finalized the statewide carbon reduction strategy incorporating PAG's comments, so we continue to move forward with the projects identified in the adopted OWP such as the Regional Active Transportation Plan and dynamic traffic assignment model that were approved today. Moving on, this is a timeline of greenhouse gas performance measure. This is a new rule issued by FHWA last December. This establishes declining targets for CO₂ emissions on the national highway system. February 1 is the deadline for ADOT to submit its four-year target to FHWA. I attended a presentation last week by ADOT staff proposing a -0.1% reduction target initially and that was based on the trending historic population for the state growth and the gasoline and diesel usage. So next March through June, this will be sent to committees to review PAG's greenhouse gas performance measure target that'll go through TPC, EPAC and Management Committees to conduct the technical review of the target, along with the metric calculation methods that are available for MPOs and then make a recommendation to this body by the end of July, Regional Council will need to approve that metric calculation method and the four-year target submittal to ADOT. Then, in February 2026, we'll submit our second four-year target to ADOT. This rule is introduced mid performance period so really this initial one is a two-year target, the baseline year is 2022. That concludes my update. Happy to take questions.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: Can you go back to the last slide? It had the blue on the bottom. I can't believe it was already back in May when we approved it, it felt like yesterday but the one before that, April, May, when it said PAG requested member

comments. Is that the public at large and the municipalities and if so, did we, did you get a lot of comments back from any of the municipalities?

Dustin Fitzpatrick: We had one comment. Mr. Moghimi can speak to that.

Farhad Moghimi: I'll be happy too. Thank you, Mr. Chair, Members of the Council. So as part of every meeting, obviously the public has an opportunity to submit comments on anything that we have on the agenda. In addition to that, we requested comments from all the Management Committee representatives to provide comments and ultimately, Regional Council approval in May. Again, that's an agenda item that the public has an opportunity to provide comments. So multiple meetings on the agenda as discussed and the written comment period with only one entity that provided the formal comment in writing, but it was discussed with four different committees. Thanks.

Supervisor Scott: Mayor Romero.

Mayor Romero: So according to the Transportation Planning Committee, and we've heard from both the Pima County and the City of Tucson representatives, the Transportation Planning Committee was asked to give input on the Overall Work Program. Both Pima County and the City of Tucson representatives have asked to be able to participate in helping give input information about the carbon reduction strategies to better have results versus just planning, and they have not been given an opportunity to have a discussion about the carbon reductions program. What we had in May of 2023 as a PAG Board was a budget, and so we approved the budget for \$11 million, funds that are coming from the bipartisan infrastructure law. We, this Board, PAG has not been given the opportunity to discuss what are the strategies that we get the best bang for the buck and so I have been saying since May of 2023, that we, the PAG Board and our committees, is there an opportunity to give input on how we spend this money. According to your budget, all of this, all of these funds are going to planning. None

of it, as I see all of it is planning and so it is very unfortunate and I will keep saying how unfortunate and really, to be honest, there's a lack of transparency in terms of how we this Board and our committees and public participate in making decisions of federal funds, that we don't get all the time, into putting them to work and reducing carbon and greenhouse gases in our region. So, Mr. Moghimi, you can think that the PAG Board approved this in May of 2023, we approved a budget, Sir. We did not give any input, or our Transportation Planning Committee and our representatives did not, were not given an opportunity to have a discussion even though some of these jurisdictions ask plenty of times for an opportunity to give input on how to spend federal funds, that could make a big difference. Not just invest these funds in planning efforts. So, still not satisfied and approving a budget is very different than approving the strategy we all have to approve our budgets, but all of our budgets have a number and then our City Managers explain to us how that money is going to be used, and we are not being offered that opportunity here.

Supervisor Scott: Any other questions or comments from Council Members? I wanted to direct everybody's attention to page 143 in your packets. Where it says the bulleted item that says committee process and the bulleted item right below it that says Regional Council. There's four different committees that are cited Air Quality Subcommittee, TPC, EPAC, Management Committee and it says they will review planning efforts and recommendations for carbon reduction integration and review of initial greenhouse gas performance measure, 4-year reduction target and then our role is to review those recommendations and approve the greenhouse gas reduction target. But I think we would be very reliant on the input that we're getting from these committees. For me, one sentence that explains the work of four committees, the pending work of four committees especially, that with July deadline that's mentioned in the timeline is not sufficient. I'd like to request, by way of direction, a memorandum to the Council breaking down the roles and responsibilities of each one of those four committees and how they will advise the Council so that we can then make our recommendations and approvals.

Mayor Murphy: Mr. Chair, and just add in the eyes of transparency, it's good that comes to us as a memo, but let's just put it on the next meeting and go over it —

Supervisor Scott: Well, we could, Mayor Murphy, thank you very much. And if you recall, I requested a standing agenda item and so I'm sure this item will be back and that memorandum can be, I mean we can get it before that item, but I think we should review it at the item per your suggestion. Mayor Romero.

Mayor Romero: Let me, just for clarification, you're making a motion right now?

Supervisor Scott: No, I was doing it just by way of giving direction, because we already have, on page 143, this sentence that says these four committees will review planning efforts and recommendations. I'm asking for more detail as to the work of each one of those committees.

Mayor Romero: Well in detail, but also, you know the meetings where they are actually being asked to give the input, right, I mean, detail of what the committee is responsible for is not the same as being able to have that committee and give direction and input in terms of how these funds are going to be used. It seems to me like, most of the decisions, I mean \$1 million in household travel survey? We have a budget here, but nobody, we approved the budget but we haven't been given the opportunity, not the PAG Board, not the committees and so if we can go further in terms of, yes, the explanation of the work, but where are the meetings and their recommendations for PAG to be able to consider their recommendations as we move forward in funding these products. So, if we could also include that in the memo.

Supervisor Scott: You're asking, and I had asked for a breakdown of roles and responsibilities for each one of the four committees, you're asking also for a meeting schedule and are you not also asking for perhaps draft agendas?

Because these are, to your point, technical advisory bodies. I mean, they are referred in that way earlier in our packet. So, I just think as much to Mayor Romero's point, I think as much detail as possible as to the pending work of those committees, what they're each going to be dealing with, if there are already draft agendas. I think as much detail as possible is what we're asking for.

Farhad Moghimi: Be happy to.

Supervisor Scott: Is that fair to say?

Mayor Romero: It is. It is fair to say as well as, I mean, we have a July 30, 2024, deadline. Time is of the essence and what I would like to see is like are they meeting and are these committees being asked to give input on how we spend these funds because according to our appointee, our representative for the City of Tucson, the Transportation Planning Committee has not been asked, even though members of that committee have requested to have this agenda item that they have not been allowed to discuss. And so, yes, absolutely as much information as possible. But we also have to see the tangible action. In terms of what our jurisdictions, and I'm not just speaking for the City of Tucson, I'm also speaking from Marana and Sahuarita and South Tucson regarding our jurisdictions input and how to use these funds and so, yes and then some. I appreciate your direction.

Supervisor Scott: Thank you, Mayor Romero, and I think as much detail as possible in the memorandum that was requested and then to the points made by both Mayor Romero and Mayor Murphy, I think any follow up that we can get at the March meeting with this standing agenda item comes up again is most appreciated.

Farhad Moghimi: Of course, be happy to.

Supervisor Scott: General Maxwell.

General Maxwell: Thank you, Mr. Chair. One thing I'd like to add so everybody understands that ADOT's anticipated 4-year target is not official yet. It's going to be, it should be released in the coming weeks, but it is the - 0.01 is really what I'd call a reasonable goal to be set, the reasonable target as something I think we will be able to achieve, I guess I would, again, I don't mind memorandums, I prefer briefings just because I think that gets it in the public's perspective a little easier. It's a little bit —

Supervisor Scott: I think you're going to get both.

General Maxwell: And that's good. But the other thing I would say is, too, we have this conversation, every Board meeting, it always comes up and that's why it's a standing issue. But it always ends up being the same thing and we haven't gotten to the point where we're all either comfortable or we've had a conversation where we've put it on record if we're comfortable with where we're going, I think that's something that might solve the issue coming up every Board meeting. So, what I would ask also is in the next update, please take, let us know with the, I think it's \$11.7 million we've been authorized to PAG out of the Carbon Reduction Plan funds that came to ADOT. It's just where we sit with those funds, what we've got them already approved and you know, going towards and then what the remaining value, we've still got remaining funds to authorize and when you brief us on that also, can you also brief us on what's already committed just so everybody knows, because this is an issue. But, I still think we're all just trying to grasp what does it really mean? And I'll tell you, this is the state's plan or strategy. It's not a plan, I was made very clear when I talked to him this week, they don't have a plan. It's a strategy. I actually talked with the Executive Director about the difference in terminology, and terms are important until they are, but they are required to submit a strategy. At that point, that's kind of where the requirements stop. They've worked with all the different MPOs and other entities to kind of identify what they're

going to put forward, what they're going to do and then it's it is up to all of us and working with the Executive Director and the entire team to where we go, but I just think it'd be great to get as much information in front of us, have maybe a little bit more in depth conversation and then, put it to bed. I think the updates are important, but we need to get it to the point where it's not a source of controversy and discussion on this board.

Mayor Romero: Absolutely agree with you, Mr. Maxwell. ADOT put together a strategy and expects MPOs to make our own, they expect MPOs to make our own decisions. What I'm asking for is, yes, information, but I'm asking for the opportunity for our jurisdictions to be able to give input and that has not happened. This Board has approved a budget, we're receiving the \$11,000,000. We know that we wanted, yes, but the opportunity to give input on how to create our own regional action plan on using this money has not been given. As a matter of fact, some of these funds have been decided by staff at PAG. And so, I just do not believe that this PAG Board and our representatives at the committees, whatever committees are responsible to give input on this, I do not see it as transparent in terms of how to spend these funds. There are certain goals that the bipartisan infrastructure law wants MPOs to reach with this money and we have not given, been given the opportunity to speak about them and to decide how the money is going to be spent. Every Mayor and Council in this region has that opportunity and it's given by our City Managers. I do not understand how this particular organization, and it's Executive Director is not giving us, PAG and the committees that should be making this decision, the opportunity to do that and that's what I'm asking.

Mayor Murphy: Just a point of clarification for the Executive Director. All the things that we've been working on, is it not finding the data, gathering the information for, then it comes back to us, to the Mayor's point, then we put together the strategy, but we have to have the knowledge, where we are or where

we're not before we can get to the ultimate plan or strategy to get to the end result. Is that kind of not where we are at this point?

Farhad Moghimi: Mr. Chair, Mayor Murphy and I appreciate General Maxwell clarifying the difference. So, on the slides, we continue to reference everything as strategies because the plan itself will be developed over the next two years. So, the plan doesn't exist yet, but all these pieces come together to help us develop the plan. So up to this point, everything we've done is as you described. To collect the data, make sure we have the tools and resources to put them all together to be able to build that foundation for the plan itself. And when I reference the plan, ultimately everything we do, and I said that before under a couple of different discussions, everything we do ultimately by federal law is required to be, essentially compiled into the long-range plan. The long-range plan even for this purpose, must include not only the target but also those elements that would help us achieve that target. So all of this is yet to come over the next multiple years, but obviously immediately the Overall Work Program focuses on the two years. And the Overall Work Program authorized those steps to be taken.

Mayor Murphy: And things like the software and other things we've approved are the tools that will help get us to where we can come up with a solid strong plan.

Farhad Moghimi: Exactly. And those are all outlined in the OWP.

General Maxwell: Mr. Chair, thank you. And that's why I made the point of first, we'd like to see where all the, how much money, because you're right, it's a two-year plan, that's where we've got everything, we as a Board back in May approved that but what I'm curious about is how much of the \$11,000,000 is that taking. I know there's numbers there, but I'd like to see because it, once we have the data, if we've spent all the money gathering the data, on the flip side, we're not making any real, you know improvements. So, I think it's important that we have data, that based decision making is the best way to go about it, but I just want to make sure

that it's, there is an outcome to do what the IJA's plan and the carbon reduction plan. Now for the record, the state doesn't have a carbon reduction plan, it's just got a strategy. If I am correct, the only area that does have an actual carbon reduction plan in place right now is Maricopa, because they've been in a non-attainment region for years, so they're taking this money and they're starting to use it to execute their plan. So, as all good things, you don't want to plan to death, you've got to get executed at some point, they're already there. I think we're, what we're debating around this table is when do we stop planning? When do we start executing? So that's why I appreciate a thorough briefing update of both the plan, how long it's going to take if we're building it, how much money is going to it, how much money are we going to have remaining to execute and then, that's when. I love committees, inputs are good, but ultimately remember the responsibility for it does fall at this table. We can delegate authority, we just can't delegate responsibility, it falls to us.

Farhad Moghimi: Mr. Chair, if I may add. So, thank you for that, again, that's why we put it on the timeline to recognize that there were two critical milestones. One of them was November 2023, that's when the state was required to submit the strategies which we have done that, the next milestone for the state is next month and then for us is in July 2024. So, we're trying to hit those targets to make sure that we comply with the new law. So again, I appreciate the discussion, more information, it's always helpful but keep in mind this is a brand-new law. We're trying to comply with the law as well as to make sure that we integrate it into our planning process. So, it's not just the one and done thing that it's going to be an ongoing effort.

Supervisor Scott: Mayor Romero.

Mayor Romero: Absolutely, 100% agree that what this Board should be discussing is how do we implement our strategy, right? How do we implement how we put this money to work so that we can see greenhouse gas reduction in carbon

reduction in this region. According to what we have in front of us and we can share with the public because there is a budget that in 2024 spends \$1 million on household travel service, this is in 2024. In 2025, the same household travel reduction service will cost us another \$606,000. That's \$1.6 million just in the same studies and this Board should be given the opportunity to decide how we budget. My fear is that there has been budgeted, there's been so much budgeted already, that there's not going to be enough to be able to implement so that we can use this money in a way that will help us curb greenhouse gases and reduce carbon. And so that is the reason why I keep harping back to it and that's why I'm pretty sure, Chair Scott is putting this on the budget so that we have the opportunity and by the way our committees, our technical experts should be giving us their input as to how we use these funds, so that we can do more for carbon reduction? My fear is that way too much money has been budgeted already by PAG staff for the funds to do what they were intended to do by the federal government.

Mayor Murphy: Mr. Chair.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: Just one last point on that. But we're the ones that approved the budget and staff is, I mean, I don't want the public to think, we approved ice cream and we're buying brownies, you know, we approved a budget. Is staff working on anything that we haven't approved in the May 2023 budget?

Farhad Moghimi: That's a question?

Mayor Murphy: Yes.

Farhad Moghimi: I'm sorry, Mr. Chair, Mayor Murphy. No, absolutely not. We are complying with the Overall Work Program, that's why it's detailed, that's why it's budgeted by line items. So, we are following the direction of the Regional Council.

Mayor Romero: Excuse me, Mr. Chair, I am so sorry, but I need, I need the floor. Mr. Moghimi, you keep saying that you are doing everything with, with this Board's input. That is absolutely not true. We approved an \$11 million budget in May of 2023, and we have not been given the opportunity to decide how this \$11 million is going to be budgeted. So you could approve an \$11 million line item in your budget, but you want to know how parks and recreation is going to spend that \$11,000,000 and as an elected official, you want to be afforded the opportunity to decide how and where those \$11 million are going into parks and rec and be able to give your Council colleagues the opportunity to design it. Maybe it's a recreation center, maybe it's more greenery for your parks, maybe you want a new dog park. But you want to be able to give input on how those \$11 million are going to be spent on parks and rec. So, I still have the floor. So no, we are not being given the opportunity to decide how to spend this money. As a matter of fact, we are being given a budget, that is full of millions of dollars of planning. So, I want the opportunity for the residents of the City of Tucson and for the benefit of the residents of this region to know and be able to have a say as to how we spend that \$11,000,000. [\[INAUDIBLE 1:12:44 \]](#)

Mayor Murphy: Mr. Chair, and I think previous to this afternoon, we approved certain contracts that some of us voted for and some of us didn't, and that's my analogy of we approve the landscaping as opposed to building a football field as opposed to building the softball field. That's what we voted on earlier today and I'm assuming more of those contracts will be coming to us to discuss some of us might agree with the expenditures and some may not agree but they are coming to us.

Supervisor Scott: Mayor Honea, were you trying to get my attention?

Mayor Honea: Just ready to move on. I think we're becoming redundant.

Supervisor Scott: Just wanted to ask one other thing. Says also on page 143 that public input will be considered during the development of each plan and ultimately the RMAP is required to incorporate the adopted carbon reduction strategies. We've asked for information on the roles and responsibilities of each one of the four committees, as much detail as you can get into what each of them will be determining. General Maxwell mentioned how each one of them is involved with that \$11 million. Can we also get some input into how public input is going to be considered throughout this process, including during the meeting of those committees.

Farhad Moghimi: We'll be happy to add that as well. And just for everybody's benefit, every document that we have goes through a public process, and the public has an opportunity to comment so just want to make sure you know that, but we can add additional details under each item.

Supervisor Scott: Got it. All right. Thank you all very much and I believe we have now reached the point of adjourning.

15. Adjournment

The meeting adjourned at 1:25 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 Jan. 25, 2024. 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: [Live Video Link \(YouTube\)](#)

ADOT 2024 Safety Performance Projections

Jan. 25, 2024

Regional Council

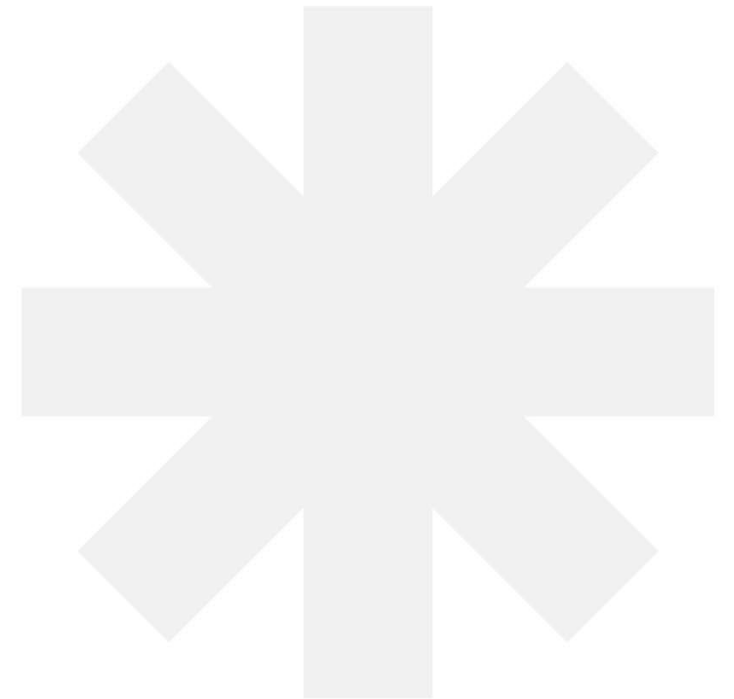
David Mitchell, Senior Transportation Planner



Pima Association of Governments

»» FAST Act Performance Measures

- PAG uses federal transportation performance measures, which are part of the FAST Act, to track progress toward national goals.
- Since 2018, ADOT establishes annual safety performance *projections* to comply with the FAST Act requirements.
- PAG supports ADOT's requirements of the FAST Act by adopting state projections and by tracking safety performance for the PAG planning area.



2024 ADOT Statewide Safety Projections

Performance Measure	2024 Projected	2020-2024 Projected 5-yr Average
Number of Fatalities	1,476	1,286.1
Fatality Rate	1.89	1.745
Number of Serious Injuries	3,702	3,636.0
Serious Injury Rate	4.92	5.001
Number of Non-motorized Fatalities and Serious Injuries	986	883.5

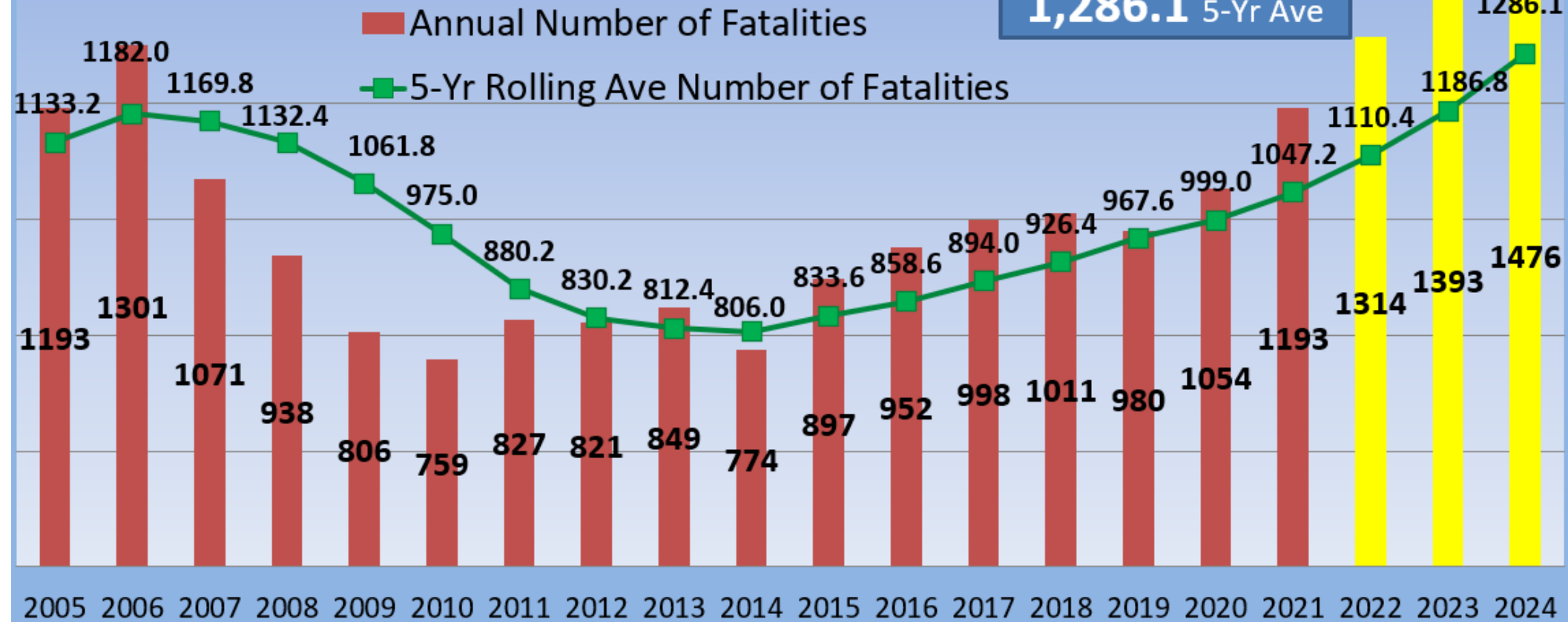
»» FAST Act Performance Measures

- Fulfilling FAST Act requirements, ADOT performance *projections* represent statewide predictions of anticipated performance for the short term.
- PAG's performance targets are long-term and aspirational regional goals as identified in the 2045 Regional Mobility and Accessibility Plan (RMAP).



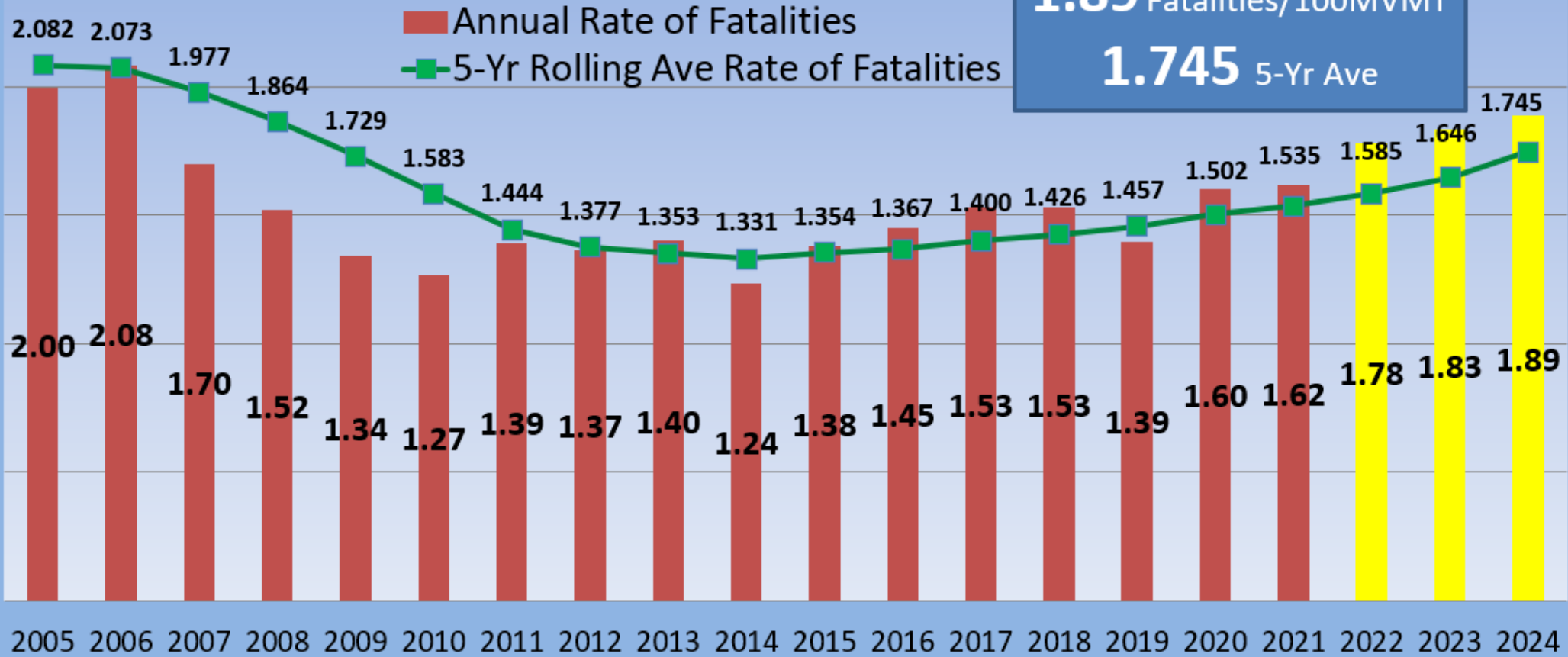
Number of Fatalities

2024 Projections:
1,476 Fatalities
1,286.1 5-Yr Ave

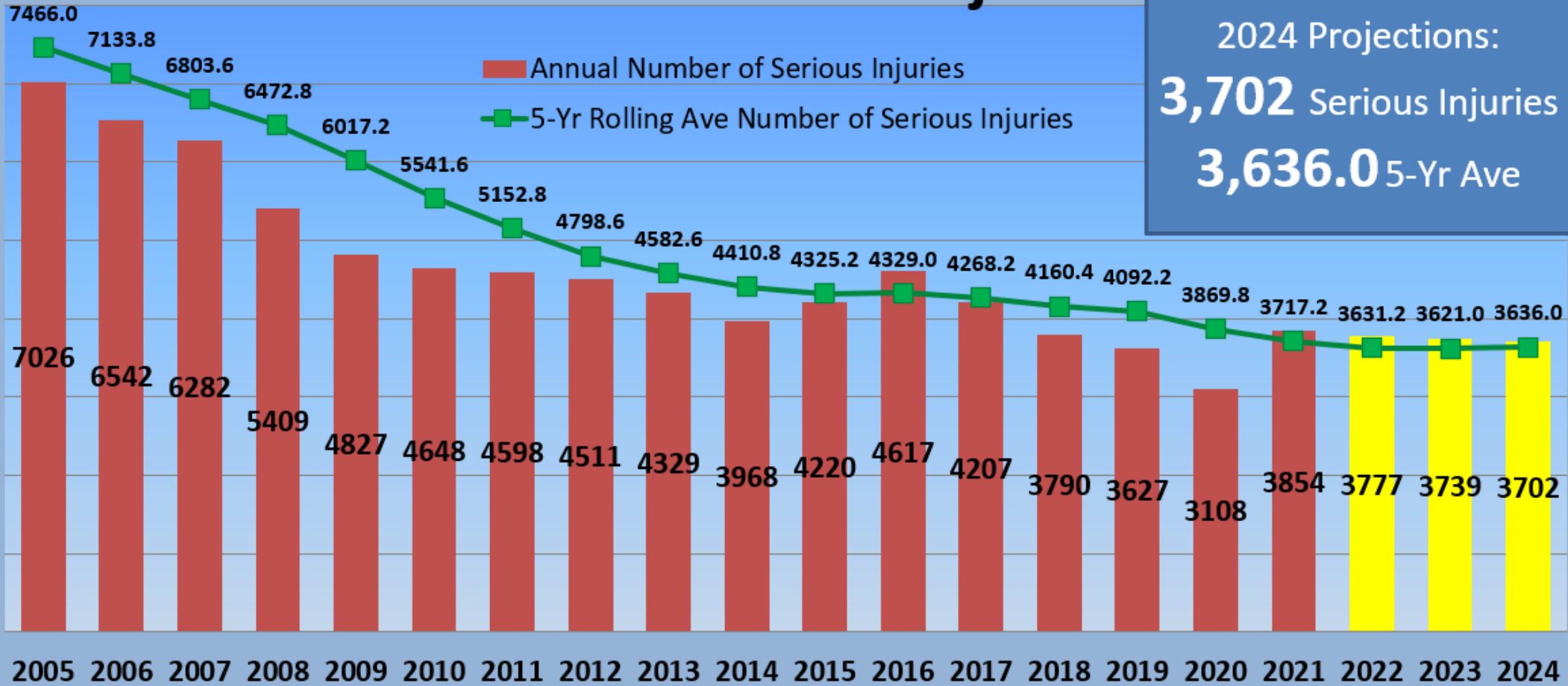


Rate of Fatalities

2024 Projections:
1.89 Fatalities/100MVMT
1.745 5-Yr Ave

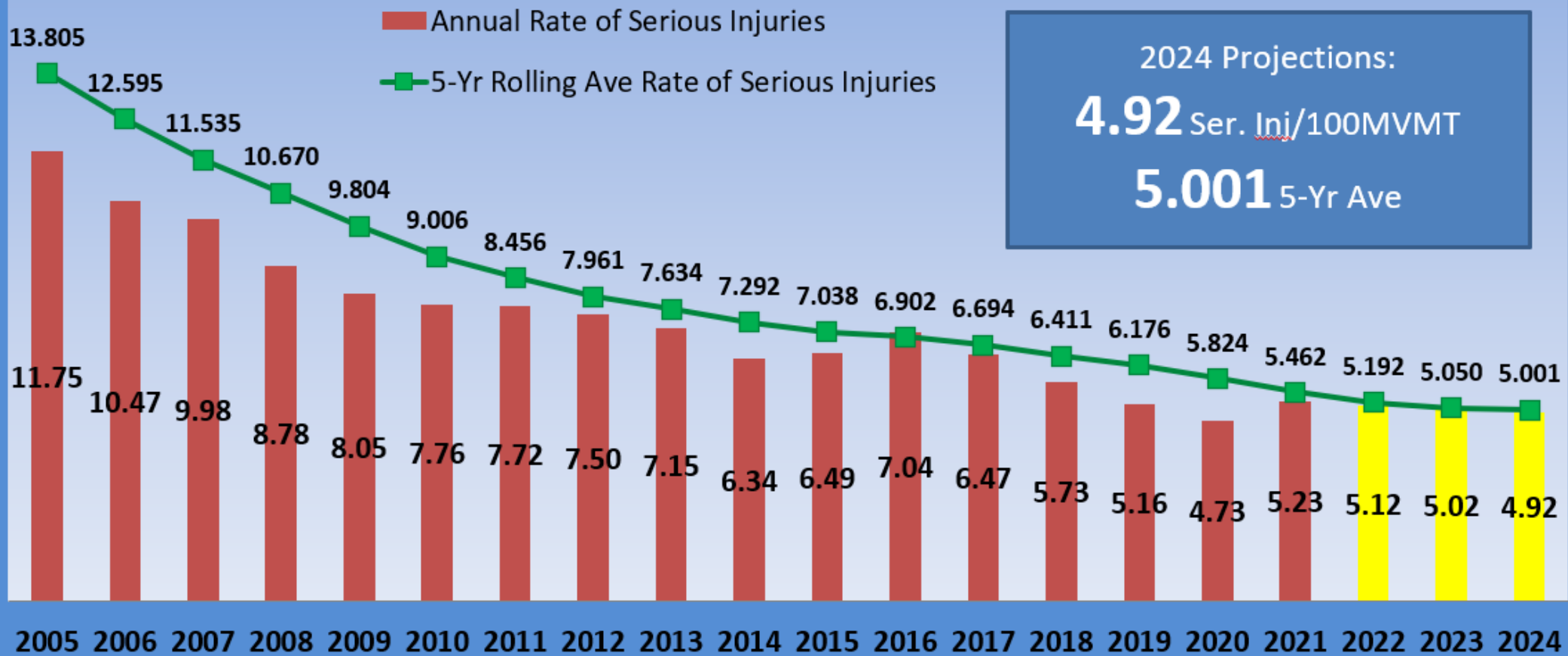


Number of Serious Injuries



2024 Projections:
3,702 Serious Injuries
3,636.0 5-Yr Ave

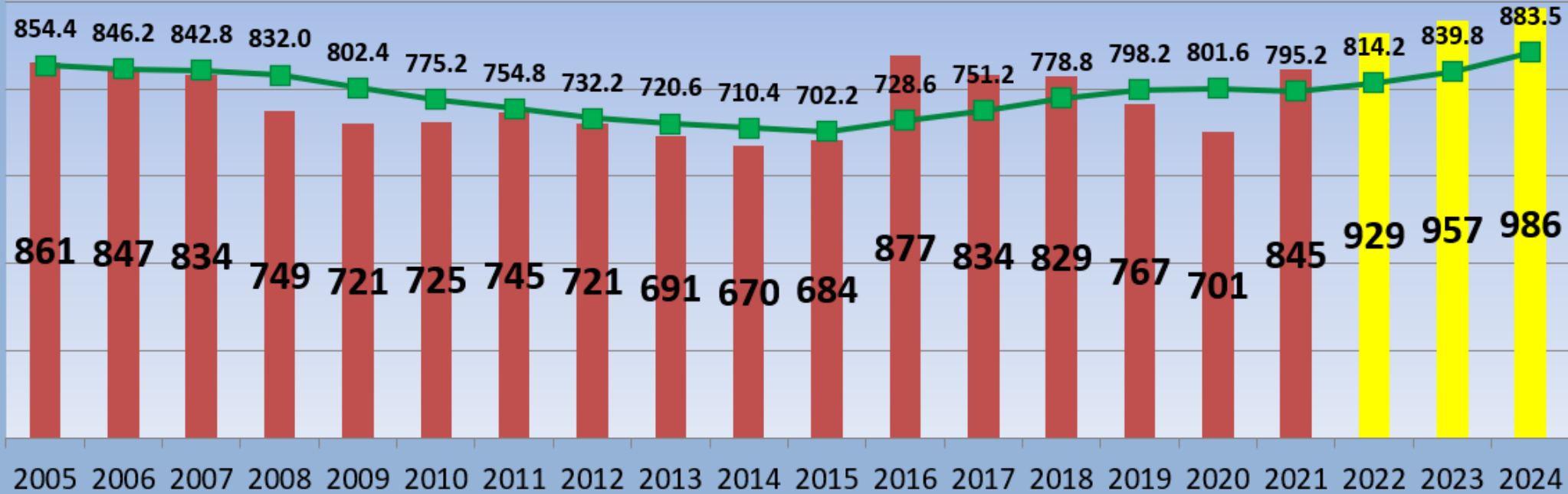
Rate of Serious Injuries



Number of Non-Motorized Fatalities and Serious Injuries

- Annual Number of Non-Motorized Fatalities and Serious Injuries
- 5-Yr of Rolling Ave Number of Non-Motorized Fatalities and Serious Injuries

2024 Projections:
986 Non-Motorized
 Fatalities & Ser. Inj.
883.5 5-Yr Ave





Request to adopt
ADOT's 2024 State Safety Projections

TIP Development Process Update

Regional Council

Jan. 25, 2024

Jamie Brown | Director of Strategic Planning, Programming and Policy



Pima Association of Governments

»» Principles for TIP development

The sunset of the current RTA plan and related funding considerations for RTA Next affect the development of the FY 2025–FY 2029 TIP. Thus, principles for TIP development during this cycle include:

Project Cost Estimates:

Estimates for project costs are intended solely for programming purposes. The cut-off date for updating cost estimates was the Oct. 31, 2023, TIP Subcommittee meeting, making them a static snapshot that cannot be continuously updated.

Revenue Estimates:

Similar to cost estimates, revenue estimates are also a one-time snapshot and must remain constant for financial constraint analysis moving forward.

FY 2024 Exclusion:

FY 2024 will not be included in the new TIP. Any proposed TIP amendment for the exchange of funds must be addressed separately through the official TIP amendment process.

»» Principles for TIP development (cont.)

FY 2025 Programming:

As long as FY 2025 is reasonably programmed for anticipated construction projects, the FY 2025–FY 2029 TIP document fulfills its intended purpose.

FY 2025 RTA Budget:

The FY 2025 RTA budget ensures that projects ready for construction will have supplemental funding for eligible RTA expenses. It is prudent that this flexibility is retained for project delivery. IGAs and/or TIP amendments may be used to make adjustments after the TIP document is adopted.

Priority for Project Starts:

Projects requiring initiation prior to July 1, 2026, will be prioritized to ensure compliance with RTA regulations. These projects are shown in the RTA Roadway Element worksheet with cells highlighted in green under the project name.

>> Principles for TIP development (cont.)

Update for Fiscal Years 2026-2029:

Due to the expiration and/or potential renewal of RTA revenues, fiscal years 2026-2029 of the TIP will need to be updated at a later time.

Deferred Scope Change Projects:

Projects with deferred scope changes rely on RTA Next funding and voter approval.

While Pima County's 1st Ave.: Orange Grove Rd. to Ina Rd. project (TIP ID 82.06) may use federal funds, it is still considered a scope change/deferred project and requires voter approval before proceeding with the changed scope. Hence, the start time prior to July 1, 2026, is not required.

RTA Next Contingency:

If RTA Next does not pass, the RTA Board's FY 2026 Budget will be utilized to amend the TIP as needed.

Anticipated schedule (subject to change)

- Sept. – Oct. 2023: TIP Subcommittee review of updated RTA roadway cost estimates
- Sept. – Dec. 2023: TIP Subcommittee review and discussion of RTA roadway element programming of STBG and HURF 12.6%
- Nov. – Dec. 2023: TWG review of transit project list
- Dec. 2023 and Jan. 2024: Preliminary committee review of draft TIP project lists
- Feb. 2024: TPC review of full draft TIP project list
- March 2024: Management Committee and Regional Council review of full draft TIP project list
- Mid-to-late March: Convene TIP Open Houses (dates TBD)
- April 2024: TPC review and recommendation for approval of full draft TIP document
- April 2024: Commence 30-day public comment period on draft TIP document
- May 2024: Management Committee review and recommendation for approval of draft TIP document
- May 2024: Public hearing and Regional Council review and approval of FY 2025–FY 2029 TIP document

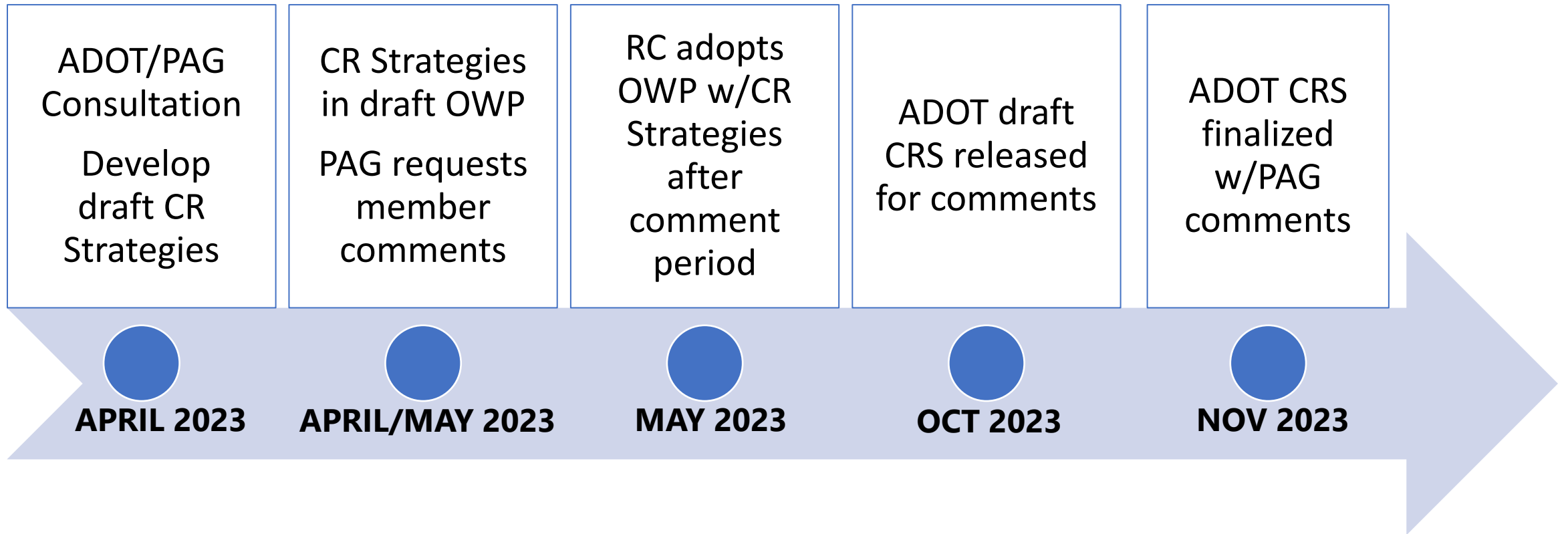


Questions?



Pima Association of Governments

>> Carbon Reduction Strategies Timeline



>> GHG Performance Measure Timeline

