

Regional Council Meeting Summary

Meeting Summary of Thursday, April 4, 2024

Full Video Recording (YouTube): [YouTube 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
Chairman Verlon Jose

Regional Council Members Absent: None.

Staff Lead: Farhad Moghimi, Executive Director
Secretary

The following is an audio-to-text transcription of the **Regional Council Meeting held on Thursday April 4, 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.

AGENDA

1. Call to Order (12:06 p.m.)

[Item 1 Video Link](#)

Supervisor Scott: All right, ladies and gentlemen, we're going to go ahead and get started a little bit late, but I would like to call this meeting of the Pima Association of Governments Regional Council to order and Ms. Ontiveros, would you like to do the 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.

Supervisor Scott: Would you all please join me in The Pledge of Allegiance.

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.

Supervisor Scott: And I'm going to take a point of personal privilege and recognize Chairman Yucupicio because he just shared something with me about the Pascua Yaqui calendar and traditions that, I think as a Regional Council, we would want to hear because it's an important historical and cultural touchstone. Chairman Yucupicio.

Chairman Yucupicio: Thank you and on behalf of all our people and the tribal members that live throughout this world, and especially in the state, here in Southern Arizona, Tohono O'odham Nation and us, for us, it's the beginning of a new year as of Easter, and we are now given the privilege and the grace of God and our creator to serve one more year, and every year it's the same way for us to be able to serve our people, our communities, our families and ourselves in the coming new year. So, with that, I wish everybody a great New Year and that every Member of this community, the state, Southern Arizona and even all our neighbors that live in all the outskirt cities that they may have a blessed year and my colleagues here at PAG and here on these boards that we serve with our hearts, honor and respect that we deserve by being given that privilege to serve another year by our creator. Thank you.

Supervisor Scott: Thank you, Chairman, thank you very much, and let's reflect back on those words two or three hours from now, four hours, whenever we may need to. All right, Mr. Brown, do we have any citizens signed up for 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 audience with us today, and so I'll introduce this item. 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. So Mr. Benz is here with us today. Please make your comment by stating your name for the record. After that you will have 3 minutes to address the PAG Regional Council

and at the two-minute mark, I will politely cut in and request that you wrap up your comments. You may now proceed with your comment.

Allen Benz: Good afternoon, members of the Council. My name is Alan Benz and I'm with the Tucson Bus Riders Union, and I appreciate the opportunity to address the Council today. My remarks are addressed specifically to the transit portion of the RTA budget either this year or for the upcoming. There, earlier at the PAG Open house that was held here recently, I talked to different staff members, one of which was Mr. Brown, there about the viability and the necessity for transit in the Tucson metro region. I mentioned that there were two studies done in Missouri, one in Saint Louis and the other in Kansas City, and the one in Saint Louis, which was done by Saint Louis University, indicated that for each dollar of capital investment in transit and the Saint Louis metro area, it was returning upwards of \$40 in additional economic benefit to the Saint Louis metro area. This was over and above what would normally be done, and people who are using transit in the metro area, we're spending like \$600 million more per year over and above what they would normally spend because they were using transit rather than other means of transportation.

Jamie Brown: Please pardon the interruption. We're at 2 minutes.

Allen Benz: OK. The other in Kansas City indicated that the zero fares transit policy in Kansas City there were showing a direct beneficial effect on climate change in the Kansas City area, and I'm sure that if the zero fares transit policy continues in the Tucson area, that it would also have a positive impact on climate change. Thank you very much.

Supervisor Scott: Thank you, Mr. Benz. No other speakers Mr. Brown?

Jamie Brown: That's correct. Thank you, Mr. Chair.

Supervisor Scott: Thank you very much. We're now on to item number 4.
Approval of the January 25, 2024, meeting summary.

4. **Approval of the January 25, 2024, Meeting Summary**

[Item 4 Video Link](#)

Mayor Winfield: Move to approve.

Chairman Yucupicio: Second.

Supervisor Scott: It moved and seconded, Any discussion about the meeting summary? Mayor Romero.

Mayor Romero: Thank you, Mr. Chair. The meeting transcripts have been, that have been provided for the past several meetings, have been very helpful and have reduced room for misinterpretation. That said, when there are technical difficulties with the audio for the live stream, the meeting summary should have sections where more traditional notes are provided, and this is for the benefit of people that have to re-watch and don't have the time to watch as the meeting is happening. So just to be extra attentive to the segments of the transcripts that were missing due to sound and being able to provide those segments in writing. That's it.

Supervisor Scott: Thank you, Mayor Romero. Any other comments or discussions? All right.

Mayor Honea: I move to approve, Mr. Chairman.

Supervisor Scott: Oh, it was moved and seconded.

Mayor Honea: Oh, it was?

Supervisor Scott: Yes, sir. Thank you. All in favor say aye.

All: Aye.

Supervisor Scott: Any opposed? All right. Meeting summary approved unanimously. We're now going to move on to item number 5, Consent Agenda items for information.

5. Consent Agenda Items for Information

a. Program Highlights Report

b. Contracts and Agreements Report

[Item 5 Video Link](#)

Mayor Romero: There are expenditures on both the consent agenda and item 5, 6, 7 and 8 all have expenditures under the Carbon Reduction Program, and we have an update on the carbon reduction in item 13. I've said this before, we need to be able to know the strategies before we continue spending money under the carbon reduction. So, can we take item 13 before item 5, 6, 7 and 8?

Supervisor Scott: I wasn't aware that there were items under consent, other than just for information. I wasn't aware that there was expenditure. I was aware that there were under 6, 7 and 8, and I had already told the Executive Director that I was going to move item 13 ahead of 6, 7 and 8.

Mayor Romero: Consent agenda item 5B has expenditures under the Carbon Reduction Program, in the amount of \$796,847. So, I would like to delay making

that expenditure so that we could have a conversation about the Carbon Reduction Program strategies.

Supervisor Scott: I'm fine with that if that's the case, then I will exercise the prerogative of the Chair and move item 13 ahead of item 5. Go ahead —

General Maxwell: I guess I've got a question because, and this is really for the Executive Director. So, both those two contracts that Mayor Romero is alluding to under the new contracts already have start dates that have occurred. Have we already entered into those contracts?

Farhad Moghimi: Yes, we have. They were both authorized by Regional Council previously and have already initiated.

General Maxwell: So, when we approve the consent agenda, we are not approving expenditures of any additional money?

Farhad Moghimi: It's just a report.

Supervisor Scott: Nevertheless, I'll go ahead and move 13 ahead of 5 just because of the concerns that Mayor Romero raised, and then we'll come back to all of those other items. So, let's go to item 13, Mr. Moghimi.

13. Carbon Reduction Strategies Update

[Item 13 Video Link](#)

Farhad Moghimi: Be happy to Mr. Chair, and Mr. Fitzpatrick is also here to answer questions. So, as you recall, at the last meeting, we discussed the strategies that were developed, and we are implementing those strategies as we move along. As part of those strategies, we had multiple contract services and, as

we just mentioned, several of those have already been previously approved by the Regional Council, and they're well underway, and on today's agenda we got three more of those contracts. Again, as part of the previous discussion, we talked about the process that we're going to use, and staff are coordinating to take each strategy which leads to a product and a plan or data. All that information goes through the committee process and then it all comes back into our overall plan, and then it's included in the long-range regional plan. So, I'll pause there, unless there are any questions. There's plenty of information in the packet but I'd be happy to answer any questions. I'll turn to Dustin for any additional information about our process.

Supervisor Scott: Go ahead, Mr. Fitzpatrick.

Dustin Fitzpatrick: Yes, that sounds correct as far as the strategy is being incorporated. The strategy was incorporated into the Overall Work Program. The projects that are underway and will be detailed in the RMAP. Additionally, there's also an item included in here for the new greenhouse gas performance measure that was federally required by FHWA that was finalized on Jan. 8. Soon after that, on January 12, there was a lawsuit filed by Kentucky and 21 other states contesting the authority and legality of that. After that, FHWA on January 26 extended the initial target submittal deadline for that performance measure out from February 1 to March 29. FHWA had initially asked and ADOT had submitted the state target that was due by February 1 to FHWA and then just recently, March 27, there was a U.S. District Court decision in Texas ruling against the legal authority to implement the measure, so currently it's on hold. Additionally, ADOT had needed to resubmit its initial target based on revised fuel use for Arizona. It's based on 2022 as a baseline year. As reported, Arizona's fuel consumption for gasoline was 3 billion gallons. That was reduced down to 2.7 billion which changed their initial metric that was used for calculating CO₂ emissions on the National Highway System. So, at this point that rule is on hold. That would also be required to be included in our RMAP as a new performance measure. We had

started working that up through the committees starting with the Air Quality Subcommittee for recommendations on setting what that target would be and the metric calculation that we're going to use as an MPO to calculate the CO₂ on the NHS.

Supervisor Scott: Go ahead Mayor Romero.

Mayor Romero: You talked to us about the conversations that are happening with the Air Quality Subcommittee. You're talking about the Air Quality Subcommittee within PAG, correct.

Dustin Fitzpatrick: Yes, so —

Mayor Romero: Talk to us about that, because one of the things that both Chair Scott and I were concerned about was the lack of opportunities for committees and the public and the Board to weigh in on the strategy and how to use these funds, something that is very concerning, so can you talk to us about what's, what are the conversations happening at the subcommittee level.

Dustin Fitzpatrick: For the recent meeting with the Air Quality Subcommittee, the discussion was regarding the greenhouse gas performance measure that FHWA is proposing, so that's supported by efforts out of the bill such as the CRP program funding the NEVI program with infrastructure for EV charging on the interstates. So, at this point, that target is supporting those efforts. The strategies were adopted by Regional Council in May, included in the OWP, and so also outlined in this item are the Table 6 expenditures, which identify those nine projects, which consultants are contracted to carry out.

Mayor Romero: So, the Executive Director makes the OWP and the committees cannot comment on the OWP, and I know that the OWP passed but it was a budget that had no explanation as to how that carbon reduction program funds

were going to be used. So that has been, now we're going around to the same place that I've been talking about. So, when committees cannot comment on how those funds are being expended, then we're really not getting any input or feedback on, you know. Either the jurisdictions are not going to be able to give input or feedback and the public have not been able to or this Board, for that matter. All we're getting is a list of expenditures without explanations as to what the strategies are to reduce carbon in our community. So, we also need to make sure that we're demonstrating carbon reduction with these funds, and one of the concerns that I have with how we're using the carbon reduction program funds is that PAG is funding things that PAG was already doing. So, we're substituting carbon reduction funds where the funds that PAG should be using for projects, that of things that were already being used. So, I'm skeptical that the millions of dollars for planning activities will help achieve emissions reductions, and I think we need a much more thorough item than just repeating the same thing over and over. That has been said so I would like to delay the expenditures that we're doing today and have a much more thorough discussion as a Board and have our subcommittees and committees be able to put together strategies that will actually demonstrate carbon reductions in our region.

Mayor Murphy: Mr. Chair.

Supervisor Scott: Hold on, Mayor Honea asked to be recognized.

Mayor Honea: First of all, I don't have a problem with what we're doing now. I think we're fulfilling what is our obligation. I wanted to ask the Mayor what committees are you talking about, Mayor Romero, are they PAG and RTA committees, City of Tucson committees, private committees. That, I mean committee, is kind of a, could be anybody. We're a committee, here.

Mayor Romero: Per the materials provided in the agenda for this item, all of the following committees should meet in preparation to finalize and recommend for our

regional greenhouse gas reduction emissions, and these are Air Quality Planning Subcommittee, RMAP Working Group and Transportation Planning Committee.

Mayor Honea: Under PAG.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: The way I, correct me if I'm wrong, Executive Director, but when I remembered it, we had this discussion at the last meeting, and I think it was then passed 8-1. I'm not sure exactly how many people were here, that there was a consensus that we had to have a baseline, something to measure before we could come up with strategies, and I think that's why we have a couple of those land in the consent agenda that we had previously approved those for the spending of expenditures, and I think 6, 7 and 8 are more that was a continuation of what the Regional Council decided that we needed to have, again, the baseline and the measurements to actually come up with a strategy because as I was always taught in the Air Force, you plan work and you work your plan, and I think this all came into creating the work product to understand where we needed to spend additional monies and strategies to actually reduce carbon, but if we're not measuring, we don't have a baseline. How do we come up with a strategy to actually come up with a good plan to actually reduce it if we don't know where we are.

Supervisor Scott: General Maxwell.

General Maxwell: Thank you, Mr. Chair, and that brings up, I guess, a follow up question because we absolutely have to know what our baseline is before we make decisions of what we're doing successfully or not, but \$6.4 million, as I understand, is what came from with the state, money came down the state, they passed that to us —

Farhad Moghimi: That is correct, yes.

General Maxwell: So far, the data that you gave us only \$700,000, just over \$750,000 spent to date. When you said \$1.2 million committed for the contracts, but those contracts that were previously approved?

Farhad Moghimi: Correct.

General Maxwell: So, of those contracts, I guess this kind of gets to Mayor Romero's question to how much of that was toward planning to get us to that point. We'll have measurements versus, I mean, I guess that's the plan. I'd like to know how, when will we get measurements?

Farhad Moghimi: Exactly. So the initial two years of the program were to develop that foundation, the planning documents and data needed and mapping and everything else that we need. So, what you see in the current work plan will get us to where we need to be to be able to include all that information in our long-range plan, which is a requirement of the legislation. All of that would be in this fiscal year and next fiscal year.

General Maxwell: Chair to follow up, so how much of this \$6.4 million will we expect because I think —

Farhad Moghimi: All of it is programmed and —

General Maxwell: Right now, it's all programmed in our next year's OWP?

Farhad Moghimi: In '25 and '26. I'm sorry '24 and '25.

Mayor Romero: Is it all planning?

Farhad Moghimi: Data collection, mapping, planning, modeling. Obviously integrating all of that into our planning process. Again, the nine items that are listed here. So interesting enough —

Mayor Romero: Mr. Chair, if I may. I actually forgot a few other committees that this was supposed to be talked about and received the input for the Environmental Planning Advisory Committee and for a review of traffic modeling activities. The PopTech Subcommittee and Transportation Security and Safety Subcommittee, and by the way, final review by the Management Committee before a final recommendation is made to the Regional Council. So, none of those steps has been followed and I see that the Air Quality Planning Subcommittee met on March 26, 2024, which is just recently. What feedback did the Air Quality Planning Subcommittee give on this strategy? Did you guys have a conversation about this?

Dustin Fitzpatrick: No Councilmember Romero. There may be confusion. The strategies I outlined for this agenda item in the OWP, their goal is 20 through 30 in the OWP, that got incorporated and —

Mayor Romero: Sorry for interrupting. That has been said before. In order to use these funds, the request has been made and the usual process of expending those funds is putting together a strategy to reduce our greenhouse gases and so, have all of these committees met and talked and this has been a long concern of ours, right? Since last year we have been saying, actually Supervisor Scott, when requesting this item be a usual item in our PAG meetings, what you asked when you were requesting this item Chair Scott is a breakdown of roles and responsibilities for the committees that should be involved in this process. You asked for a meeting schedule and draft agendas for those committees and how public input will be incorporated in as much detail as possible on this item to be added. So again, what did the Air Quality Planning Subcommittee have to add to this particular item because it is their duty and responsibility to give us —

Dustin Fitzpatrick: Certainly. So, the strategies were adopted in the state CRP strategy plan for the OWP. I think the item that's being discussed here is the next step in FHWA's process in measuring greenhouse gas emissions. The committees that are referenced here are to bring forth the greenhouse gas performance measure target. That was going to start with the Air Quality Subcommittee and did. It was going to proceed through all of the committees that you referenced for final adoption of that new performance measure target for greenhouse gas emissions by Regional Council. That federal rule got paused, so that the committees that we're discussing weren't referencing the discussion of the strategy. It's the new greenhouse gas performance measure in order to measure those emissions on the NHS.

Supervisor Scott: Can I just ask the follow up question? Given the lawsuit by Kentucky, do we still have the same August 2024 deadline for our baseline, Mr. Moghimi?

Farhad Moghimi: Mr. Chair, if I may, there's a little bit more into that discussion. So, as mentioned earlier, there were multiple lawsuits, multiple different states. The one that had a ruling last week was from Texas. That lawsuit essentially halts FHWA's authority to establish greenhouse gas reduction. We got word from FHWA to pause, we're working on it, we'll get back to you. So, we're pausing on that element, which is the greenhouse gas performance measures targets. But that's only one element. We got all these other elements that includes planning and data collection inventory all of that is still eligible and will be mandated at some point. Just because there is this legal debate going on about the mandate, I don't think that's anything to be concerned about. We know our goal is to make sure that we have good air quality. We want to make sure that we have good inventory in place and good planning to continue to maintain or improve our air quality. So, we have to put it in that context. Once we start putting in context of greenhouse gas reduction, then we get into the legal issues, and I would

recommend let's wait until those legal issues are resolved. So, for that reason, going back to what was just discussed, we no longer have a federal mandate to establish a greenhouse gas target. The target of the August date is off the table.

Supervisor Scott: So in terms of the work of our advisory committees, is that something, because Mayor Romero is absolutely correct, I did make that request and that it be referred to whenever item 13 came back up. The only reference that I see in the narrative to advisory committees is that they're advisory.

Farhad Moghimi: Correct. And then there's this additional document that helps identify which committee, which items go to, this is in your packet, if you haven't seen it yet. So there's a list of each committee and which items go to which committee because of exactly what you said, different committees have different technical focus, so the ones that have technical focus on air quality, they would need to review certain things. The ones that have traffic modeling and data analysis, that's a different committee. Ultimately, all of that information feeds into our modeling process, feeds into our planning process and that's where it gets to the Regional Council level so various subcommittees provide various technical support, if I understood your question right.

Supervisor Scott: You did, but in in terms of the other part of the request with regard to meeting dates, draft agendas.

Farhad Moghimi: So, this is all still unknown. So, we were waiting to hear what happens from the state and then the feds and the court ruling. So now we don't have the August deadline anymore, so that aspect of it is somewhat not as urgent anymore. There's that legality of it. There are certain things that legally we should not do, and we should pause until we have clarification on. But the rest of it is all data collection, planning, modeling, all of that is eligible and, in my view, we will need to continue doing that regardless of what the courts decide.

Supervisor Scott: And those are the items that are, those are the matters that are addressed in item 6-7 and 8?

Farhad Moghimi: Exactly. Data collection, mapping. The survey itself is very critical that we want to have that additional data to calibrate our models to make sure our models are correct.

Supervisor Scott: And the engagement of our subject member experts at the jurisdictional level is something that we also can address in item 6-7 and 8?

Farhad Moghimi: Exactly. So, similar to the one we talked about last time, the last time we talked about the active transportation planning, for example, that's one of the nine elements. So for that element, we're going through the Transportation Planning Committee for development with a Technical Advisory Committee. Those committees will provide and support the development of that document.

Supervisor Scott: General Maxwell.

General Maxwell: There is some great information in the packet and you know I'm looking right now at the charts where it shows the costs over in fiscal year 23/24. Are the ones that have CRP program, you know, transportation tasks here, are those the ones that we need in these funds that we use \$6.4 million because obviously there's more than \$6.4 million on these two charts, so it's —

Farhad Moghimi: I'm sorry, can you please rephrase the question?

General Maxwell: How would I, looking at the capital equipment consultants, including pass-through funding charts, the ones right before, you got your hand, right these two, yeah. How would I know which ones we're using the carbon reduction plan funds, the \$6.4 million —

Farhad Moghimi: Jamie probably knows that table better than I do, but they should usually have a reference to the funding source, right?.

Jamie Brown: Right, I don't have it in front of me, Mr. Chair, Mr. Maxwell, but on the very left side of that chart you should see a code that says CRP. Do you see that next to, like in the middle of the chart. It probably says CRP next to some of those codes.

General Maxwell: Some of the categories like if you go down to work element 4005 through, in 4005, it says transportation-CRP.

Jamie Brown: Those are CRP funded.

General Maxwell: OK, those are CRP funded!

Farhad Moghimi / Jamie Brown: Yes, that's correct.

General Maxwell: Thank you.

Mayor Romero: Mr. Chair.

Supervisor Scott: Mayor Romero.

Mayor Romero: A couple of things. The carbon reduction planning page that we received talks about the committee review and talks about review and recommended emissions reduction targets, and those are the three subcommittees that I talked about, Air Quality, Environmental Planning, Management Committee review and plan activities related to carbon reduction due to on-road vehicles, the committees and it talks about the committees. It's review and recommend, and so my concern is these committees have met, but yet their agendas have, they have not been allowed to discuss, to review and recommend

what we need to do as a region to afford a carbon reduction plan. And so, my concern about spending money without input from jurisdictions and this is not just Tucson by the way, this is all of your jurisdictions are not being allowed to give feedback and input on the best carbon reduction strategies. We're spending a way lot of money on planning, and the public is not being given an opportunity to give feedback on how we spend precious funds that we need to spend on carbon reduction. Since the rule, based on the lawsuit is on hold, why do we have to move to approve these funds today when we have not been given input by the committees that should be responsible for giving input to PAG. As recipients of this federal aid, we are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and for complying with the participation and consultation requirements outlined by the federal government. We're not doing things right; we are not doing things right. Carbon reduction programs are required to comply with Justice40 to ensure that at least 40% of these funds will be used to benefit low income and disadvantaged communities. There is no mention of Justice40 on any analysis that has been conducted to ensure we would meet this requirement. So, again, I would ask that we not expend these funds until we know and have been given input and these committees that are responsible for giving us input. The rule is on hold. I think we should put these items on hold and not expend until we receive input and feedback as to what is absolutely necessary from these committees. Because this is money that's going to go away. We have one shot at it. We should do it right.

Supervisor Scott: So, let me take what you said and pose the question to the Executive Director in terms of the items that have already been approved by the Regional Council. What was the role of these three committees and second part of that question, and you alluded to it earlier, once we have a better sense of where we're going from the courts and the feds, what will be the role of these committees moving forward?

Farhad Moghimi: Sure, if you don't mind, let me answer the second one first.

Supervisor Scott: Please.

Farhad Moghimi: So again, the legal aspect of it, the guidance we're getting from Federal Highway Administration is to keep doing what you're doing. Everything that they have already authorized is good work and eligible. The only thing that is being questioned is establishing the greenhouse gas targets with the reduction goal. Even ADOT was informed that you can't even implement that, that's null and void. So that's only one small element from the entire recommendation to develop a plan and put it in your long-range plan. The only thing that we cannot do is to mandate the goal and measure against that goal. We can establish a baseline. We can establish that foundation, we can measure and have inventories in place. We just cannot have a reduction goal and mandate that goal. That's to be decided by the courts, my perspective is that if not this year, four years from now, five years from now, there is going to be a decision made to start measuring against your progress. So anything we do establishes our footing to be able to maintain good air quality and demonstrate that not only through this requirement but even through our TIP development process, our TIP development process already has a requirement to demonstrate that we have air quality conformity. That's a requirement, and if we can demonstrate that we have a plan in place and we can conform, then we're in a good place. Which committees are going to be involved? As I mentioned, again moving forward, you've got various committees, they all feed up to recommendations to the Management Committee and ultimately Regional Council approves every single product. All products require Regional Council approval. All those go through public meetings; they go through review and comment periods and ultimately come through Regional Council. If you don't mind, I'll address the previous question. So, the first question, same thing. Management Committee was asked to please review and comment. These initiatives were all outlined as you see here, there were outlined in the OWP. Management Committee had over a month and a half to review and comment. In

my verbal/discussions with everyone they felt very comfortable with it. We only received one comment in writing and that was responded to in writing as well.

Supervisor Scott: And, but the first question had more to do with what was the role of these three committees in that earlier process?

Farhad Moghimi: The earlier process with Management Committee was the one that reviewed with their committee representatives to respond.

Supervisor Scott: I got you. Mayor Honea had his hand up before you said something verbally.

Mayor Honea: I was just going to say. We're collecting data trying to find out where we are and we're putting the process together, and these committees will be used as their expertise is needed, not all up front. So, we'll move through the process and all of that kind of stuff. If we don't continue and establish where we are and what we want to do, we're going to have to start from the very beginning once the process is approved, if it ever is approved, with the money sent to us. So, I think we need to move forward to establish where we are and what the process is, you know, measure and what we need. We have input from the committees we need and eventually we'll get to those other committees as we start moving through the process.

Supervisor Scott: Thank you, Mayor. Mayor Murphy.

Mayor Murphy: Yeah, I was just going to echo that. It sounds like all of the committees and subcommittees, you have to have data to decide and comment. Has any jurisdiction not been allowed on any of these subcommittees and committees to make comment or offer input in your provided knowledge?

Farhad Moghimi: If I may, Mr. Chair of Mayor Murphy, we actually thank them and acknowledge that they're putting a lot of time and effort attending our meetings, everyone participates. Every single decision that's made, every product that comes through our process and ends up into the RMAP goes through multiple committees then ultimately Management, then Regional Council. So I would say every product gets touched on by at least three different committees that have been involved before it gets to you.

Mayor Murphy: And then as we continue moving forward, the things that are on our agenda today are continuing to try to provide data by technical experts, right, and organizations that actually can feed into these committees to give them the proper information they need to move forward and then help start to develop strategies. But again, you know, plan your work, work your plan, we have to know where we are.

Farhad Moghimi: We need their input, we need their participation and, again, I really appreciate it because I've heard from some of the smaller communities that we have one or two people and we're spending a lot of time on attending committees. So, we try to be respectful of their time as well, but ultimately it is a team effort. We need everybody's input. They even in some cases they have to go and provide some of that data and provide that data to input into our process so we couldn't even have the whole picture if they're not able to bring that information to the table.

Mayor Romero: Mr. Chair.

Supervisor Scott: Mayor Romero.

Mayor Romero: The whole, the fundamental issue is that they took all of the carbon reduction program funds to pay for things they were already doing in the OWP. That's the fundamental issue. The Carbon Reduction Program and these

additional funds were sent to us from the federal government so that we could work on carbon reduction in our region. That's the fundamental issue, and according to our staff, the Transportation Planning Committee was not allowed to give input. Just in today's meeting were expected or we're being asked to expend \$3,000,000 out of \$6,000,000 that we have for this program, it doesn't make any sense. We have an obligation as an Association of Governments to get the input the expert advice, the input from the community so that we make the best use of these funds for our community. So, you've told us a million times that the OWP was approved by this, by this Board, but the problem is that the OWP was using carbon reduction programs, which you put on there for expenditure on things that hwe ave already been doing. We're already doing these things at PAG. So again, I would suggest we not act on spending any additional funds before we give the Air Quality Planning Subcommittee the chance to comment. The RMAP Working Group and the Transportation Planning Committee have an opportunity to look at the strategy on how we're using these funds. That is a fundamental issue that I don't believe we're completely discussing on this table.

Supervisor Scott: So, with that in mind, I think every point that people wanted to make with item 13 has likely been made, so I'm going to move back to the regular agenda and take up item number 5.

5. Consent Agenda Items for Information

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

[Item 5 video Link](#)

Farhad Moghimi: Mr. Chair, again, if I may, that's an information item. Be happy to answer any questions you may have.

Supervisor Scott: Are there questions about anything under item number 5, either a or b?

General Maxwell: Mr. Chair, please, just clarifying that again, the contracts that we've got on here between projects have already been issued, already been executed here previously, so there really is no action because it's just for information.

Farhad Moghimi: Just for information that both were authorized and approved at the January meeting of the Regional Council.

General Maxwell: Thank you, Chair.

Supervisor Scott: Thank you, General Maxwell. So, we're going to move on then to item number 6. Report on a request for contract or any project-related questions. PAG has solicited contract services to complete the project and has selected a consultant through a qualification review. Mr. Moghimi.

6. Household Travel Study and Assessment Contract

[Item 6 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Regional Council, this one gets highly technical, so I'm going to have Dr. Noh give you the overview and I'll be happy to answer any questions you'd like.

Mayor Romero: Mr. Chair, we did not vote on item 4, I mean item 5.

Supervisor Scott: It was a —

Mayor Romero: Just for information?

Supervisor Scott: Yes, for information.

Hyunsoo Noh: Mr. Chair and Members of the Regional Council, my name is Hyunsoo Noh, Data Science Administrator, here at PAG. Thank you for this opportunity to present on PAG's Household Travel Study and Assessment Project. As an MPO, PAG maintains the travel demand model and the air quality models, the regional transportation air quality conformity and the planning efforts. The household travel study is one of the most important backbones of the PAG traffic demand models. Because we have new traveler behavior patterns, and fundamental target behavior models need to be updated including our new activity-based model which we have been using since back in 2008. This project includes the Household Travel Study as a foundational task, and it's important to collect the samples satisfying all the regional statistical representativeness and other regional modeling results, especially just the population group, high income group and the low income group, all used different transportation modes, public transportation and the bike use altogether supposed to be statistically representative, which means that actually we're trying to just have all the possible general and regional understanding of the transportation needs with the survey. And not only for that and just different age groups and the different size of households by area, urban and suburban, as well as use of different transportation modes as I mentioned earlier and reviewing daily activities. For example, COVID-19 has changed national and regional travel behaviors. And now we're seeing more remote work which means that we see more residential area activities and they're not often like compared to just the pre pandemic and the typical business trips and more likely we use the Teams or the Zoom meeting instead, things like that, and plus just give you the household items purchased online, through and subscribe or web services like Amazon. Travel patterns have totally changed now. So, before and after the pandemic and new technological advancement and the way they were introduced and including vehicles, hydrogen vehicles and also the hybrid vehicles use growth, and the E bikes, as well as the TNC services and the transportation network

companies, such as Uber and Lyft. So really interesting data from the low-income family and the high-income families and the pandemic's travel behaviors impact on air quality. This new first post-pandemic travel survey is a crucial one not only for this understanding, the new travel behavior patterns for us to support the regional planning approach in 2055, with new Justice40 and air quality parameters. We also need the travel study and assessment project for the PAG staff to compare the association with other modeling conditions, etc. The Institute will administer the survey as our contractor. The consultants will conduct numerous onboard surveys and as well. The household service serving this project that encompasses the primary travel diary survey with the target of 1% sample size of population, which is roughly around the 4,200 households, and each household will cost roughly \$250. And we also want other samples, especially for bus riders and college students, which are typically underestimated in the population. So we are interested in the full picture of largest regional and the population. This is a 12-month long project from April 2020 to May 2025, including our main household travel study and the additional behavior analysis and the air quality impact analysis highlighting how regional travel behavior has been changed since 2008 and or just before and after the pandemic and how this behavior impacts our air quality and other performance measures such as the VMT changes, transportation mode shift, work changes and also our trip frequency changes. Together with other search funded project and a set of questions and analysis in this household travel study and assessment, we hope to address possible ideas over regional transportation and air quality improvement in the future. Thank you.

Supervisor Scott: Thank you, Dr. Noh. Mr. Moghimi.

Farhad Moghimi: Mr. Chair, if I may add. Thank you for that, I just want to make sure that you all obviously are informed that everything we do is part of the bigger picture. We integrate our information with the state and with MAG, and Dr. Noh's been working closely with MAG. MAG just recently started its survey process as well, so MAG is doing exactly the same thing and they started that recently.

Mayor Murphy: Mr. Chair.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: Dr. Noh, so I heard it during your presentation, but just to reiterate, we're going to be surveying all parts of our community, underserved, highly served, all of the above and in your professional judgment, do you think this is a critical piece of data to be gathering to actually have the strategies that Mayor Romero touched on with all these subcommittees. Is this a critical piece of information that you would need to develop all of this?

Hyunsoo Noh: Yes. And I'd never seen any kind of a survey conducted recently as we saw like the transit survey. That's the kind of small piece of our whole model and the entire region and the population we serve. So, as I mentioned, the statistical representativeness we are interested in is the actual data to replicate a model of the metro Tucson area, so all populations and families are included. We are interested in how they actually travel and how they use. What kind of modes would be available and even how many vehicles you have and such things. So, we will actually have a good sample representing metro Tucson that measures the different travel behaviors, full picture of the current status after post pandemic.

Supervisor Scott: Thank you. Mayor Honea.

Mayor Honea: Mr. Chairman, you know we've discussed this stuff a lot, but I want at least 15 minutes for the RTA. You know, so could I make a motion?

Supervisor Scott: Absolutely.

Mayor Honea: I moved to approve this household travel and assessment study to move forward under the direction of the Executive Director not to exceed \$1,606,058.

Mayor Diaz: Second.

Supervisor Scott: Moved and seconded. Further discussion? General Maxwell.

General Maxwell: Just want to get clarification on this because item 7 which we're about to vote on is it specifically using the funding of the new carbon reduction planning activity?

Farhad Moghimi: Correct.

General Maxwell: Is this one using carbon reduction funding?

Farhad Moghimi: Yes, it is. Item 7 is a combination of two different funds, but we'll talk about that at that point.

Supervisor Scott: And just to, I'm sorry. Mayor Winfield.

Mayor Winfield: When this was advertised, the request for proposals how many firms submitted proposals, what was the range of —

Farhad Moghimi: Sure, it's very specialized and I believe we only had one submittal, right?

Hyunsoo Noh: Yes. So, we actually reached out to MAG before we advertised. With the limited consultancy interested, the one actual company ETC "Institute" submitted.

Farhad Moghimi: If I may add, it happens to be the same firm that's doing it for MAG as well.

Supervisor Scott: Mayor Romero.

Mayor Romero: Mr. Chair, I still believe that we should take a pause on the expenditure of funds, carbon reduction money. Again, the travel reduction survey is an activity required of PAG and not, we don't necessarily have to use carbon reduction funds for this. I would highly recommend that we take a pause, bring a strategy, a complete strategy to our Air Quality Committees and our Transportation Planning Committee so that we can put a strategy as to how we reduce greenhouse gases in our community. So, I'd like to make a substitute motion that we take a pause on expending \$1.6 million of carbon reduction funds for the household travel study and assessment and I'll do it in the form of a motion.

Supervisor Scott: That motion dies for lack of a second. But I - General Maxwell.

General Maxwell: I do have a follow up question in line with that though because this is a study, I mean I think we've all taken, but we won't take it before we do it every 10 years or so, so in the past how did we do this?

Farhad Moghimi: Actually, I don't believe, we didn't do the regional one in a while. We're using the one that the federal government used and Dr. Noh, tell me when was the last time —

Hyunsoo Noh: 2008 and 2009, roughly 15 years ago.

Farhad Moghimi: So it wasn't done recently by PAG.

General Maxwell: Is that when, when was the last time we did a —

Hyunsoo Noh: 2008, 2009 and actually the version is 2009 sampled around a little more than 2,000 household samples.

Supervisor Scott: Chairman Yucupicio. I'm sorry did —

Farhad Moghimi: If I may add to that —

General Maxwell: I just wanted, we did do a regional one, it was 15 years ago.

Farhad Moghimi: Yeah, that one was done by the feds. There was the federal data.

Hyunsoo Noh: It's actually national household travel study add-on, which means that just nationally select a consulting firm and nationwide they conduct their study, national household travel study. And we had actually just put more budget on it. After they conducted all Household Travel Study, we actually add multiple and more samples and conducted in 2009.

General Maxwell: Sorry, Mr. Chair, follow up to that, so this is a different travel study than the work, travel reduction survey?

Farhad Moghimi: Correct. This is the household survey. The one we do annually (TRP) is not really a study, it's a volunteer survey. Annually, we request larger employers, I'm sorry, the employees of larger employers to voluntarily provide information. That's an annual thing we do, and we typically don't get a good return on that and that's not a scientific study per se. This is a scientific study.

Supervisor Scott: Chairman Yucupicio.

Chairman Yucupicio: Just for clarification of where I'm at mentally here and there's a motion on the table. And then the second one and I'm trying to figure out if we got a second on yours, Sir —

Supervisor Scott: Yes, Mayor Diaz —

Chairman Yucupicio: And then, does that supersede that one right there? The only reason I'm clarifying that because you stated there wasn't a second. I'll be the second because I think we're trying to get clarification as a Council, when do we get to look at a strategy. When do we get to decide, is that the right strategy that we're going, not that we're doubting anything they do. It's just that I think we're used to, these were the models or the strategies were used, but that's after the fact, once it's all done. I think what Mayor Romero is asking is, once it's getting built, when do we as a Council look at what, what guidelines are they used in a strategy? And that's simply, I think a simple question for all of us is if we're used to just saying, you know, that's the strategy they use but that's after the, I think is there a way then we could somewhere pause in the middle without stopping the progress because some of it was already, I think we approved already as expenditures and contracts and whatever else, but I'm questioning our seats here. When do we look at any of that stuff before it gets to the point where, what you were saying is you know, yes, it goes to committee and then do we even I believe, allowed to attend a committee to see what is the purpose of, how are they building that that whole thing and that committee and that's where I'm at, right now.

Supervisor Scott: I need to, I need to ask a question for clarification of Mayor Romero, since you're seconding her motion. Your motion was to take a pause. Are you, is your motion then to table this item indefinitely or until —

Mayor Romero: I continue having concerns about, as Chairman Yucupicio said, there have not been any opportunities for our expert committees to give feedback and input and help create a strategy for our carbon reduction money. So, I would

like for at least the Air Quality Committee ones that help with putting together the carbon reduction strategy, the Transportation Planning Committee, I believe and, make sure I have them, RMAP Working Group, Air Quality Planning Subcommittee and Transportation Planning Committee, help us put together a strategy, put together what are the needs? Where do we need to spend? And we might, and they might be, they might come back and say yes, we do need to invest in a household travel study. But we need the opportunity to have them give us input. I mean again, my question is, were there any PAG committees and subcommittees consulted regarding this particular project to support the determination, the project need, the scope and the consultant qualifications and selection process? It is, there's too many questions. It's a big chunk of money and the court has paused the, you know, the deadlines that we were rubbing up against, so why not, why wouldn't we want to get input from these committees? Why wouldn't we want to look at what the complete picture is, what the strategy is, where we're plugging in the funds? It's we're not being shown a complete picture of the strategy for the usage of these funds, that's, those are my concerns. And so that's why that's the motion to pause, but not just to pause and not do anything to pause, you know, and have that input from the Transportation Planning Committee and RMAP Working Group and our Air Quality Committee and look at the strategy in its entirety and how much money we're going to plug —

Supervisor Scott: So just to clarify, you're asking that the item be paused until those committees weigh in on it?

Mayor Romero: Yes.

Supervisor Scott: Ok. Further discussion on the substitute motion? Mayor Honea.

Mayor Honea: No, I was just going to call for the question and ask for a roll call vote.

Supervisor Scott: Well, I also have hands from —

Mayor Honea: Well, we have to vote on the second —

General Maxwell: Can we discuss it first?

Supervisor Scott: Yes, sir. I also have hands from Mayor Murphy and General Maxwell.

Mayor Honea: Ok, I withdrawal my —

Supervisor Scott: Thank you. Mayor Murphy.

Mayor Murphy: The first one or the second one, actually that one, I won't be supporting it and Chairman Yucupicio, part of it I get, I still go back to my earlier point that to come up with a strategy we have to have a baseline and we have to have information. And that's what I think this data collection is yet to do. I certainly would be objectionable, maybe from a town's perspective, you would have subcommittees selecting potentially going out for RFQ's, and reviewing that. I mean, that's just not that I have any understanding of. It's usually your professional staff, you know, based on the direction of our Council that goes out and says, you know, put this on the street, I've never heard of a Park and Rec Commission building an RFQ, you know, for recreation, Parks and Recreation Strategic plan, that's up to the Executive Director or our town manager. So, I just wanted to put those couple things on that I won't be supporting the substitute because we do need that data.

Supervisor Scott: General Maxwell.

General Maxwell: My concern is different. It's important that we get input. I don't argue that I think if we set committees that they should have some say ultimately for the responsibility of setting direction becomes this Board's, that's what we're supposed to do. My concern on this one is this household travel study is going to add vital data that we need to be able to measure and get everything. My answer is yes, it's one we did 15 years ago. We were able to fund it 15 years ago, so one of the concerns that I've heard over the last several months from Mayor Romero is that we're using money that we're being given to pay for stuff that we paid for differently other times and this is, it's \$1.6 million, you're allocating up to \$1.6 million. If you look at the, you know, if I look at the total budget, it's only \$1.2 million and I'm sure you can explain the difference. My concern is, why are we using something else to fund something we historically have and that's a budget issue.

Farhad Moghimi: So exactly, as we go through the OWP process, we identify available revenue sources at the time. Obviously, whatever revenue is eligible to be used and for what purposes. Again, as was mentioned earlier, a lot of this information is needed for that baseline for planning and programming. So, it's relevant to the carbon reduction program. It's authorized by ADOT, it's authorized by FHWA and going back to just responding to Chairman Yucupicio's comment, we have a contract with ADOT to do this and we're obligated to use those funds for this purpose. So we wouldn't be able to use these funds for anything else. And that's another important issue to keep in mind that there is an obligation deadline as well that we want to keep in mind. So, when we talk about court rulings, I'm saying that is a small piece of the whole process. We need to continue doing this.

General Maxwell: So what you just said there, as I understand what you said was that if we vote no or we put this off, we can't use those carbon reduction funds anywhere else.

Farhad Moghimi: Basically, the process would have to go back and start over by reprogramming those funds when those funds have to be obligated.

General Maxwell: To run the risk of delaying the study and have to start over with everything to this point of issuing the contract, but we wouldn't lose the funds?

Farhad Moghimi: The funds have to be obligated this year, in this fiscal year.

General Maxwell: We could find ways to spend money but I understand. Thank you.

Supervisor Scott: Chairman Yucupicio.

Chairman Yucupicio: Thank you. I think the reason I supported Mayor Romero's motion was because, in a sense, they understand that we don't look at things that we should like an RFP. We don't look at everything that's in there or anything that we do like that but at this point in time, this jurisdiction wants some answers and part of the answers is, are we using money from another fund that we are really doing that job and funding this one, now. That's one question she had. The second one was basically what is the strategy? I mean they can collect data all over the world if they want to, but what is the strategy for this item itself? And that's what I think I question of ourselves is when do we decide to kind of like chime in or look at what is being developed as a strategy, not the expenditures data collect and not just are we going down right path on what is being developed and I think that's what Mayor Romero is asking is. How are we building this to get there to suffice that grant and the money that was giving us, and that's why I stand, you know, with trying to get clarification. Not only that, but you know, I also live in the City, so I have question marks on how are we reducing, you know, the carbon and the travel, the gas usage, everything transportation because I actually live right there. However, that's why I stand like that, because it's not all the data collecting, that's

going to happen. It's once they get that data, how do you develop into a strategy that's the part I think she's asking.

Supervisor Scott: So, let's —

Mayor Murphy: Sorry, I was going to answer that question. I think part of it is the building blocks, we need the data to actually come up with a strategy to have those building blocks to know where we're going to be most effective.

Supervisor Scott: So, let's, but the motion right now is to table the item. I think we can still discuss the item, if this motion fails.

Mayor Romero: Well, to put you on hold and consult with committees that are responsible for helping us put together our strategies —

Supervisor Scott: My point was, I think our discussion is starting to get back to the substance of the item, not on the motion and the motion is on the table.

General Maxwell: I have a question about the motion.

Supervisor Scott: Please.

General Maxwell: Just to clarify this could be to the Executive Director. If we table this, could we just, we just said if we don't approve this then we could just, we table these three items into the May meeting. Yes, we're sliding the start of the study, but we've not, don't have to go all the way back to the drawing board, is that correct?

Farhad Moghimi: I guess —

General Maxwell: Because we don't have to negotiate a new contract.

Farhad Moghimi: Yes, that is correct. I guess if your question is if we approve them in May, there is no impact. That's correct.

General Maxwell: OK. That was my question because if we vote no on them today, then we have to go back to the drawing board.

Farhad Moghimi: Correct. And if you vote no on them in May, same thing.

General Maxwell: Great, I appreciate that. Thank you, Sir.

Supervisor Scott: OK, well, then go to the vote on the substitute motion and we will do a roll call vote. Ms. Ontiveros.

Mayor Romero: This is the substitute motion?

Supervisor Scott: Yes, ma'am.

Mayor Ed Honea: No	Yes: 4
Mayor Tom Murphy: No	No: 3
General Ted Maxwell: Yes	Abstain: 1
Mayor Joe Winfield: No	
Supervisor Rex Scott: Yes	
Chairman Peter Yucupicio: Yes	
Mayor Regina Romero: Yes	
Mayor Paul Diaz: Abstain	

Thomas Benavidez: What's the, sorry to interrupt. What's the purpose of the abstention? Is it because you have a conflict? Are you able to vote on it? Are you qualified to vote on this and you just don't want to. It's important —

Mayor Diaz: Right, and I understand, it's just that we don't have enough information in the process that we're discussing and that's my abstention of that. I need a lot more direction as far as the way the process works.

Thomas Benavidez: So, we have, there's no majority for the vote, right?

Jacki Ontiveros: 4: Yes, 3: No and 1 abstention.

Supervisor Scott: We have a quorum of 8.

Thomas Benavidez: We have 8 people, so the majority, if he's qualified to vote. We know he doesn't have a conflict of interest then he counts so you have, you need a majority to pass it.

Supervisor Scott: Are you saying that we need 5 votes.

Thomas Benavidez: Yes, because you have 8 people here, right? And the issue is whether Mayor Diaz counts toward the quorum or not and if he's competent, if he's present and he's competent to vote, which he's not disqualified to vote. So now you would need 5 votes to pass it with eight people.

Supervisor Scott: Let me ask Mayor Diaz, are you comfortable remaining with your abstention or based on what you heard from Mr. Benavidez, who's our parliamentarian, does that cause you to, for any reason, to reconsider?

Mayor Diaz: OK. the process that I don't understand that, we need all the parts. Some of the parts to begin with and then we put the, more or less, the instrument

to run. And, I'm not, I understand about putting some of the parts together to start this. What I don't understand is that those parts we have already made a decision to move it forward, and here we are at the end saying that we have the money, we're going to spend it on putting everything together, so how does that process work? As far as you know, doing the research, doing the committees work into what we envision as being, it's going to be done as far as the planning and everything else is spending money. You know that process is very vague to me as far as you know, how many committees are involved and why are we doing it to just one particular, air quality? Why are we not doing it, transportation? Why are we not looking at transportation period? Come in at, to say that, OK, it's going to affect all of it. And, so even if the experts in doing that or the committee is and putting it together and find out what the committee believes, that they're directed to do, we still come up with the same process when we when it's here. When it's here that we're going to allocate the money to do this. You know that, that's what I'm confused on you know —

Supervisor Scott: I understand.

Mayor Diaz: So you know, in May, we may come up with the same thing.

Supervisor Scott: So, Mayor Diaz, thank you very much, because I can see you making points that speak to both sides of the motion. So, in the interest of us moving forward, I'm going to make a substitute motion. Listen carefully. I am going to propose that we table items 6-7 and 8 until our May meeting and that at the May meeting that we not only get a report from the Executive Director on how these items tie in with the carbon reduction plan, but that in between now and then, all three of those committees be briefed on all three of these items and offer their own recommendations as to how they tie in with the carbon reduction plan.

Mayor Romero: I'm going to second your motion.

Mayor Honea: Can I ask for a roll call vote?

Mayor Diaz Thank you for -

Supervisor Scott: Thank you, Mayor Diaz. All right, so, Mr. Benavidez, I'm just going to ask, as our parliamentarian, we were just on item 6, but I made a substitute motion that incorporated seven and eight and gave direction to staff in terms of follow up, not just with us but with those committees.

Thomas Benavidez: I'm fine with that.

Supervisor Scott: OK, all right. So, any discussion on that motion? Mayor Murphy.

Mayor Murphy: Well, I'll just put on the record, I will not be supporting it only because I don't know what would be accomplished by waiting a month. If we end up waiting a month, fine, but I still think these are important items to move forward on, will 30 days kill it, probably not but I still think it's important information to come up with these strategies at the end result. I think we'll be facing —

Supervisor Scott: Mayor Murphy, thank you very much. Two reasons I made the motion, number one was because of General Maxwell's question to the Executive Director and the affirmative response that he got and number two because of concerns that I heard from Mayor Romero and Chairman Yucupicio and Mayor Diaz about the role of these committees. General Maxwell.

General Maxwell: Thank you, Mr. Chair. I'm going to support it again because we now have some guidance. I agree it was a dangerous thing to table with no end in sight. We're talking two months to put it off. I am concerned about the fact that we've got a study, a household study, we do a lot of studies in this area and so I'm concerned with the amount or the, portion of the funds that are going to; we need

the data, don't get me wrong, until we know what our baseline is we cannot really make decisions, so we've got to gather that data and get the decisions. I will be supportive of this in May on these three items, because I believe that they are all important, I just hope we can have a little further discussion between now and then with the committees to see if they have any insight, if there's anything they can provide. And also, I'm going to follow up with the Executive Director about, personally to learn more about the budget and where all our monies come, because I think I understand ADOT perspective, so I was surprised to see this one being funded by carbon reduction. Thank you, Chair.

Thomas Benavidez: Mr. Chair, I'm sorry.

Supervisor Scott: Not at all.

Thomas Benavidez: I just want to make sure we're not going to lose, do any of these bids, Mr. Executive Director, will any of these sunset, will we get any, hey, this is not good beyond X date because usually they'll say something to that —

Farhad Moghimi: Typically, the bids are good for 30 days. I have to confirm with all three of them are for 30 days, they are?

Dave Atler: We're going to have to look.

Farhad Moghimi: Yeah, we're going to have to look to confirm, but that's easy as well. Yes, thank you.

Chairman Yucupicio: I believe Mayor that your intent was not to get rid of it. Barely asking questions and clarification, that's the reason I supported it. I still thank all the ones that do research and everybody that does all these things for us to get to the best logical way of doing things under funding, whatever it may be, under the leadership of the Director and the attorneys and everything. But there

are some days that we have, like today, that somebody asked the question and the question was this, this and this. I think simply, Sir, you summed it up for me. You weren't clear, you were not clear, and that makes me even more try to understand that maybe we did need to pause, not kill it, but pause and hopefully some of those vendors will understand that if they have to amend it or extend it or do something, they can do that so we can get clarification not only for one person, but 2/3 of us, to be honest. My question still is serving at this level, that you know when, when do we look at strategies or models or what it's supposed to look like and not unless we're infringing on somebody else's expertise legally, but I question that all the time in in my role at the Tribe, but I do know that we can fix it. and we work together to get to use that money the right way and all that. And that's why, I think I will be supporting your motion too because I think you've got a real clear after Mr. Diaz, Mayor Diaz stated that maybe he wasn't sure of everything instead of abstaining they take the time to understand that also.

Supervisor Scott: Thank you, Sir. All right let's do a roll call vote. Ms. Ontiveros on this motion then please.

Mayor Ed Honea: No	Yes: 5
Mayor Tom Murphy: No	No: 3
General Ted Maxwell: Yes	Abstain: 0
Mayor Joe Winfield: No	
Supervisor Rex Scott: Yes	
Chairman Peter Yucupicio: Yes	
Mayor Regina Romero: Yes	
Mayor Paul Diaz: Yes	

Supervisor Scott: All right.

Mayor Romero: And thank you for delaying those three items, really appreciate it.

Supervisor Scott: Well, I'm thinking about what Mayor Honea said that he wants time to talk about RTA, and I'm anxious to turn the gavel over, too. All right let's move on then to item number 9, Arizona Department of Economic Security. Staff will provide the Regional Council with a report on the recommended funding allocations for the federal Social Services Block Grant. Mr. Moghimi.

9. Arizona Department of Economic Security – Social Services Block Grant Recommendations

[Item 9 Video Link](#)

Farhad Moghimi: Mr. Chair, Members of the Council, again if you recall, this is an annual activity that we have offered to support the Economic Security Department and Genine will give you the update on the committee's recommendation.

Supervisor Scott: Thank you.

Genine Sullivan: Good afternoon, Mr. Chair, and Members of Regional Council. I'm Genine Sullivan. I am the Transportation Mobility Coordinator here at PAG and I'm just going to give you some context for how the recommendations for this specific allocations came to pass. So, we have the Social Services Planning Subcommittee and as part of that, that committee provides recommendations on funding allocations for Pima County for various service categories and those are all written to the Federal Social Services Block Grant (SSBG), to the Arizona Department of Economic Security. And so those human service organizations in Pima County may then contract with the state to provide services under these particular funds. And so with that being said, the total amount of money that is available for Pima County through this particular block grant does not significantly

change from year to year, and it's typically around \$1.4 million and so for context, I think it's important to help you understand what we do to develop that particular subcommittee. And so, we extended invites to each of the jurisdictional members as well as Tohono O'odham Nation and Pascua Yaqui Tribe. We also expanded by over 60 nonprofit organizations throughout the region to have the opportunity to participate in this subcommittee. And so we did hold three different meetings for this particular subcommittee, and we asked them to have an opportunity or extend an opportunity for them to either provide a presentation pertinent to regional needs, changes and services, changes in funding or to present information in the form of a fact sheet relative to regional needs in direct proportion to the broad service categories that are outlined as part of this particular block grant. The committee met, those three different times, and I'll share with you briefly the different categories this funding is pertaining to and so those are the Department of Child Safety, the Division of Aging and Adult Services, Rehabilitation Services Administration, Workforce Development Administration. Through the committee, no fact sheets were presented. However, Pima Council on Aging did provide a presentation pertinent to regional needs that pertain to those particular broad service categories. The committee was reminded that presentations or any information provided should not advocate for any particular one target group, and that their information should only present facts or data regarding demographics and needs and offer a very regional perspective. The committee discussed the local issues and trends to determine the local priorities and in making the funding recommendations for service categories, not specific agencies. It does not review any applications, reports or have input into the state process once the plan is approved. It did go through a public comment period of 10 days. We did not receive any comments from the public during that time. So at this point we're asking for you to approve the recommendations for this particular funding, unless you have some additional questions for me at this time.

Mayor Romero: Mr. Chair, I'd like to move item 10.

Mayor Murphy: I'll second that.

Supervisor Scott: Any discussion? I just had a question —

Mayor Winfield: It's item 9.

Mayor Romero: Item 9, I'm sorry. I move item 9.

Supervisor Scott: Thank you, I didn't even catch that. All right, I just had a question, if you could follow up with County staff, we were not sure who our representative to the Social Services Planning Committee was because when we discussed this item leading into the meeting, the last person that we knew representing the County on that committee had passed away and we don't know that gentleman had been replaced, so if you could just follow up with County staff about that.

Genine Sullivan: Absolutely, I would definitely do that. Thank you.

Supervisor Scott: Thank you. Yes ma'am.

Mayor Romero: I just had some comments. Thank you so much for the presentation. Thank you for explaining to us thoroughly how the committee of PAG was involved in all of the process and the amount of meetings that you all had and that it was open to the public for input. That's exactly the process that we should be following for carbon reduction. Saying that, thank you so much to our partners at Arizona Department of Economic Security. This is really related to something that both Pima County and the City of Tucson passed. The Prosperity initiative is very connected to the work that is being done, and so increasing access to early childcare and education, improving housing stability, reducing unintended pregnancies, prioritizing transportation options to connect disadvantaged communities to jobs and resources, preventing and reducing crime, all highly

connected to the Prosperity initiative that both Pima County and the City of Tucson have passed and are working on to create more prosperity in our region. So just wanted to commend you for this work and wonderfully done.

Genine Sullivan: Thank you, appreciate it. Thank you for your time.

Supervisor Scott: Any other comments or questions on item 9? All those in favor say aye.

All: Aye.

Supervisor Scott: Any opposed? Item passes unanimously. Now we're on item 10. Staff will provide details on TIP Amendment #2022.100 as provided in the meeting materials. Mr. Ledford.

10. FY 2022–FY 2026 PAG Transportation Improvement Program (TIP) Amendment #2022.100

[Item 10 Video Link](#)

Adam Ledford: Thank you, Mr. Chair, Members of the Council, thanks for your time today. My name is Adam Ledford. I'm a Senior Policy and Program Analyst here at PAG. This formal amendment consists of programming changes for 13 TIP ID's pertaining to regional transit service in the year fiscal year 24. These changes reflect updates to a formula funding amount for three FTA grants, 5307, 5337 and 5339 as well as STBG flexible funds. The Transit Working Group, TPC and Management Committees have all recommended this amendment for approval by unanimous consent, and today we are here to answer any questions for the Council and to ask for approval.

Mayor Romero: Mr. Chair, I'd like to move item 10.

Supervisor Scott: I'll second it. Any discussion. All those in favor of item 10 say aye.

All: Aye.

Supervisor Scott: Any opposed? Item passes unanimously. Thank you. Now we'll go on to item number 11. Staff will be able to provide any updates on the PAG Transportation Improvement program development process and the draft fiscal year 2025 to 2029 TIP project lists. This is an information item, Mr. Brown.

11. FY 2025–FY 2029 Transportation Improvement (TIP) Development Process Update and Review of the Draft TIP Project List

[Item 11 Video Link](#)

Jamie Brown: Thank you, Mr. Chair and Members of the Regional Council. I appreciate the opportunity to provide this update to you. We're over a year and a half into a process that normally takes about 9 to 10 months, so I think it's helpful as we get to the end of this process to remind ourselves how we got to where we are. So, as you all recall, the Transportation Improvement Program is a prioritized listing or program of transportation projects that's developed and formally adopted by the Metropolitan Planning Organization. The PAG TIP covers five years and is updated at least every four years as federally required. It also aligns with the Long-Range Transportation Plan, or Regional Mobility and Accessibility Plan. The TIP is multimodal, it includes roadway, bicycle, pedestrian, transit, aviation and other projects, and it's fiscally constrained. It does not program more funds than it can be reasonably expected each year from each funding source. So I wanted to highlight some of the key points during the process. Going back all the way to the fall of 2022 and that's really when this process started, August of 2022, and these are some of the points we were sharing with our committees from TPC,

Management, Regional Council, because this process has been unique and the first full point really is the key reason why this is the first TIP that includes program years beyond the sunset of the current RTA plan. So, in previous TIP cycles we used the IGAs as well as the RTA plan funding targets to guide the programming of dollars on RTA projects from the Administrative Code. But now that we have all the RTA Board approved IGAs, Administrative Code targets have been met, supplemental funding projects would be provided on a case-by-case basis as funding is identified. So, programming of regional funds, that is like the state HURF as well as the federal STBG, would take place during the TIP development cycle, and the RTA supplemental funds would be programmed at the Board's sole discretion through the RTA's budgeting process. We also emphasized over those months that there's less flexibility simply to roll over or park funds on projects. This is regardless of whether they are being actively managed and moving to construction. And then finally, we said that until a new TIP is adopted, we could amend the current TIP as needed. So then in March, there was a discussion at the Regional Council about how to move forward. We're going to push through to try to have the TIP approved and in May of 2023, the decision was, because we have four years to update the TIP, that we would have an extension and instead of just looking out to FY 20/26, we would also look out beyond 2026 to fiscal years 27/28 and also to 2029 which is where we ended up with this particular TIP, and we would start that process by looking first at the federal funding. And so, we asked our Member agencies if they had any projects that could be federalized, followed by looking at how we could program regional HURF dollars. And then we emphasized in the process that again the RTA Board will program supplemental RTA excise tax on projects that are construction ready on a pay-as-you-go basis. So, in addition to emphasizing the construction readiness component, we also emphasized statutory compliance. So, we shared the text that you see on your screen with our committees with just over two years left before the 2006 voter-approved RTA excise tax revenue collections conclude, it is the statutory duty of the RTA to ensure that any remaining projects which have not yet initiated a project phase commence construction of the phase before July 1, 2026. Projects

that have either initiated a phase or completed previous phases would proceed with the remaining phase or phases beyond June 2026, utilizing any regional funds available. So, it's important again to emphasize what was guiding that prioritization process for programming. So based on that guidance and the compliance requirements, the following projects that you see on your screen are consistent with the voter approved plan and took precedence. We also reminded committees that RTA-deferred projects are scope change projects and require voter approval as previously determined by the RTA Board. So, this is trying to catch you up in terms of some of the unique characteristics of this development process. Here's the schedule, we're getting very close to the finish line. I'll talk about a few of these in later slides, but the bottom slot, the bottom bullet, May 2024. So at the May 30 Regional Council meeting, we will convene a public hearing on the TIP and ask for approval by the Regional Council. So, in your packet you see that there's the draft project list, and as mentioned previously, it's a compilation of several project lists that go through different processes. So, for example, the RTA Roadway Element project list was developed with the TIP Subcommittee. The transit project list was developed with the Transit Working Group input and this five-year draft project list does program projected regional HURF as well as STBG funds through fiscal years 2029 to help deliver RTA projects in the 2006 RTA plan. It's important to note that at the March 20 TPC meeting that the TPC did recommend approval of the draft project list. I'm also pleased to report that we had successful public engagement so far with our TIP open houses that occurred 2 weeks ago. We on three different days, we had three different TIP open houses that provided the opportunity for the public to ask questions, learn more about the TIP process and provide feedback on the draft project list and maps. So, we promoted this through a variety of media outlets and channels. Again, these were held at three different locations, and you all had a virtual component and we had 52 attendees. We provided a summary of the comments that we received from the open houses to the TPC on March 28 and want to say special thanks to our member agency representatives who attended and answered questions and interacted with members of the public. So, in terms

of next steps, we did share the preliminary draft FY 2025–FY 2029 TIP document with the Transportation Planning Committee, the Management Committee on March 28. So we are requesting comments by next week on April 9. Based on that feedback, we will update the draft TIP and share that with the TPC prior to the April 17 meeting, at which time we will be requesting TPC recommendation for approval of that updated draft TIP document, and then shortly thereafter we will commence the 30-day public comment period on the draft FY '25 through '29 TIP. And with that, Mr. Chair, that concludes my update. Happy to answer your questions. Thank you.

Supervisor Scott: Mr. Brown, thank you very much. Mayor Murphy.

Mayor Murphy: Just a quick question. Being that some of them are started, maybe it's for Thomas as well. Since it's a voter-approved initiative, what happens when if a municipality doesn't start a voter-approved project by the time the clock runs out, does that fall back on PAG or fall back on the municipality? Just legally, how does that actually work?

Thomas Benavidez: Mr. Chairman, if I may. You know, it depends. If there's an IGA in place and it's supposed to be done, then you know you could have a legal cause of action. Like, hey, you're not doing the project you're supposed to. We have a contract for it. You could have a member of the public bring a lawsuit against the RTA because you have the public mandate and the legal responsibility, so they're not meeting up to it, so it could result in —

Mayor Murphy: I was thinking of from my school board days. You know, a voter-approved initiative is one of the highest priorities or the highest priority and if you don't do what you say you're going to do, what happens again as we get closer to the finish line? Thanks.

Supervisor Scott: Thank you, Mayor Murphy. Any other questions for Mr. Brown? Mayor Honea.

Mayor Honea: Maybe have clarity for Thomas. RTA project is approved. It's not completed. Are you saying PAG could be on the hook for the completion of that project? We're two completely different organizations.

Thomas Benavidez: Sorry, I thought I was saying RTA. It's the RTA's mandate.

Mayor Honea: Well, if the RTA ceases to exist and ceases to collect money, where are you going to get the money?

Thomas Benavidez: I understand there's a problem with the litigation like that, but the courts can, they can issue a writ of mandamus that orders you to do something. But if there's no money, I mean you can't get a contractor to work for free. So there's, you know, there's nothing you can do, and the court would have to take that into consideration. You know, you'd have to say, hey, you know, we'd love to build this project, there's just no money.

Mayor Honea: But there's no obligation for PAG on that if it's an RTA project.

Thomas Benavidez: I would say no.

Mayor Honea: Thank you.

Supervisor Scott: Thank you, Mayor Honea. Any other questions for Mr. Brown or Mr. Benavidez? All right. Thank you, Mr. Brown.

Jamie Brown: Thank you.

Supervisor Scott: OK, we're going to move on to item 12, which is Regional Mobility and Accessibility Plan Development Update.

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

[Item 12 Video Link](#)

Jeanette DeRenne: Mr. Chairman, Members of Regional Council, Jeanette DeRenne, Transportation Planning Director here at PAG. Just some quick updates on the development of the 2055 Regional Mobility and Accessibility Plan, our long-range plan for the region. As I had updated this group in the past few meetings, we did set up a working group and that group has met three times, once in November, the second meeting was held January 16, the third meeting was held February 29 and then we have our next meeting scheduled for next week on the 8th. Discussion has focused mainly on evaluating the performance measures and providing guidance on the performance targets as well as discussing the project list. PAG staff has discussed possible recommendations to that project list, with the committee members, and we're starting to form the foundation of projects that have received funding or have some committed funding already available that we'll need to definitely keep on that list. We can continue to work one-on-one with our jurisdictions as well as we can refine that list as we create materials for our next meetings. We do plan on incorporating all the work that's done in the RTA Next effort, so we're anxiously waiting to see where that goes, and we'll get that incorporated and folded into the long-range plan. Once again, we're working on updating the fiscal constraint and the financial components of that plan, and it does look like we're holding around that \$16.2 billion fiscal constraint number. Our data science team, Dr. Noh, and his group are continuing to work on the land use model and development of the ABM. All of that, of course, has been brought to the committee as well and we continue to work on the project explorer. Everything is up and running there and our jurisdiction partners have access to all the data

that's being updated as we move forward. That's all I have this month, if you have any questions, I'm happy to answer them.

Supervisor Scott: Mayor Romero.

Mayor Romero: What type of outreach are we going to do on the RMAP?

Jeanette DeRenne: Yeah, it's a very good question. Mayor Romero, Members of the Regional Council. We are doing some outreach in conjunction with the TIP open houses that we had last week. We did some outreach to the folks that participated in that. We're also going to be piggybacking a lot on the RTA Next outreach as that moves forward, recognizing that RTA obviously is a big component of our long-range planning, but it is an opportunity to capture an audience as they're already brought together. So, we're looking for more and more of those opportunities and also as well as when we develop our active transportation plan, we're going to put in some outreach there. And so, all those projects kind of fold into the RMAP. So we're going to take advantage of opportunities where we have people together and make best use of this time.

Mayor Romero: What are the, what's the timeline?

Jeanette DeRenne: We're hoping to have it, ideally in the first quarter of next year.

Supervisor Scott: Following up on Mayor Romero's question, County staff informed me going into this meeting that in both 2016 and 2020 we had what was known as a think tank exercise to get public input on various transportation priorities, are we looking at doing something similar to that moving forward? Mr. Moghimi.

Farhad Moghimi: I'll start with that if you don't mind. So, I believe what you're referring to is, it was more the stakeholder type of feedback on certain elements that was being proposed. So, it was more of like, I would call it maybe stakeholder meetings, would that be the best way to describe it? Stakeholder meetings. But we did use laptops to collect the information which we actually these days we have really good technology we're using, which is using your cell phones to respond to certain questions and then collect the data, analyze the data. So that the think tank concept was, at the time, was not as highly technical as we'd like to think it was, but it's much more technical these days.

Supervisor Scott: And we're looking at something along those lines in terms of public outreach and input?

Farhad Moghimi: Definitely, stakeholder meetings and obtaining feedback and collecting all that and then reporting back on all the information.

Supervisor Scott: Thank you, Mr. Moghimi. Anything to add Ms. DeRenne? Mayor Romero.

Mayor Romero: You have listed a couple of committees here, I think it's the model development, PopTech Committee and the working group committee —

Jeanette DeRenne: Yes.

Mayor Romero: Is the other project list development is just part of the work that you still have to do?

Jeanette DeRenne: That's part of the work we're doing in that working group as well as with the TPC.

Mayor Romero: OK. All right, yeah, I agree that it would be wonderful to be able to have specific stakeholder groups involved in this. What are the other areas of input that either the Board or the jurisdictions individually can give input in the process?

Jeanette DeRenne: Well, there are several. I mean mainly the project list of course. And so there will be opportunities, you know, for folks to chime in as we develop more the performance measures. We plan on bringing some of that through those groups as well. So just depends on which piece is who we're going to bring it through, but our working group is our main sort of touch point, if you will. And then as components come through, they'll be brought up through our Management Committee and then ultimately through this Committee.

Supervisor Scott: Any other questions, comments?

Farhad Moghimi: If I may add to this.

Supervisor Scott: Please, Mr. Moghimi.

Farhad Moghimi: Thank you for addressing the RTA Next discussion. So just keep that at the forefront of your mind that a good portion of RMAP is RTA Next. So we'll probably have that discussion at a later time, but scheduling of RTA Next finalized plan would impact the schedule of our RMAP as well, so we'll talk about that potentially throughout the next year.

Supervisor Scott: All right, thank you very much. OK, we have already covered item number 13. So now we're on to item number 14.

14. Executive Session

[Item 14 Video Link](#)

Supervisor Scott: Regional Council will convene an executive session pursuant to a A.R.S. 38-431.03(A)(1) to discuss Executive Director strategic goals. I'll entertain a motion to go into Executive Session.

Mayor Winfield: Move to go into Executive Session.

General Maxwell: Second.

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

All: Aye.

Supervisor Scott: Any opposed? We are in Executive Session until further notice.

Executive Session: 1:54 p.m. – 2:42 p.m.

Supervisor Scott: We are out of executive session, so we are reconvening. There is no action that the Council needs to take publicly, so I'm going to adjourn the meeting of the Regional Council, thank you.

Thomas Benavidez: We need a vote to close the Executive Session.

Supervisor Scott: Oh, I'm sorry Mr. Benavidez.

Mayor Honea: So moved.

Mayor Murphy: Second.

Supervisor Scott: All in favor?

All: Aye.

Supervisor Scott: Any opposed? Thank you, Mr. Benavidez. Now, I will adjourn our meeting.

15. Adjournment

The meeting was adjourned at 2:43 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 April 4, 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: [YouTube Video Link](#)

TIP Development Process Update and Review of the Draft Project List

Regional Council

April 4, 2024

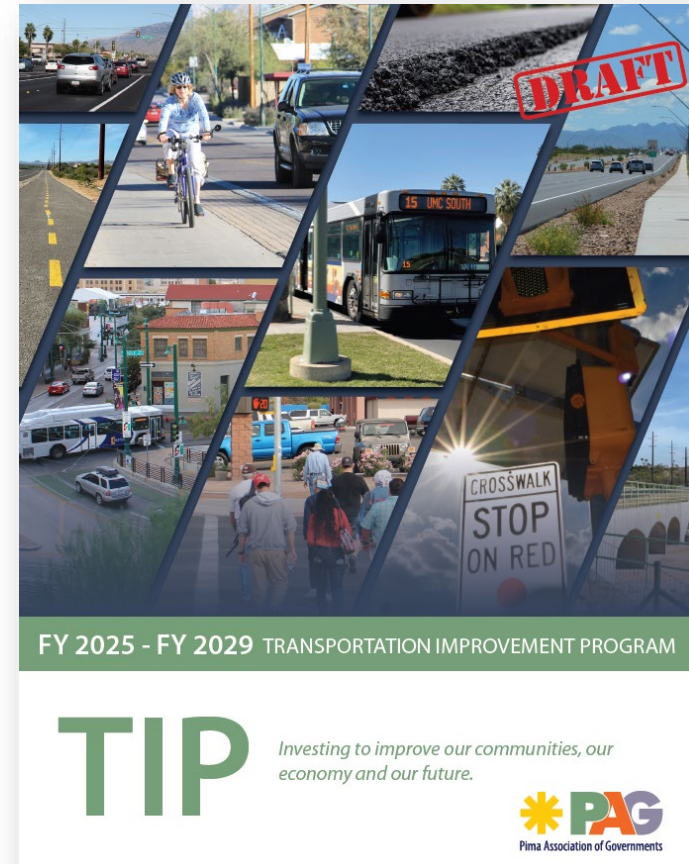
Jamie Brown | Director of Strategic Planning, Programming and
Policy



Pima Association of Governments

»» Transportation Improvement Program

- The TIP is a prioritized listing/program of transportation projects developed and formally adopted by the metropolitan planning organization.
- The PAG TIP covers a five-year period and is updated at least every four years.
- The TIP is federally required and aligns with PAG's Regional Mobility and Accessibility Plan.
- Multimodal – TIP includes roadway, bicycle, pedestrian, transit, aviation, and other projects.
- Fiscally constrained – TIP does not program more funds than can be reasonably expected each year from each funding source.



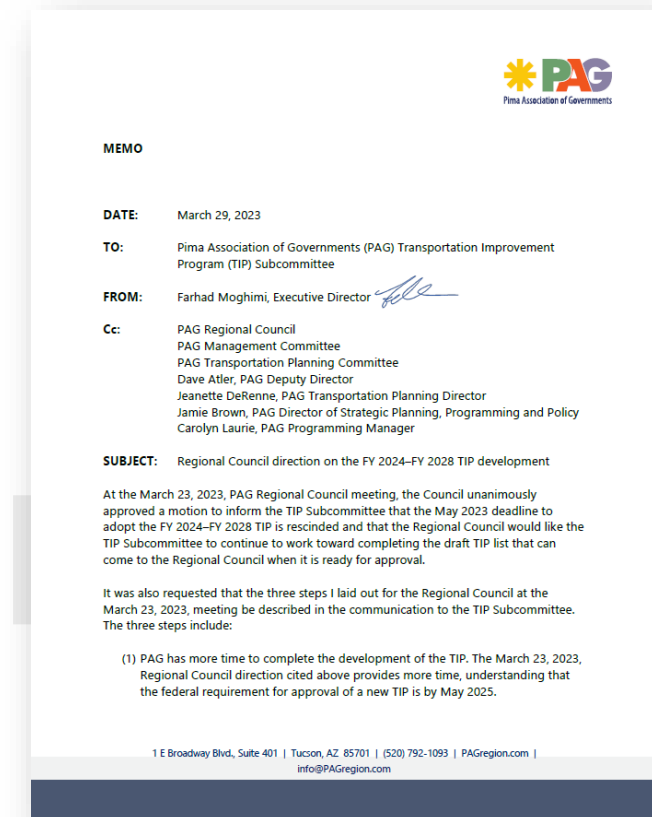
»» Key points from Fall 2022 / Winter 2023

- This is the first TIP that includes program years beyond the sunset of the current RTA plan.
- In the previous TIP development cycles, programming funds on RTA roadway element projects was guided clearly by RTA Board-approved intergovernmental agreements (IGAs) or the RTA plan funding targets based on the RTA Administrative Code.
- Now that those RTA Board-approved IGAs/Administrative Code targets have been met, supplemental funding on projects will be provided on a case-by-case basis as funding is identified. Programming of regional funds (i.e., HURF and STBG) takes place during the TIP development cycle, and the RTA supplemental funds will be programmed at the board's sole discretion through the RTA's budgeting process.
- There is less flexibility to simply rollover or "park" funds on projects regardless of whether they are being actively managed and moving to construction.
- Until the new TIP is adopted, we can continue to amend the current TIP as needed.

>> Key points from March 2023 memo

Regional Council direction as reflected in the March 2023 memo from the PAG Executive Director:

- (1) PAG has more time to complete development of the TIP, understanding that the federal requirement for approval of a new TIP is by May 2025.
- (2) Identify RTA projects that can (a) be federalized so the region's suballocation of federal STBG can be programmed beyond FY 2026, followed by (b) programming of HURF 12.6% funds on projects in those fiscal years.
- 3) Moving forward to address funding needs on RTA roadway element projects, the RTA Board will program supplemental RTA excise (sales) tax dollars on projects that are construction-ready on a pay-as-you-go basis.



»» Priorities for RTA statutory compliance

- In addition to construction-readiness, RTA statutory compliance also guided the prioritization of projects for programming.
- PAG/RTA staff shared the following guidance:

With just over two years left before the 2006 voter-approved RTA excise tax revenue collections conclude, it is the statutory duty of the RTA to ensure that any remaining projects, which have not yet initiated a project phase, commence construction of a phase before July 1, 2026.

Projects that have either initiated a phase or completed previous phase(s) may proceed with the remaining phase(s) beyond FY 2026, utilizing any regional funds available.

» Priorities for RTA statutory compliance (cont.)

As we reviewed and updated the funding priorities for FY 2024–FY 2026, **the following projects that are consistent with the voter-approved plan, therefore, took precedence:**

- RTA #15, UPRR Underpass at Grant Rd. (TIP ID 84.06)
- RTA #20, Barraza Aviation Pkwy Extension (TIP ID 87.06)
- RTA #22, Irvington Rd. Santa Cruz River east of I-19 (TIP ID 38.13)
- RTA #23, Valencia Rd: I-19 to Alvernon (TIP ID 60.06)
- RTA #25, Valencia Rd: Kolb Rd to Houghton Rd (TIP ID 59.06)
- RTA #30, 22nd St: Camino Seco to Houghton Rd (TIP ID 32.00)
- RTA #31, Harrison Rd: Irvington Rd to Golf Links

Reminder about deferred projects and local funding commitments

- RTA deferred projects are scope change projects and require voter approval as previously determined by the RTA Board.

>> 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. and March 2024:** TPC and Management Committee review of draft TIP project list
- **Mid-to-late March:** Convene TIP Open Houses
- **April 2024:** Regional Council review of full draft TIP project list
- **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

>> Draft TIP project list

- Incorporates several distinct project lists, including:
 - RTA Roadway Element projects
 - ADOT projects (does not include ADOT subprogram)
 - Transit projects
 - Tucson Airport Authority aviation projects
 - Misc. non-roadway projects, such as HSIP
- Programs projected regional HURF (state) and STBG (federal) through FY 2029 to help deliver RTA roadway projects in the 2006 RTA plan.
- Recommended for approval by the TPC on March 20.

Pima Association of Governments 2025-2029 TIP Projects						Proposed				
TipID	SponsorID	RTAD Length	STREET/PROJECT NAME	LOCATION	PROJECT DESCRIPTION	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
						FISCAL YEAR				
Existing/Lanes	After/Lanes	AQ STATUS	TOTAL COST	2025	2026	2027	2028	2029		
32.00	30	22nd St: Camino Seco to Houghton Rd	644 HURF12R C	11115 HURF12R C	17251 HURF12R C					
2.0		Camino Seco to Houghton Rd	531 RTA C	1000 TUC C						
4		Improve 3 and 4 lane roadway	1000 TUC C							
4		AQ STATUS = Confirms	Total Cost = 32541							

Pima Association of Governments 2025-2029 TIP Projects						Proposed				
TipID	SponsorID	RTAD Length	STREET/PROJECT NAME	LOCATION	PROJECT DESCRIPTION	PROPOSED FUNDING (IN THOUSANDS OF DOLLARS)				
						FISCAL YEAR				
Existing/Lanes	After/Lanes	AQ STATUS	TOTAL COST	2025	2026	2027	2028	2029		
87.06	20	Barraza Aviation Pkwy Extension	9752 NHPP R	9434 NHPP D	124709 NHPP C					
2.5		I-10 Widening Future SR10 connection to I-10	4717 NHPP D	17213 NHPP R	7482 STMatch C					
4		I-10. Avemson Way to Valencia Rd	565 STMatch R	566 STMatch D						
6		AQ STATUS = Confirms	Total Cost = 258259	263 STMatch D	1033 STMatch R					
The sponsor of this project is: ADOT						4263 HURF26 R				
7.23		I-10: 6th Ave TI Bridge Widening				2063 NHPP D	23655 NHPP C			
		I-10: 6th Ave TI Bridge Widening				124 STMatch D	1415 STMatch C			
6		Design, ROW and construction of bridge				943 NHPP R				
8		AQ STATUS = Confirms	Total Cost = 28187			57 STMatch R				
The sponsor of this project is: ADOT										
9.23		I-10: Country Club Rd & Kino Interchan	6686 HURF26 C	62521 NHPP C	21277 NHPP C					
	1.0	Traffic Interchanges at Country Club R	3314 PCLocal C	3751 STMatch C	1277 STMatch C					
F0548	4	I-10: Country Club Rd & Kino Interchan	81649 NHPP C	44023 NFP C						
6		AQ STATUS = Confirms	Total Cost = 500000	4899 STMatch C	2641 STMatch C					
The sponsor of this project is: ADOT						41108 NFP C				
				2467 STMatch C						
6.23		I-10: Park Ave TI Ramp Reconstruction				4844 NHPP D	54717 NHPP C			
	1.4	I-10 at Park Ave and IT				4717 NHPP D	3283 STMatch C			
1		Design, ROW and construction of ramps				297 STMatch D				
1		AQ STATUS = Confirms	Total Cost = 68241			283 STMatch R				
The sponsor of this project is: ADOT										
38.13	22 a	I-19: Irvington TI	30200 NHPP C	44328 NHPP C						
		I-19 at Irvington Road	1812 STMatch C	2660 STMatch C						
		Traffic Interchange at Irvington Rd.								
		AQ STATUS = Confirms	Total Cost = 91453							
The sponsor of this project is: ADOT										
8.23		I-19: Valencia Rd to I-10	3033 NHPP D	4717 NHPP D	103372 NHPP C	95005 NHPP C	12001 NHPP C			
	3.9	I-19: Valencia Rd to I-10	182 STMatch D	283 STMatch D	6202 STMatch C	5700 STMatch C	720 STMatch C			
4		Phase 3 of I-19 Widening project		943 NHPP R						
6		AQ STATUS = Confirms	Total Cost = 232215	57 STMatch R						
The sponsor of this project is: ADOT										

Pima Association of Governments 2025-2029
3/13/2024

Projects with empty funding boxes in all five fiscal years have been identified as having potential carry forward funding from FY 2024
A-1-1

Appendix 1 - TIP Development

»» TIP Open Houses - March 19, 20, 21, 21

- Opportunity for the public to ask questions and to provide feedback on the draft project list and maps.
- Promoted through a variety of media outlets and channels. Three locations, including a virtual option; 52 attendees.
- Summary of TIP Open House comment forms shared with the TPC on March 28.
- Special thanks to member agency representatives who attended.



Public Input
Transportation Open Houses

Tuesday, March 19, 2024 • 3 - 5 p.m.  
Wednesday, March 20, 2024 • 4 - 6 p.m. 
Thursday, March 21, 2024 • 11 a.m. - 1 p.m. 

REGISTER
for virtual event



Buscando la opinión
Jornadas de puertas abiertas sobre transporte

Aprende cómo se programarán sus dólares de transporte durante los próximos cinco años para carreteras, tránsito, seguridad, intercambios interestatales, instalaciones para bicicletas y peatones, y más.

La Asociación de Gobiernos de Pima (PAG), la organización de planificación de la región metropolitana de Tucson, lo invita a unirse con nosotros para las presentaciones de puertas abiertas y la oportunidad de revisar y comentar sobre el borrador del Programa de Mejora del Transporte (TIP) de PAG para los años fiscales 2025-2029.

Las reuniones con el TIP presentarán los planes fiscales 2025-2029 y se publicarán en el sitio web de PAG y en los medios de comunicación locales.

Martes, 19 de marzo, 2024 | 3 - 5 p.m.
EN PERSONA: Pima Association of Governments • 1 E. Broadway, Suite 401 (A lo largo de la ruta del autobús/tranvía)
VIRTUAL Regístrate en PAGregion.com/TIP

Miércoles, 20 de marzo, 2024 | 4 - 6 p.m.
EN PERSONA: Abrams Public Health Center • 3950 S. Country Club Road

Jueves, 21 de marzo, 2024 | 11 a.m. - 1 p.m.
EN PERSONA: Wheeler Taft Abbott Sr. Library • 7800 N. Schisler Drive, Marana

PAG opera sus programas de transporte de forma segura y responsable de conformidad con el Plan de Seguridad de la Asociación de Gobiernos de Pima. Si tiene alguna pregunta o necesita asistencia, comuníquese con el personal de PAG. Si necesita asistencia para acceder a los servicios de transporte, comuníquese con el personal de PAG. Si necesita asistencia para acceder a los servicios de transporte, comuníquese con el personal de PAG.

PAG
Pima Association of Governments

>> Next steps

- Shared preliminary draft FY 2025–FY 2029 TIP document with the TPC, copying the Management Committee on March 28, requesting comments by April 9.
- Updated draft TIP will be prepared and shared with the TPC prior to the April 17 meeting.
- Requesting TPC recommendation for approval of the updated draft TIP at that meeting.
- 30-day Public Comment Period anticipated to begin on April 19.





Questions?



Pima Association of Governments