

Regional Council Meeting Summary

Meeting Summary of Thursday, September 26, 2024

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

"We encourage and uphold the importance of regional collaboration as the Regional Council 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
General Ted Maxwell
Mayor Tom Murphy
Supervisor Rex Scott
Mayor Paul Diaz
Mayor Joe Winfield
Mayor Regina Romero

Regional Council Members Absent: Chairman Peter Yucupicio
Chairman Verlon Jose

Staff Lead: Farhad Moghimi, Executive Director
Secretary

The following is an audio-to-text transcription of the **Regional Council Meeting held on Thursday, Sept. 26, 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.

1. **Call to Order**

[Item #1 Video Link](#)

Supervisor Scott: We'll go ahead and call this one to order (4:19 p.m.). I don't think we need to do a roll call because Jacki knows us all intimately by now. Mr. Ledford, do we have anybody for call to the public?

2. **Call to the Audience (Remote Access Option)**

[Item #2 Video Link](#)

Adam Ledford: For fear of getting it wrong, I'm unaware of any speakers at this time.

Supervisor Scott: They were, if so, they would have been an extraordinarily patient person. Item number three, approval of the May 30, 2024, meeting summary.

3. **Approval of the May 30, 2024, Meeting Summary**

[Item #3 Video Link](#)

Mayor Honea: So moved.

Mayor Winfield: Second.

Supervisor Scott: Moved and seconded all in favor?

All: Aye.

Supervisor Scott: Thank you. Then we'll go to item 4 Consent Agenda items for information, Mr. Moghimi.

4. Consent Agenda Items for Information

[Item #4 Video Link](#)

Farhad Moghimi: Mr. Chair, I don't have anything to add unless anyone has any questions.

Mayor Romero: I just have a question regarding the, you have Javelina consulting contract there.

Farhad Moghimi: Yes.

Mayor Romero: What is this, this is for the —

Farhad Moghimi: We utilized them to help us with the RMAP, but again the RTA is a —

Mayor Romero: Promotion for RMAP?

Farhad Moghimi: The whole activity, they were helping us and since RTA is a subset of the RMAP as well. So they helped us with all that.

Mayor Romero: And this, how long is the contract for?

Farhad Moghimi: It just expired.

Mayor Romero: Yeah, but are you renewing it?

Farhad Moghimi: Well, again, based on the discussion we had previously, if they're interested to submit, they can submit, but we're going to advertise if they're willing to submit for it, then they would be in the mix of potential candidates.

Mayor Romero: But this is a \$45,000 contract. Is it, my question is, are you renewing the contract in this —

Farhad Moghimi: No need to renew them, they have the option to submit a proposal if they wish to do so.

Mayor Romero: OK. No more questions.

Supervisor Scott: Thank you, Mayor Romero. Any other comments or questions on item 4? Item 5, staff will provide details on TIP Amendment 2022.120 as provided in the meeting materials. This is Mr. Ledford.

5. FY 2022–FY 2026 PAG Transportation Improvement Program (TIP) Amendment #2022.120

[Item #5 Video Link](#)

Adam Ledford: Mr. Chair, Members of the Council, this amendment will fulfill the City of Tucson's request to shift roughly \$4.2 million of FTA 5307 apportionment funds between two procurement-related TIP ID's in fiscal '23 and to program the additional \$260,000 of remaining FTA 5307 apportionment funding for that year as well.

4:21 p.m.: The YouTube connection for this meeting was lost, and the meeting was momentarily paused.

Farhad Moghimi: Just for clarification, if it was a full remote meeting, obviously we can't continue but since it's been advertised as, the room is open to the public, public is able to attend, it's at your pleasure, they still can't hear us, but technically it is an open meeting and we can continue.

Supervisor Scott: Let's continue.

Adam Ledford: All right, this amendment is effectively an accounting-driven request and would typically be administrative in nature, but per policy, the amount of funding shifted dictates that we follow the formal amendment process. This amendment was unanimously recommended for approval by the Transit Working Group, TPC and Management Committee. Today, we're seeking the Council's approval of this amendment and I'm happy to answer any questions you might have?

Mayor Winfield: Move approval.

Mayor Honea: Second.

Supervisor Scott: I take it that we don't have any questions. Moved and seconded, all in favor, aye.

All: Aye.

Adam Ledford: Thank you.

Supervisor Scott: Thank you. We're on to item 6, 2024 PAG Title VI Implementation Plan. This is similar to an item that we reviewed on the RTA Board agenda several hours ago, Mr. McLaughlin.

6. 2024 PAG Title VI Implementation Plan

[Item #6 Video Link](#)

Preston McLaughlin: Hi. Yeah, thank you. I would now like to talk about PAG's Title VI plan. So, there's some discrepancies or differences, but as I mentioned in the RTA Board meeting, Title VI of the 1964 Civil Rights Act does require that any federally funded planning programming project implementation activities be free of discrimination on the basis of race, color, or national origin. Pima Association of Governments currently receives federal funding from the Federal Highway Administration, or FHWA, for the region's transportation planning projects, and, therefore, PAG must also comply with these federal requirements. The Department of Transportation or ADOT requires that PAG's Title VI Plan, Nondiscrimination Policy and Limited English Proficiency, or LEP, Plan be reviewed and approved by the Regional Council on an annual basis. As a state subrecipient of federal funds, staff has worked hand in hand with ADOT's Civil Rights office to confirm that this Title VI Plan meets all federal requirements for both the Federal Highway Administration and the Federal Transit Administration. The Title VI Plan outlined the manner in which PAG's federally funded transportation projects comply with the requirements of Title VI, as well as how the RTA responds to complaints or allegations of discrimination. This plan also contains the procedures for filing a Title VI complaint, as well as a copy of the Title VI complaint form, which is available in both English and Spanish. So, with that, I will request the approval of this plan from the Regional Council, so PAG can be in complete compliance within ADOT and FHWA.

Mayor Winfield: So moved.

Mayor Murphy: Second.

Supervisor Scott: Moved and seconded. All those in favor?

All: Aye.

Supervisor Scott: Any opposed?

Thomas Benavidez: Mr. Chair, I'm sorry to interrupt. I'm uncomfortable about our loss of the video. We, you know, we tell people they can attend via video and now we, and now they can't, and I just checked because at some point we're going to recover that link. So, I don't think we should do anymore. I don't want to be, but I don't think —

Supervisor Scott: General Maxwell.

General Maxwell: So, I understand your concern since it was advertised that way so then I'll beg the question. I'm thinking from the ADOT perspective, all of our stuff is advertised to go on like, but if we're not on the link, it's still a public meeting. I mean, I'd be curious about how all your cities run it if you lose your virtual, you stop the meeting?

Mayor Honea: No, we don't. We don't and we have virtual as well Mr. Chairman.

Supervisor Scott: Certainly.

Mayor Honea: If anything stops, we continue.

General Maxwell: Always respect your opinions on things, Thomas, but this one to me is, I think you'd be able to argue —

Thomas Benavidez: Sorry, is there an update that might resolve this?

Chrystal Spires: I've got IT saying they think they can get it back, if you give them about three minutes.

Mayor Romero: OK, let's give him 3 minutes. Usually, we would take a little bit of break and if we can't recover it, we just continue because that business has to continue.

BREAK: 4:25 p.m. – 4:30 p.m.

Following notice that the YouTube connection was restored, Supervisor Scott confirmed with Mr. Moghimi that Item #6 was approved by unanimous vote, just prior to Thomas interjecting about the connection loss.

Supervisor Scott moved on to Item #7 on the agenda.

7. **Regional Transportation Revenues Update**

[Item #7 Video Link](#)

Supervisor Scott: All right, thank you very much. OK, Item 7, staff will be available to report on information for the Regional Transportation Revenue Report.

James Towe: Thank you, Mr. Chair. Members of the Regional Council, if you'll turn to Table 3 and Figure 1 in your regional transportation revenues report. Through June, there was more than \$186 million HURF and VLT collected across the region. Of that \$186 million, PAG collected about \$31.5 million of that regional funding. The remainder was distributed directly to our jurisdictional partners. Regional HURF revenues were at an almost 4% increase year-over-year. Over the five-year average, we stood over 12%. And table 4 shows HURF or 12.6 in detail. Through June we collected \$31.5 million, which is 14.7% more

than the official ADOT forecast and nearly 9% stronger than last year. Table 5 shows HURF 2.6 with stronger than expected collections totaling \$7.1 million through June, which is 10% stronger than last year and with Table 6 through June, PAG had over \$98 million in an interest bearing account, most of these dollars are spoken for. And Table 7, we look at the City and Town HURF distribution to year to date. Table 8 shows the HURF 12.6 and 2.6 we've already seen and additionally we have Pima County HURF and Pima County vehicle license tax, the portion set aside for transportation use only. And Table 9 has the previous five years and lets you see how much HURF your city or town receive. Table 10 shows us gallons of gas sold in Pima County through the various fiscal years. We normally like to see about 13%, and through June we were just under 13% for the fiscal year. And in table 11, about \$123 million has been collected in TPT through June, trending for nearly 3.5% gain over the adopted budget that also mimics the percent rise over last year's actuals just over 3 1/2 percent. Mr. Chair, that concludes my update. Thank you.

Supervisor Scott: Thank you. Any questions from anybody? Mayor Romero.

Mayor Romero: Yes, thank you, Mr. Chair. I see that the 2024 actuals are outpacing the budget, and what is the plan to use the surplus for the 2024 budget and how much is that?

James Towe: So, Mr. Chair, Madam Mayor, currently including the 10% reserve, we see about \$32 million is in restricted funds that were not programmed in the fiscal 25 budget. So revenues outpaced budget by that amount. Ideally, we program those dollars during the TIP cycle, and so that's, that would be the ideal way to handle it.

Mayor Romero: So there's \$32 million in, above what we had projected?

James Towe: In excess of what the budget was, yes, and 10% of that is a reserve amount. So, the available funding, not available, but the restricted amount that's currently listed at around \$20 million so about \$12 million of that is in the reserve amount that's not fully programmed at the moment.

Mayor Romero: Ok, so it's about \$20 million that we're above?

James Towe: Well, no. In total it's \$32, but we have a 10% rule where we hold a certain amount of excess through that fiscal year. Mr. Moghimi can clarify on that but we would program that in the next TIP cycle, ideally.

Farhad Moghimi: If I may, Mr. Chair, Mayor Romero. It's already budgeted for in the fiscal year '25, we have \$32 million projected revenues and reserve in the fiscal year '25, and I believe what James is implying is that next year we'll probably be in the same situation.

Mayor Romero: All right, so how do we allocate these funds for RTA projects?

Farhad Moghimi: So going back to the previous conversation, we have to have that discussion and decide which projects have the priority, which ones need to be completed. So same discussion as the last item on the RTA agenda.

Mayor Romero: And when do we get a chance to do have that conversation?

Farhad Moghimi: At the next RTA Board meeting.

Mayor Romero: OK, so we are going to have a clear picture of what additional funds we're going to have in front of us so that we can decide where those funds go?

Farhad Moghimi: Correct. Again, it's already budgeted for, in the RTA fiscal year '25 budget, yes.

Supervisor Scott: General Maxwell.

General Maxwell: So I get that it's in the budget. Do you know where it's budgeted? What line it's in right now, is it in that that —

Farhad Moghimi: Reserve —

General Maxwell: So, it's in, so it's already in the reserve budget, which this Board could determine they want to spend some of their reserves.

Farhad Moghimi: Exactly, yes.

Supervisor Scott: Mayor Murphy.

Mayor Murphy: Because, you know, we have town codes where we have restrictions and wastewater and all those kinds of things. Is it the same or could also the restricted reserves, that's different than, there's \$32 million and —

Farhad Moghimi: There's \$32 million and 10% of it for reserve, so it just goes back to the RTA Board for discussion, yes, sir.

Mayor Murphy: So we could use all of the \$32 million or protect the 10% and use the other and that's in our discretion?

Farhad Moghimi: By RTA Board's policy and this is the longstanding policy, we've always set aside 10%, so that's why there's two line items. There's 10%, and then there's also the second restricted line item, and that's based on our recent conversations, which projects are going to be eligible for that funding. So,

\$32 million total at the Board's pleasure ensuring that it's compliant for the use of those funds.

Mayor Murphy: Right. Thanks.

Supervisor Scott: Mayor Honea.

Mayor Honea: Thank you. Mr. Moghimi, these are funds in addition to the state and federal, the 12.6 and STP, whatever monies we're getting that PAG has over and above expenses? Now you said over and above what was programmed, I mean, is there more than \$32 million or less I don't know. We didn't spend right to the penny.

Farhad Moghimi: Mr. Chair, Mayor Honea, it goes back to the question that Supervisor Scott had. So only HURF dollars have performed a little bit better and it's about \$6 million. It's all programmed, it's all spoken for, the \$6 million of HURF dollars, and then on the RTA side, that's the \$32 million of reserve dollars. Other than that, the federal dollars are typically coming in at about the same, so we don't anticipate an increase in the federal dollars.

Mayor Honea: But we could have additional dollars for some of these projects we're talking about.

Farhad Moghimi: We're talking small amounts, but yes, the HURF dollars are typically in that \$5 million to \$10 million potential additional dollars and those are typically, goes back to what James was saying, those are typically brought back to the TIP process. They're programs through the TIP process when we start the TIP again next year. Those dollars are brought to the table.

Mayor Honea: OK, I'm just kind of looking at you know. Any dollar that's not nailed down somewhere, that's more than we thought we were going to have at

PAG or RTA. We need to kind of throw it in the pile, at least it's possibly available for some of the things.

Farhad Moghimi: And again, as a reminder, and access HURF dollars that are managed by ADOT, that has to go through the TIP process.

Mayor Romero: So, Mr. Chair.

Supervisor Scott: Please.

Mayor Romero: Our staff have informed us that the TIP Subcommittee is not allowed to program RTA revenue in the TIP. So again, what process do we use? This Board, PAG Board and RTA Board, like Mayor Honea said, to be able to program money into the remaining projects that are realistically ready to be constructed because what we have been informed and, I don't know, you can all go back to your TIP representatives, is that the TIP Subcommittee is not allowed to program RTA funds in the TIP, and so I think we need that clarity so we can start using those. But we do, we do, RTA Board can, so we have to have that conversation in terms of like where are the monies, where are the not stapled dollars that we can use to be able to start delivering the RTA one projects as much as we can right. They need to be tangible construction-ready projects that we can deliver to the voters.

Farhad Moghimi: Sure, be happy to answer that. So, the TIP process is a PAG process. PAG and RTA being separate entities, during the TIP process, we've only identified funds to match the ballot amount. Anything above and beyond the ballot is at the discretion of the RTA Board, so we need direction from RTA Board before we can go back and amend the TIP. Otherwise, there's no understanding of where the Board wants to spend those dollars.

Supervisor Scott: Any other questions, comments? Go ahead, Mayor Honea.

Mayor Honea: More of a comment. It's, up until June 30, 2026, pretty much any revenues, PAG or RTA, unattached, didn't spend for some reason or whatever. You know if we could kind of, I know it's a big ask, but kind of where is it and is there money on something else that we're not going to be able to spend. You know, we roll it over in our budgets if we're going to do it, but you know at '26 this RTA one, the RTA one is done. I know it's a PAG meeting Mr. Chairman, but RTA Next is a whole different tax, you know, it's a whole different program. They're not mingled, we can comingle and if we want to push stuff into it or whatever. But you know, I just, if there's revenue, it's kind of in crisis mode right now, and if there's a couple of million here and there, it might not be enough to do a project. But if we start adding some of this stuff together, you know, I'd kind of like to be aware of any excess revenues, I mean, I didn't realize we were going to have this much money left over in PAG and I know there were restrictions on some.

Farhad Moghimi: So, Mr. Chair, Mayor Honea, if I may. So, we've already put out the requests to all the entities to identify which projects they anticipate that they can close and if there's budget remaining on those projects that hopefully they will inform us. Unfortunately, and I'm looking at Rick, I think we only got a few million dollars in responses. So that will be identified through the TIP process. So, if there's a few million dollars savings on one project, you can move it to a different project during the TIP process. That whole TIP process starts again in May, so we'll go through that and identify any additional HURF dollars or federal dollars that can be used on other projects, but that's usually during the TIP process and we're required to follow the TIP process because it's federal and state dollars.

Supervisor Scott: It seems to me we've heard that \$32 million figure as likely being consistent for two consecutive years, right?

Farhad Moghimi: Most likely, yes.

Supervisor Scott: Therefore, that's \$64 million that could go toward the \$195 million shortfall.

Farhad Moghimi: Correct and that's our hope as well.

Supervisor Scott: General Maxwell.

General Maxwell: I just want to confirm so that reserve money is money that we as an entity have programmed as reserves in the budget —

Farhad Moghimi: You have budgeted as a reserve, yes.

General Maxwell: You call reserve equal to contingency?

Farhad Moghimi: In this case, because we have the statute provisions to meet, I would say it's reserved for purposes that are eligible to use those funds.

General Maxwell: OK, so not necessarily contingency.

General Maxwell: So, I just want to make sure because that's, I mean we learned something every day, and I just learned that we do \$32 million every year in reserves and to Mayor Honea's point, it's all hands on deck.

Mayor Honea: Mr. Chairman, we're going to get out of here in a hurry and I'm talking more than anybody. The \$32 million is excess over estimated expenses. How much money is already budgeted? I mean in the reserve, how much, we set aside 10%, is there \$30 million in there already plus the two \$32's or something?

Farhad Moghimi: No, Mr. Chair if I may. So again, so in the annual budget, we project the revenue, project all expenses and fiscal year '25 after the expenses, we identified the \$10 million reserve and the \$20 million restricted reserve so that's where the \$30 million comes from. So next year we anticipate if our revenue hold, we're probably going to be close to that number potentially, maybe even higher, if we have less number of projects to identify for expenditures, but transit is the biggest one, I'm sorry —

Mayor Honea: Mr. Chair, to expand on, the Chairman is a school teacher, I'm not but you know, we're talking 10 and 20 is 30 and 30 and 30 is 64, I mean, all of a sudden we're at \$100 million.

Farhad Moghimi: Well that's —

Mayor Honea: I mean, you know, we could bury it in a, you know, in a can but at December 30, 2026, the clock stops.

Farhad Moghimi: Mr. Chair, Mayor Honea. That's why the audit team came back with \$149 million as the number that they have, \$149 million as unidentified number.

Mayor Honea: OK, minus \$64 million —

Farhad Moghimi: \$195 million is our number. Once you add reserves, you get back to that \$149, roughly.

Mayor Honea: But then you talked about restricted reserves and \$10 million. I want to take another \$60 off.

General Maxwell: Agreed and Mr. Chair, if I could just, I just want to confirm we, you said, you know, we plan the revenues and the expenses, and then we, these reserves are planned, these are planned items —

Farhad Moghimi: We put in the budget —

General Maxwell: So it's, you make them work because it's not you add up all your expenses and then say, oh, we got \$30 million leftover. It's a planned \$30 million that you're going to put in the service.

Farhad Moghimi: In this case, yes.

General Maxwell: I just want to make sure it's a plan. It's not a we've got more revenues than we had expenditures. It's, as we, they build the budget, they put that \$30 million aside for revenue.

Farhad Moghimi: Yes.

Supervisor Scott: Thank you, General Maxwell. Mayor Murphy.

Mayor Murphy: And just to clarify, we don't have 10 years worth of these reserves built up, right? I think that's what Mayor Honea was going to when, were at two at the most, right?

Farhad Moghimi: So, we still got fiscal year '26 remaining. So after this year fiscal year '26 and that's the end of RTA one.

Mayor Murphy: Right, but we don't have our, we don't have this reserve back from 2019 —

Farhad Moghimi: No, it's annually programmed, it's in the budget.

General Maxwell: And what do we, so the question what do you do if we don't spend the reserves?

Farhad Moghimi: You can spend it in the following year. I mean, so as you see, we have a five-year plan. So the RTA will have a fiscal year '27, '28, '29, and you can spend those dollars in those future years.

Supervisor Scott: So let me mention one other thing from this document. If you look at table #1, underneath table #1, there's an asterisk that notes that only STBG greater than \$200,000 is shown and not STBG suballocated to urban areas with lower population threshold. So that's about 75% of our total STBG just in the interest of time, could the Regional Council get a complete breakdown of the federal funding coming into the region and its uses? I recognize the language and the asterisk, and that it's reported because that's the funding you can use for RTA projects, but I would still like to get that more complete —

Farhad Moghimi: I have to go back and talk to staff about what, how it was differentiated, but I assume that's probably what it is that those are the dollars programmed to RTA projects. Do you have that answer?

James Towe: I don't have the STBG answer, sorry.

Supervisor Scott: Ok, can we get it?

Farhad Moghimi: Of course.

Supervisor Scott: Thank you.

Jamie Brown: If I may add to that. In terms of the STBG, we receive the funding in three different population buckets and we program 100% of our, what's called

obligation limitation that \$15 million, \$5 million or \$6 million to fulfill RTA commitments. The remainder of the small population buckets we use for PAG OWP operations or we have released some of the funds for calls for projects as well.

Supervisor Scott: I appreciate that very much and again I can only imagine what goes into having to put together these packets, but that kind of information I think is good for us to have beforehand. Thank you. All right, anything else under item number 7. And that was an information item. Item No. 8, 2055 Regional Mobility and Accessibility Plan Development Update, Ms. Oden. Miss Oden, you win the title of most patient person.

8. 2055 Regional Mobility and Accessibility Plan (RMAP) Development Update

[Item #8 Video Link](#)

Hannah Oden: Thank you, Mr. Chair. Good afternoon. Members of the PAG Regional Council. So, I am not Jeanette, but my name is Hannah Oden. I'm a Planning Coordinator at PAG, and I will be providing a status update on the development of the 2055 Regional Mobility and Accessibility Plan, or the RMAP, as I'll refer to it during my presentation which is the federally required long-range transportation plan for the PAG region. So I'm just going to start by sharing some committee updates since the last Regional Council meeting. The RMAP Working Group, they were hard at work meeting and discussing the plan. So that group continued meeting through August. Since the group started meeting, there was a total of seven meetings, so productive one-on-one conversations and meetings with member jurisdictions to really refine the RMAP project list to ensure that it meets both the fiscal constraint and also included high priority projects for member agencies. And the working group did recommend approval of a draft project list done at its August meeting. So a big thanks to all those representatives, it was a big lift to the big effort. And the working group also

reviewed and recommended performance targets associated with the RMAP performance measures, as well as the fiscal constraint number and financial plan methodology, which I will provide a little more detail on during my presentation. The PAG data science team and also provided updates on the land use model and activity-based model to the working group which is a critical component of the RMAP, those two models. And we also shared public outreach updates, which I'll also provide more detail on later in my presentation, and the biggest TPC update is that the project list was approved at that meeting in August. So this was a really critical approval needed to begin the modeling work essentially to the RMAP to move forward to the next stages of the planning process. All right, and this slide just shows some background and updates on the financial plan. So the original forecasts were developed in March of 2021, a comparison and methodologies and aggregate forecast amounts, by funding solution, was provided at the July 2022 TPC meeting. The TPC approved the underlying framework in January of 2023, and revisions were taken to TPC last month in August of 2024. So, since January 2023, related to that framework, just some updates. So we updated the official HURF forecast from ADOT, updated the official RTA forecast from the Eller Business Research Center, updated federal funding to current apportionments and also included revisions to the local funding contributions and grants and based on discussions with member agencies. And this slide just shows a comparison of a forecast for the 2055 RMAP currently under development and the 2045 RMAP update which was adopted by the Regional Council in 2020. Just for some key points and takeaways from this slide on the fiscal constraint for the 2055 RMAP is \$16.2 billion based on the forecasted revenue and this was \$15.1 billion in the 2045 RMAP update. The 2055 RMAP also has a 30-year planning horizon, while the previous plan had a 25-year planning horizon. Of the 2055 forecast that used more authoritative and cooperatively determined forecast for funding sources and rather than the in-house forecast that we're more relied on for the 2045 update. Adjustments were also made to local funding contributions based on jurisdictional input, and that figure was higher in the last RMAP as you can see on this slide. All right, so

moving on to model development, so these inputs are critical to the RMAP of development and the associated analysis. So we do work closely with member jurisdictions of as part of the modeling process and for inputs and data verification and validation as well. So the land use model inputs include population projections, unknown projects, including both residential and employment projects and redevelopment. The activity-based model or ABMs that include socioeconomic data, employment data, as well as transit. I'm going to move on to more of the public outreach and survey promotion side, so this is a brief summary of the public outreach promoting the RMAP survey. So, we received a total of 4,481 responses as part of that effort. So it was almost 5000, so we're excited about that number and the survey was open for six weeks, so it ran from June into July. There was both the paid and non-paid multimedia campaign, which included English and Spanish radio, print, TV and digital ads and as well as digital kiosks and a news release was sent to local media and the survey was promoted in seven articles and the news interviews as well. We also relied heavily on community organizations and local businesses and government offices to help us promote the survey. A variety of organizations were targeted, such as the Chambers of Commerce, local nonprofit groups, neighborhood groups, neighborhood groups and associations, and many more, those are just to name a few. And we also promoted the survey at some in-person events and these are really meant to target on low-income, minority senior and limited English proficiency populations just to make sure that we could ensure that all voices were heard and reached as part of this survey. So PAG staff attended events scheduled by local organizations such as food banks and attended events and neighborhood centers as well. So in total, as PAG staff, we attended 10 events and engaged 333 people. Paper copies of the survey were also available at all of these events and both in English and Spanish, if participants wanted to respond, in that way. And an additional targeted outreach is planned for next month to assure that we reach additional community members. All right, and so this slide just shows a summary of some of the survey results related to transportation priorities. So, this chart shows the overall priority ranking so these

are the responses were weighted so, whether it was first, second or third, so the results provided the overall linking for each of these nine options. So, as you can see on this slide, our roadway conditions, which is far and away the top priority, which is probably not a surprise to you all. So with the weighting on the bar chart above does show that the roadway conditions so much higher than the others because it was the most popular first, second and third priority. And the second is even the 4th priorities, were all very close. So you'll see that the road intersection in safety is just barely ahead of reducing traffic congestion, but both are closely followed by reducing cross-town travel time and the other results if you can just go down the chart, I mean, you can see all of the options there. All right, and this is just another summary slide from the survey. I'm showing hypothetical regional budget breakdown, so users could apply dollar amounts in \$1.00 and \$10 increments up to \$100 among these categories. Similar to the previous question, the most popular options again using these new hypothetical dollars where community members wanted to see funding allocated. The one that received the most hypothetical funding was to improve existing roads, followed by safety improvements and then reducing congestion. So all of the nine categories, so all the categories here, that included safety improvements, improving existing roadways, transit enhancements, reducing congestion, improving air quality, technology improvements, bicycle and pedestrian enhancements and other roadside corridor amenities. All right, so just to wrap up on the public engagement. So, this is a visual recap where we are for the 2024 RMAP engagement, but the target date of spring for 2025 and for finalizing and approving the plan. So, we're on track with phase two outreach. So this has a focus on special interest focus groups, neighborhood open houses and additional community events. So really reaching out to folks that we felt were still underrepresented from the first round of engagement with that survey. As always, if the public has any comments or feedback, they can always stop by our office or email us at info@pagregion.com. And as I mentioned, there will be of course additional opportunities for public engagement. All right, and just to kind of wrap it up, kind of a high-level view of where we are with the overall RMAP

timeline. So right now, with that project list approved on the data science team is getting started on the modeling effort, GIS has been hard at work with the RMAP prep. We've been working on, you know draft, beginning to draft the document. You can see additional opportunities for engagement meetings on this schedule, again the target timeline for plan adoption is May of next year. And this concludes my updates, I'm happy to answer any questions.

Supervisor Scott: Ms. Oden, thank you very much. Comments or questions from Council Members, General Maxwell.

General Maxwell: Just for clarification, thank you for the briefing that, that was good, very efficient, definitely the most patient among us. So, on the documents we got for the plan, you've got in-plan and then you got proposals. Is the in-plan all in the fiscally constrained portion of the plan, and then the proposed reserves, the not fiscally constrained portion of the program?

Hannah Oden: Mr. Chair, General Maxwell, that's correct. So the in-plan project list that counts towards that, that \$16.2 billion is the fiscally constrained number, then the reserve list does not count towards that.

General Maxwell: Thank you, appreciate it.

Supervisor Scott: Thank you, General Maxwell. Any other questions or comments?

Mayor Diaz: I have a comment.

Supervisor Scott: Mayor Diaz.

Mayor Diaz: It looked like to me anyway, when I was looking at the charts, it looked like transit transportation is way down versus road improvements and

easier access and all this other stuff. So, it kind of, I don't know, well, you know, you focus on improvements of all of this and that. I guess RTA is pretty much on track as far as the road access and stuff like that. That is my comment.

Supervisor Scott: Thank you, Mayor Diaz. Mayor Romero.

Mayor Romero: Mr. Chair, I think that's why it's so important to note when you call out the priorities of the RMAP and the input through a survey. That's why, I believe TPC, was the committee that recommended you go out again because of the horrific lack of diversity in your demographics. Of course, people over 50 are going to have different priorities than people under 50. And so when it is over represented on your survey results, you get a result of priorities that doesn't really reflect the priorities of the diverse demographics that we have in our region and so I believe it was TPC that recommended that you go out and try and diversify your demographics, correct? Which committees were recommending that you go out again?

Farhad Moghimi: If I may, just part of our process regardless, so as you go back to the schedule, the public input process doesn't end until the very last day when there is a public hearing. So yes, of course, it's recognized that once you get the first results, then you look at where those gaps are and that's what the staff was recommending that we've identified these gaps and now we're going to go out and do additional —

Mayor Romero: But you're presenting the results as though —

Farhad Moghimi: Those are —

Mayor Romero: As though all of the demographics that we want to see their input on, So Mayor Diaz, the priorities are reflective of those that completed the survey for the RMAP and that's what I was talking about earlier in the other

meeting, that those demographics are very, are very monolithic. And so, we really, you're presenting these priorities as if the community was really well represented and it's not. So, I just want to put it for the record, these results are based on very skewed and monolithic input points through the surveys that were presented for RMAP. That was my concern in terms of the whole conversation we had about RTA outreach and engagement. We need to be able to have realistic and reflective of our demographics, survey results and engagement results for everything, not just the RTA, for everything. So, I wouldn't take the results of you know whether you use transit or not as written in blood. It's skewed, it's skewed results, that's what it is.

Supervisor Scott: Any other questions or comments?

Mayor Romero: I do have more questions. I'm sorry I'm delaying you, but the RMAP is a, is a request that the City of Tucson had requested before through PAG, so that the City of Tucson could apply for \$70 million this August for our bus rapid transit. We were delayed and the process that this Board had said, hey, let's start a process to update the RMAP. The inability to amend the RMAP on the side of the City of Tucson, I believe, prevented the City of Tucson from going out in August to apply for capital improvement grants worth about \$70 million to bring to this region. So what exactly is the process of amending the RMAP, not moving forward and is that in writing anywhere?

Supervisor Scott: Following up on your question, Mayor Romero, Mr. Benavidez, you had been in communication with federal officials about this issue and they said, at my request, and I don't believe that they have given you a final response, could you summarize for the Council the communications you had with them and what we're waiting on, because I think it's aligned with Mayor Romero's question.

Thomas Benavidez: Mr. Chair, Members of the Regional Council. We did reach out to the federal authorities to ask them what is the process for this, and we want to make sure that we're following the right processes because questions came up. So, we asked them and you know, we kept being told, oh, we'll have it in a couple days, couple more days , and couple more days and now it's been kind of radio silent, and I haven't heard anything and now it's what, a month and a half now —

Supervisor Scott: What was the agency, the person that you wrote to represented where which agency, again?

Thomas Benavidez: ADOT, I think. Am I right? Sorry Farhad, I can't remember.

Farhad Moghimi: Mr. Chair, thank you. So Federal Highway Administration has oversight. So FHWA, at least in Arizona, represents FTA as well. So, FTA and FHWA are collaborating together to respond to Thomas's email. But I had put out a memo shortly after our July meeting that we did not meet and outlined the process as we understand it, and we previously had discussions with the FHWA staff. The process that I outlined in the email was consistent with our understanding, consistent with their understanding. But for whatever reason, they have not been able to respond to the more specific question that Thomas posed to them. But please go back to the memo, I'd be happy to send it out again, the memo that I sent out outlines the process for —

Supervisor Scott: But the questions that Thomas posed were because there was discrepancy between what you had put in that memo and what the City was saying with their understanding from the federal authorities that they had spoken with. That was why I had asked Thomas to get that clarification, and it's frustrating that it hasn't come in yet because you're right, they kept saying we expect to have this in a short period of time and we still haven't gotten it, correct?

Thomas Benavidez: That's correct, Sir.

Farhad Moghimi: And having said that, Mr. Chair, again the process is pretty straightforward. We need all the data up front, and then once we have the data we can sit down with FHWA and FTA and lay out our process, and then at that point that's when they say all right, you're on track, do X, Y and Z. We have not received all the data we need, and that's —

Mayor Romero: Yes, you did receive it, Mr. Moghimi, you received the information. Another question that I have is, I am actually really happy that in the 2055 RMAP we are including all the proposed RTA Next projects that were including our BRT, the City's, hopefully, south leg of a transit project from Ronstadt to the airport. We are hoping that the RMAP will be completed in May of 2025, is that correct?

Farhad Moghimi: That's the schedule, yes.

Mayor Romero: And what if the RTA Next does not pass next November? How do we amend the 2055 RMAP?

Farhad Moghimi: So, there's something that's assumed in the RMAP is that there's going to be additional revenue, and these projects will be completed and by federal law, we can make that assumption if it doesn't happen by definition, it means that the revenues are not available. It doesn't mean that we have to amend it immediately but next time around we get a chance to update the RMAP. Then we can make those adjustments and I wouldn't make any adjustments immediately, I would take another bite at the apple and then potentially next time around, which every four years we update the RMAP, then four years later that's when you want to make the adjustments, if needed.

Mayor Romero: You would not remove if the RTA Next, God forbid, did not pass, you would not remove the RTA Next projects from the RMAP in four years?

Farhad Moghimi: If the Board decides to go back at least once or twice before we make that assumption, then obviously I would not make the change. So, again, even now it's an assumption. There's an assumption that it's going to pass and if that at some point the Board needs to make that decision and say, all right, we assume that revenue will never come and then that's when we can make —

Mayor Romero: And you would wait four years to do that?

Farhad Moghimi: That's up to the RTA Board.

Mayor Romero: The RTA Board, or the PAG Board, or both.

Farhad Moghimi: The Board because RTA Board is responsible for RTA revenues.

Mayor Romero: OK, and what would happen if any of my colleague jurisdictions would get a congressional earmark. We don't want to call them earmarks anymore, member-directed funds? I know some of my colleagues have applied for some member-directed funds and have received funds that are TIP named projects in order for them to amend or update the RMAP to receive those federal funds. What would be the process for that?

Farhad Moghimi: The ideal situation is that RMAP is flexible enough that it has categories that as long as you apply for funds that are within those categories, then that's automatic go ahead and include it in the TIP. But if it doesn't meet any of those categories, then obviously we have to go through the process to amend that and include those projects. So, my recommendation is that as we go through the RMAP, identify anything that you anticipate to apply for to make sure

it's in the RMAP. Mainly because that actually even helps enhances your application. If it's in the RMAP and it's adopted once you submit your application, you can demonstrate that it's already gone through the regional process.

Mayor Romero: But what happens when we want to apply for funds? Maybe Oro Valley wants to apply for the capital improvement funds that are made available by the federal government? What happens if the project is not there? I'm trying to get some clear answers, Mr. Moghimi and I'm not and the sooner you answer, the sooner we can get out of here, but you told us it would take nine months and that you would need environmental analysis. So, what I'm trying to ask is how can any of these jurisdictions apply for funds from the federal government and be able to update the RMAP in order to be able to show that we're fiscally constrained and that the region is willing to put it in the RMAP.

Farhad Moghimi: So, I'll be happy to share that memo again that the process is the same. It takes time to go through updating the fiscal constraint analysis. You have to update the land use plan, you have to update your traffic modeling, you have to go through the environmental analysis —

Mayor Romero: Now we're doing all of those necessary requirements to include the RTA Next projects and the RMAP 2025, 2055?

Farhad Moghimi: RTA Next projects are included in the RMAP.

Mayor Romero: That is not my question. My question is in order to include the RTA Next projects, are we having to approve for each and every projects the land use, the impact, the environmental impact, everything that you're asking us, the City of Tucson to include? No.

Farhad Moghimi: Yes, it's in the RMAP process currently as we speak.

Mayor Romero: You are not answering my question, Mr. Moghimi.

Farhad Moghimi: OK —

Mayor Romero: All of the RTA Next projects that we're including in the 2055 RMAP have they gone through all of the analysis that you've requested the City of Tucson to do for the BRT project that we're trying to include in the RMAP?

Farhad Moghimi: Yes, they are currently going through that process. We're updating land use modeling and then it will go through the public process as outlined in the diagram.

Mayor Romero: For each and every one of the RTA Next projects?

Farhad Moghimi: In the plan, yes, that's the list that you have in the plan. Those are the financially constrained list of projects, and RTA Next projects are in that list.

Mayor Romero: That's it.

Supervisor Scott: General Maxwell.

General Maxwell: The question I've got I think we're still awaiting the answer from them, FHWA, and so we need to keep pushing for that answer because I think the frustration is and ADOT's got, for the record, ADOT's 5-five year plan we do have things, right now all of our RTA dollars are still in it or all of Maricopa's are still in it so, we do take the same assumptions with our planning that the inflows of funds are going to stay the same. You only adjust it when a funding source gets turned off so that all flows, but I think the question we're trying to get at is there's several ways to get into the five-year plan, and even some of the longer plans at state level don't take the entire process. I think that's

what Mayor Romero is just trying to get at. And if we can get an answer from FHWA and what they say, then I think we can come back and talk about how any municipality could then go back or the County, anybody can go back and insert it without having to go through the full requirement of doing all the new data allowance, the impact on other projects, the impact on the other streets. I believe there is a way to do that and I trust that Thomas is going to beat that drum until we get an answer, and it is disappointing they haven't given the answer. Tom, right now, I'll tell you a lot of federal agencies are moving extremely slow —

Supervisor Scott: And I want to thank Thomas because he made that initial contact shortly after our July meeting and has not gotten a timely response.

General Maxwell: If FHWA comes back says no, you have to do this whole thing, that's the answer we have to do the whole thing. But there's, we're getting the miscommunication from them on how the process for, other than the four year entry, it'll be done in a manner quicker than a full year and a full analysis because if you're doing the full analysis of fiscal constraints you gotta have project cost, got to have, you know it's a ton of work as we know. Thank you.

Mayor Romero: There's different, the process to amend is different than the process to update, and they're very specific definitions of what that means. Right, and we're just not getting clear answers in terms of the ability for any of our jurisdictions to not lose out on federal funds. So, we missed out on the opportunity to apply in August because of this, these delays. We do not want to miss out on the opportunity to apply in the springtime, and so I think we all need and deserve clarity in terms of what are the processes when any jurisdiction wants to apply for federal funds to be able to amend the RMAP to include, especially if you have, if you prove that it's fiscally constrained to what your jurisdiction can bring to the table. It shouldn't be rocket science to be able to amend and apply for federal funds to bring to the region. We don't want to lose another opportunity this spring.

Supervisor Scott: Thank you, Mayor Romero. Any other comments or questions? All right, if that's the case. I'm going to adjourn this meeting and I'm going to apologize in advance because I have an event I need to get to in 13 minutes and I think I can just make it. Thank you all.

9. Adjournment

The meeting adjourned at 5:17 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 Sept. 26, 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 Recording](#)



2055 RMAP Status Update

Jeanette DeRenne, AICP – Transportation Planning Director
Regional Council, September 26th, 2024



REGIONAL MOBILITY AND ACCESSIBILITY



Committee Progress

- RMAP Working Group Update
 - Jurisdiction one on one meetings
 - Project list development
 - Performance targets
 - Financial Plan – fiscal constraint
 - Development of the LUM & ABM
 - Public Outreach updates
- TPC Updates
 - Project list approval – August 2024



2055 RMAP Financial Plan

- Forecasts developed March 2021
- A comparison of methodologies and aggregate forecast amounts by funding source provided in the July 2022 TPC meeting
- TPC approved underlying framework in January 2023, revisions were taken to TPC August 2024
- Since January 2023:
 - Updated official HURF forecasts from ADOT
 - Updated official RTA forecasts from Eller Business Research Center
 - Updated federal funding to reflect current apportionments
 - Revisions to Local Fund Contributions and Grants



Comparison of Forecasts

2055 RMAP

- \$16.2 billion forecasted revenue (2024 dollars)
- 30-year horizon
- Uses authoritative forecasts for:
 - ASTBG/RAAC
 - HURF 12.6 and HURF 2.6
 - RTA
- Uses cooperatively determined forecast for:
 - Local budgets
 - FHWA and FTA funding
- Local Funding: \$2.78 billion

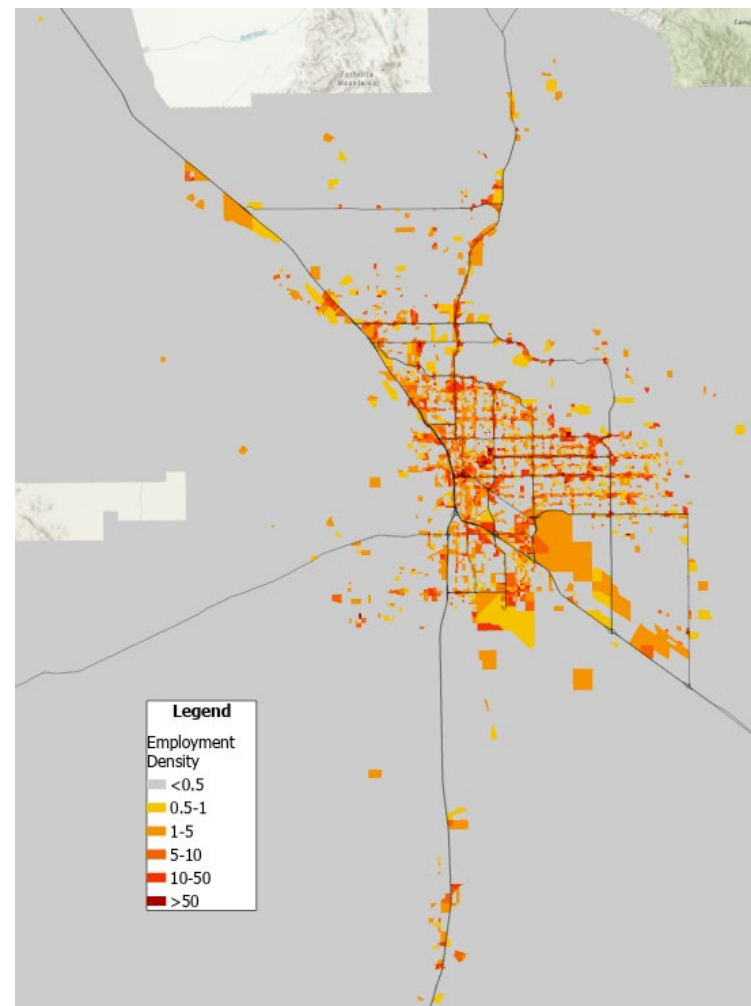
2045 RMAP Update

- \$15.1 billion forecasted revenue (2020 dollars)
- 25-year horizon
- Relied heavily on in-house forecasts for each funding source, excluding RTA
- Local Funding: \$6.32 billion
- Assumed several billion dollars “committed”, reducing the bottom line



Model Development

- Land Use Model Inputs
 - Population projections
 - Known Projects (residential and employment)
 - Redevelopment model
- ABM
 - Socio-economic data
 - Employment data
 - Transit and Roadway



Employment Density Shown for Illustrative Purposes Only



RMAP Survey Promotion Summary

- **4,481 survey participants**



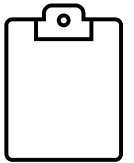
- Paid and non-paid multimedia campaign

- English and Spanish radio, TV, print, digital, digital kiosks
- Media coverage in seven articles or news interviews



- Partner promotions

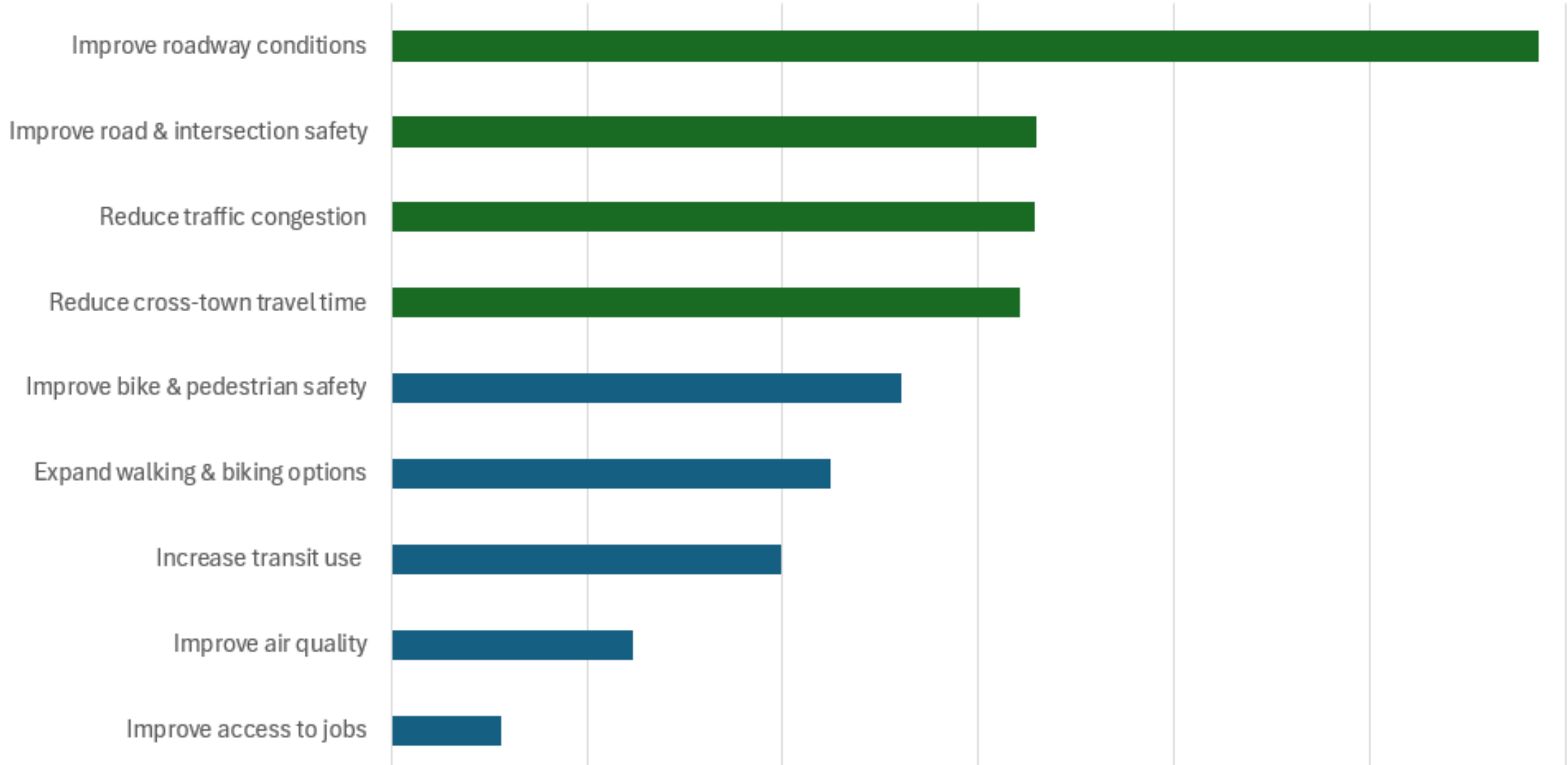
- Non-profits, PIOs, businesses, neighborhood associations, etc.



- 10 drop-in events

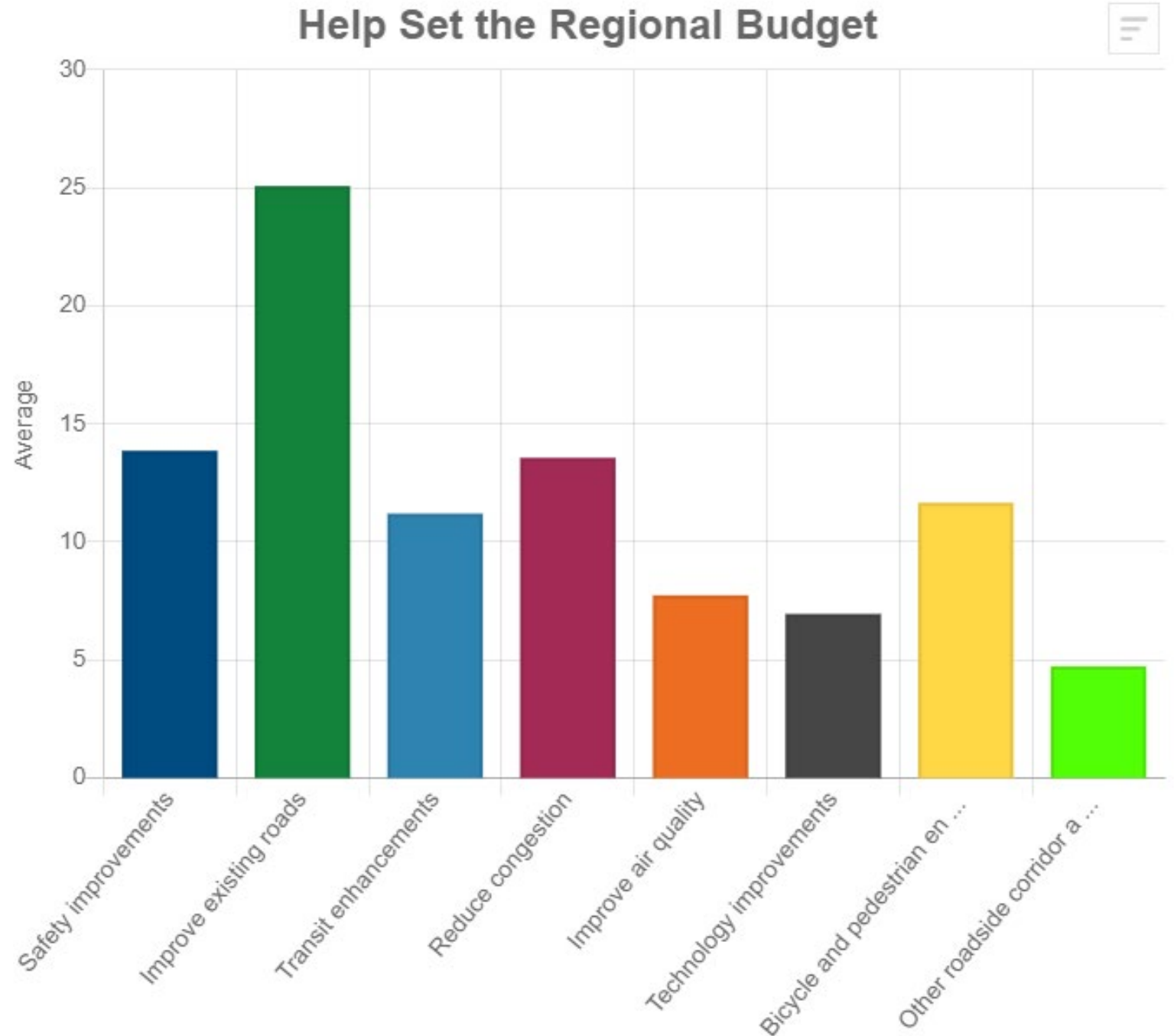
- Tabling targeting seniors, disabled, low-income, minority, limited English proficiency
- 333 people engaged

Results: Your Transportation Priorities



Results:

Regional Budget





RMAP Public Engagement

Stakeholder Mapping (February 2024)

- ID stakeholders and organizations for targeted outreach
- Combined for RTA Next & RMAP, updated regularly

Live Polling (March 2024)

- Incorporated into TIP
- Open house events to gather high-level information on priorities and transportation habits
- 25 total participants

RMAP Public Survey (June-July 2024)

- In-person events to reach underserved and minority populations
- Survey open June 6 through July 18, 2024
- Email, newsletter, & social media promotion

Phase 2 & 3 Outreach (Fall 2024)

- Special interest focus groups (schools, businesses, non-profits, etc.)
- Neighborhood Open Houses / Events in fall/winter 2024 - TBC

RMAP Finalization & Approval (Spring 2025)

- 30-day public comment period and public hearing

2055 Regional Mobility and Accessibility Plan (RMAP) Timeline*

Regular updates at TPC, MC and RC as requested

Monthly meetings with RMAP Working Group

RMAP 6-week public engagement survey

Targeted public outreach via workshops, focus groups, and community events

RMAP Working Group approves draft performance measures and targets

RMAP Working Group finalizes preliminary draft of in-plan project list

Finalize modeling inputs and review and finalize modeling results

TPC reviews and provides a recommendation for draft in-plan project list and performance measure targets

MC reviews project lists and performance measures as recommended by TPC

Finalize GIS maps for document

Air quality conformity modeling

Present draft plan to TPC for review

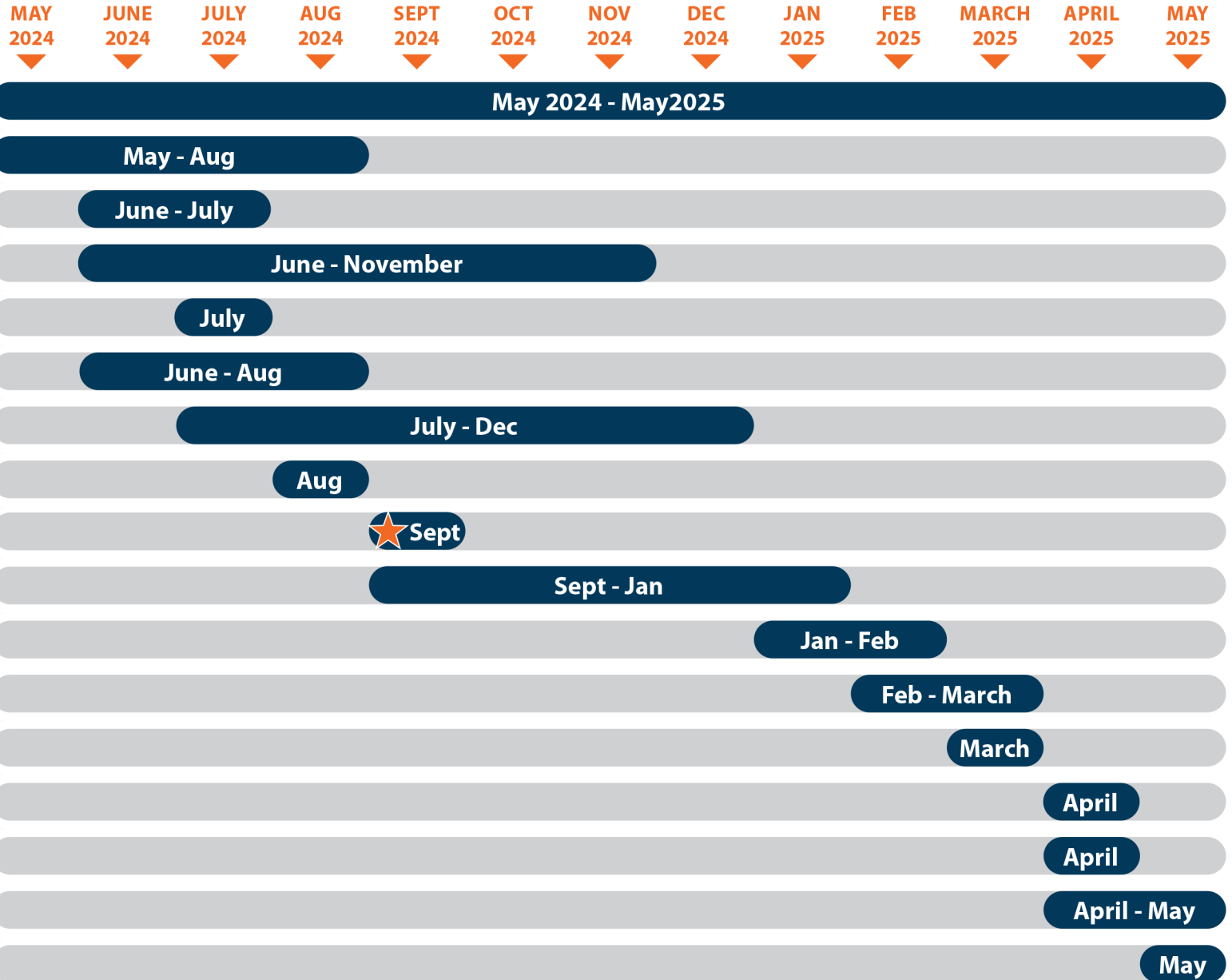
Revise 2055 RMAP for public comment

30-day public comment period and open houses for the final draft plan

Present final draft plan to MC for review

Make revisions to final draft based on MC and public feedback

RMAP public hearing and RC approval of 2055 RMAP



*This timeline is subject to change and is dependent on the timing of upcoming RTA Board decisions affecting RTA projects.



Questions?