

## Regional Council Meeting Summary

Meeting Summary of Monday, March 3, 2025

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

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***"We encourage and uphold the importance of regional collaboration as the Regional Council addresses regional priorities and pursues regional solutions."***

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**Regional Council Members Present:** Mayor Jon Post  
General Ted Maxwell  
Mayor Tom Murphy  
Supervisor Adelita Grijalva  
Mayor Roxanna Valenzuela  
Mayor Joe Winfield  
Mayor Regina Romero  
Chairman Julian Hernandez  
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 Monday, March 3, 2025**, 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.

**Prior to calling the meeting to order, Mayor Valenzuela requested a moment of silence for Mayor Honea and asked Mayor Post to say a few words.**

**Mayor Post:** So, he, Mayor Honea was such a figure in southern Arizona, not just Marana. I think he might have been here the entire time that the RTA existed, so he had a lot to do with this organization. He loved this organization. He loved what was accomplished in this organization, and he will be greatly missed and not just for him, himself as a person, so thank you very much.

**Mayor Valenzuela:** Thank you. I appreciate that.

**1. Call to Order**

[Item #1 Audio Link](#)

**Mayor Valenzuela:** We will now call the meeting to order. Today is March 3 and it's 12:06 p.m. Please join me for the Pledge of Allegiance.

**2. Pledge of Allegiance**

[Item #2 Audio 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.

**Mayor Valenzuela:** Thank you. Item number 3, introduction and welcome to the new members of the Regional Council and Regional Transportation Authority. Farhad.

**3. Introduction and Welcome to New Members of Regional Council and Regional Transportation Authority (RTA) Board Members**

### Item #3 Audio Link

**Farhad Moghimi:** Yes, Madam Chair, thank you so much. As you know, we have 4 new members and if you don't mind, we'll have each member share a few words with us. If they'd like to do that, we'll start with you as South Tucson's new Mayor.

**Mayor Valenzuela:** Sure, thank you. So, my name is Roxanna Valenzuela. I have been appointed to be the Mayor of the City of South Tucson just recently in November. I'm really excited for this collaboration, this partnership. South Tucson is facing many challenges that it is vital for us to work together, so I'm excited to have your support and for us to have a seat at the table. Thank you.

**Farhad Moghimi:** Thank you, Mayor. Next, from Marana, Mayor Post.

**Mayor Post:** Hi, my name is Jon Post. I'm a lifelong Arizona resident. I'm excited to be here at the table helping our community grow. I know the RTA has done a lot of really good things and I hope to see that continue. Thank you.

**Farhad Moghimi:** Thank you, Mayor. Next, from Pima County, Supervisor Grijalva.

**Supervisor Grijalva:** Thank you. My name is Adelita Grijalva. Proud to represent Pima County. Thank you to my predecessor Supervisor Scott, Chair Scott, for serving as he did, and we're hoping to have a good transition.

**Farhad Moghimi:** Thank you, welcome, then finally, Chairman Hernandez from the Pascua Yaqui Tribe.

**Chairman Hernandez:** Yes, my name is Julian Hernandez, the Chairman of the Pascua Yaqui Tribe. Honored to be here and to serve, thanking Peter Yucupicio, taking over for him. So, thank you very much.

**Farhad Moghimi:** Welcome. Appreciate having all of you involved. Madam Chair, back to you.

#### 4. Election of Officers

##### [Item #4 Audio Link](#)

**Mayor Valenzuela:** So, item number 4 is election of officers. If you want, go ahead and then I'll just —

**Farhad Moghimi:** Yeah, thank you, Madam Chair. The rotation of jurisdictional members are Chair from South Tucson, Mayor Valenzuela, Vice Chair from Marana, Mayor Post, and Treasurer from Sahuarita, Mayor Murphy. Those are the slate of officers.

**Mayor Valenzuela:** So, at this time, I just would like to thank everybody for reaching out and offering support. As I mentioned, I am getting acquainted with my mayoral duties and getting to learn all of this information, right. This is a very important Board. I just feel, at this time, I have a lot to learn from each and every one of you. And I think it's in the best interest of the region that we have a Chair that has more institutional knowledge, somebody that can take us to the next level. So, I would like to make a motion to make Regina Romero, City of Tucson, Chair, and Vice Chair, Mayor Jon Post, and Treasurer, Mayor Tom Murphy. That's the motion I would like to —

**Supervisor Grijalva:** I'll second.

**Mayor Valenzuela:** We have a motion and a second. Roll call, would you like me to do that? Or discussion? Yes.

**Mayor Murphy:** I know we typically moved up from rotation of the particular communities themselves. I know when I became the Chair, I was only on the job for one month and I had encouraged you to, you know, continue in that and so if you so choose to decline, that would be fine, but I still think doing a historical precedence by moving up from community to community. I would, is it appropriate Thomas, if I make, with a motion and a second, can I make a substitute motion at this time?

**Thomas Benavidez:** Madam Chair, members of the Council, it is possible to amend the motion.

**Mayor Murphy:** OK. I'd like to make a motion to amend and continue the move up. When I was Chair, I had offered the City of Tucson to get in the rotation, which they turned down, so I would make the amended motion that it would be Chair Post, myself is second to move up and then Mayor Romero to be Treasurer, I think is the third appropriate title for there, so it'd be Post, Murphy and Romero.

**Mayor Post:** I second that motion.

**Mayor Valenzuela:** OK, so we'll do a roll call for the first motion. We have to do the substitute motion first? So, roll call for substitute motion.

**General Maxwell:** Madam Chair, continue the conversation?

**Mayor Valenzuela:** Sure, please.

**General Maxwell:** Thank you. I appreciate both your motions as well as the second motion. I've been struggling with the idea of how we do this because historically, we've had a tradition of going in a specific order, but even that order, I've been, it's been very difficult to find out what that order is. I do believe this is something we need to fix in our bylaws that we kind of set the structure out. I was, first time I learned that the process would work was at Mayor Honea's services when you got up there and spoke and talked about it, what a mentor he was through that process. And I was like, your first year on the Board, you were the Chair? I do find that, from a Board member's position, troubling in general. Just it's not how, I think if we were to establish some kind of process that I would go through it. I too am aware and have been encouraging Mayor Romero to take leadership positions on PAG/RTA. I think that is an important role to play. I'm honestly right now kind of torn on this one. I'd like to hear more from Mayor Post what his thoughts are, because you'd be stepping in as a new member. And I'd also like to hear more from Mayor Romero on what

their take is, if we're gonna, Mayor Valenzuela, it was great meeting you the other day and talking to you about, you know, the opportunity, and if you're gonna step down, I do think at that point, we might want to hear a little bit more from others if they're willing to step into the, step into that role. I do, I do think that going forward at some time sooner than later, we need to truly put the process in place because what I do know in conversations I've had with, even the Executive Director, if somebody like I know Chairman Norris had quite often turned down opportunities. Where do they go then in the line? Do we go all the way to the bottom, or do we go to the next opening? In my conversations for full disclosure with the executive director, I told them we've got nine members on this Board, I like the idea of having six members in leadership positions. I think it gives everybody an opportunity, gives everybody feel represented. So that's another piece of, no offense to Mayor Murphy, but I, you know, was going, you're gonna be the Vice and the Treasurer moving up. And I'm just not sure of the process and so maybe if the Executive Director has more to add about the process, if it is in writing anywhere, if there is anything that, that and how we got to the point where we are, because I was even, I've asked to see the structure of going through it and we don't, it doesn't appear to me, we have a process set in writing or in place other than our historic way of doing this, which is what we're following right now.

**Mayor Valenzuela:** Thank you so much for that. One thing I didn't ask. Mayor Romero, if you would accept that nomination. But please —

**Mayor Romero:** Thank you so much, Madam Chair. I really appreciate you, your belief in that, you know someone that has served for years on both the PAG and RTA Boards, should serve. I think you're absolutely incredible and pretty sure that you would jump right in and do a wonderful job, but I do accept your nomination. I think it is the appropriate time for Tucson to be represented on the Pima Association of Governments. Pima Association of Governments is the Metropolitan Planning Organization. We do really important work on both the PAG and the RTA, and right now is an appropriate time, so I do accept your nomination, thank you, even though I believe that you are super smart and ready for anything, any of this. We, actually Tucson, has not served in a leadership position in PAG since 2013. So, it's not

Regina Romero, that she has not agreed to serve. It has been, I would say, a custom of this Board to not elect Tucson for leadership, one of the biggest jurisdictions in southern Arizona. And so, it is very unfortunate, 12 years have passed since Tucson has been represented in a leadership position at PAG. We did find an old copy of the bylaws for PAG. They're right here, anyone can find them, well, it was kind of hard to find them, but this is the 2002 committee facts and sheets PAG/RTA, and in the write up it says that officers, a slate of officers, which is prepared by the Chair are typically elected at the annual meeting in January by the governing body. Officers include Chair, Vice Chair and Treasurer. There's no mention here of a possible rotation, I think that has been a historical practice and not written in the bylaws, and so I think that this body can elect to appoint whomever they like to see in the leadership of the PAG. So, thank you, Chair Valenzuela, I really appreciate you nominating me and I do accept your nomination. I do think this is going to be a difficult next four years working with federal Highway User Revenue Funds and federal grants and state funds that come directly to the PAG for the usage of our, of southern Arizona, of our region.

**Mayor Valenzuela:** Thank you. Any further —

**Supervisor Grijalva:** Thank you, Mayor. I think that it's really telling that the City of Tucson hasn't had the opportunity to serve in leadership for 12 years. Clearly, I haven't been here for that period of time, but if this rotation was working properly, the City of Tucson would have an opportunity to serve in leadership. I do think that it is past time, and I'm comfortable with the suggestion that Mayor Valenzuela put forward and, barring any other input, I think that we should go ahead and vote because I think it's important, we have a huge responsibility. We need to work together collaboratively as much as we can, and I would hate for us to spend a bulk of the beginning of our very first meeting together trying to decide leadership.

**Mayor Valenzuela:** Thank you.

**General Maxwell:** Chair.

**Mayor Valenzuela:** Yes

**General Maxwell:** I just want to make sure that with four new members on the Board, I think it's important that we do understand. I fully, I'll wait and see how I'm gonna vote when I, when I actually vote, but I do think something needs to be clear, because Mayor Romero, with all due respect, we've talked about this before. We've talked about the idea of you being, coming on, and I do. I have no doubt that 2013, although if Jonathan, and I don't understand why Mayor Rothschild would not have gotten, that was before I was on the Board. But I do know since I've been on the Board, when I was first asked in December of '21 to come in as the second Vice Chair for the RTA, I initially, my response to the Executive Director was no. I said I think it's more important that you reach out to Mayor Romero and ask her if she wants to come on? And at that point, but I was told by the Executive Director she was asked first and she said no. So, I agree, if there's been no Tucson leadership since 2013, that's a flaw in our system and that's why I say we've got to come up with something that is a structure that we all know how it works and how it is, and if it's a rotation, that's fine, but we need a rotation listed. And I have not seen any evidence that we have a rotation. But that being said, there has, I do not believe, since 2013, that there's ever been a vote of this Board that, and it hasn't been since I've been on this Board that voted down leadership from the City of Tucson. I just want to make sure that everybody understands. I think we all believe this is a regional organization. This is one of the few regional collaborations we've got in Pima County, and so it is important that all members are engaged and by that, I mean all. And we've seen that in the, and if members for the obligations of the duties feel they can't take it or don't want to take it at this time, I think we need to support that as well so, just my thoughts.

**Mayor Murphy:** Madam Chair, to your right.

**Mayor Valenzuela:** Yes.

**Mayor Murphy:** Sorry, no, I just wanted to reiterate what Mr. Maxwell said, When I was the Chair, at one of our meetings it was offered to the City of Tucson and they



passed, so I just wanted that on the record as well that it's not because of an unwillingness to do it. It's just everybody has the opportunity to pass like you may today, right? So, it was offered to South Tucson and at different times, different members have passed. So, I just wanted that on the record as well. Thank you.

**Mayor Valenzuela:** Yes, of course.

**Mayor Winfield:** I'm in agreement. I think there does need to be some clarification in the Board's bylaws to help bring clarity to this. During my tenure on the Board, admittedly, this hasn't been an issue, and it was my understanding when I came onto the Board, I was asked if I wanted to be placed in the rotation, so it was a voluntary and I accepted that. My presumption is that that invitation was given to each Board member, and Board members for any variety of reasons either chose not to be part of the rotation or chose to be a part of the rotation. When I first came to the Board, I believe there was, I was right at the, I think there was one meeting where I was to serve as the Chair. Then I was going to go off, so it was a little different circumstances that it was at the tail end of another Chair's tenure. But I do think there needs to be clarification. It hasn't been an issue before and I believe that at this juncture, I think the right approach would be to bring clarity to the bylaws so that we're all in agreement on what those bylaws are but that we follow the historic precedence to this point.

**Mayor Romero:** Madam Chair.

**Mayor Valenzuela:** Thank you. Yes, Mayor Romero.

**Mayor Romero:** My name has been tossed around by some colleagues, so I do have to respond. The first two years I was Mayor, we were dealing with COVID and appropriately, we were very busy. As a matter of fact, I don't think PAG/RTA met all of 2020 until the very end and so I was asked to serve and I didn't think I would have the opportunity to put the appropriate time into doing PAG or RTA. Previously, I don't know why 12 years, I don't, I also don't know why Mayor Rothschild had said no to serving but the reality is, is that 12 years have gone by and Tucson has not been in

leadership. Again, as I mentioned, what is part of the PAG website says that the Chair can select a slate and the Board makes a decision, that's very clear. There's no mention about rotations, there's no mention about, it is clearly something that the Board and the Chair have discretion to select. So now I am prepared, now I do have more than five years under my belt. When it comes to the history of what we've done at the PAG and the RTA, and I feel prepared, I feel as though I have the opportunity. I have the knowledge to be able to serve my colleagues as the Chair of the PAG. Yes, that is, that is true that my colleagues have not voted down on having the City of Tucson as part of leadership, but now, today, is the perfect opportunity for you to not vote no for leadership, for the City of Tucson to be as part of the leadership. It's up to you, there is a motion, an amended motion on the floor and I don't know if anyone else wants to continue discussing but. I think we should do roll call.

**Mayor Post:** Madam Chairman, the reason I accepted the motion as a nomination for the Chairman is not because I feel like I could do a better job than my colleague here. But, you know, listening to people brings me up to speed about how PAG worked, how RTA worked. You know, it's important to me that we continue the progression of leadership and not have it become a political thing. So that it's just a natural ascension to the roles that we have here. I obviously probably do not understand all the intricate things that are going on here, but I do, I would like to see something set to where we know who is going to be in the roles in the future and that is the reason that I accepted the motion for the nomination.

**Mayor Valenzuela:** Well, thank you everybody. I think that, I really appreciate everybody's input, and we have four new Board members. We have the opportunity to rewrite the narrative and work together collaboratively. So, with that being said, I think we should go to roll call. For the, what was a substitute motion? Do you want me to do roll call?

**General Maxwell:** Can we get clarification on that please? So, are we voting on the acceptance of the second or are we voting on the action of the second?

**Thomas Benavidez:** Madam Chair, members of Council, we'd be voting to amend the motion.

**General Maxwell:** Right, we're voting to amend the motion.

**Thomas Benavidez:** And then [\[ INAUDIBLE 22:02 \]](#)

**Mayor Valenzuela:** Thank you for clarifying that.

**Mayor Romero:** So, we would be voting for the amended motion?

**Mayor Valenzuela:** For the amended, not for the original.

**Supervisor Grijalva:** And I just, wouldn't it have made more sense to just accept a substitute motion vote on that and then vote on the original, or is it just like a, no, I think so but that's OK.

**Mayor Valenzuela:** So right now, we're just voting to accept the amendment, right? OK.

**Mayor Romero:** To accept the amendment or to vote on the amendment?

**Mayor Valenzuela:** To vote on the amendment.

**Thomas Benavidez:** We need to vote whether to amend the motion.

**Chrystal Spires:** Thomas, I apologize. Can you unmute your mic, please.

**Thomas Benavidez:** I'm sorry, excuse me, Madam Chair, we're voting to, on whether to amend the initial motion. Does that help or no?

**General Maxwell:** No, no —

**Thomas Benavidez:** But we need to, parliamentary procedure is we have to have a vote because we had a motion and a second so now there's another one so we have to vote on whether to amend it.

**Mayor Romero:** So it's like a substitute. So, we're voting on accepting or not the substitute motion.

**Thomas Benavidez:** Yes, and then making that the motion on the floor.

**General Maxwell:** OK, if it's amended.

**Mayor Valenzuela:** Mayor Winfield.

**Farhad Moghimi:** Actually, Madam Mayor. If you don't mind, Jacki can help you with the roll call.

**Jacki Ontiveros:**

**Mayor Winfield:** Aye

**Chairman Jose:** So please state the motion. Getting confused with all the back and forth. If you could, please state the motion we're voting on now.

**Thomas Benavidez:** Madam Chair, we can ask Mayor Murphy to do that. I didn't write down the —

**Mayor Murphy:** The way I amended it was to have Mayor Post be the Chair, the Vice Chair myself would move up and then Mayor Romero would be the Treasurer coming in the rotation.

**Mayor Valenzuela:** Yeah, Chairman Jose, this is Mayor Valenzuela. So, I put an original motion to —

**Chairman Jose:** Yeah, I understand that. Thank you, ah —

**Mayor Valenzuela:** Ok so right now we're not voting on that, we're voting on accepting the amendment.

**Chairman Jose:** Thank you, Chair Valenzuela and thank you Treasurer Murphy, Mayor Murphy for the clarification. So therefore, my vote is against.

**Jacki Ontiveros:**

**Mayor Murphy:** Aye

**Mayor Valenzuela:** No

**Chairman Hernandez:** No

**General Maxwell:** No

**Mayor Post:** Aye

**Mayor Romero:** No

**Supervisor Grijalva:** No.

**Thomas Benavidez:** So, Madam Chair, now we have a motion.

**Mayor Valenzuela:** So now we have a motion for Mayor Regina Romero to be Chair, Vice Mayor, I'm sorry, Mayor Jon Post for Vice Chair and Mayor Tom Murphy for Treasurer. Jacki.

**Jacki Ontiveros:**

**Mayor Winfield:** Nay

**Chairman Jose:** Aye

**Mayor Murphy:** Nay

**Mayor Valenzuela:** Yes.

**Chairman Hernandez:** Aye

**General Maxwell:** Can I explain my vote? I'm going to be an aye on this because I think it's the right thing to do for this region, right now at this time. I really do believe that if there's not six leadership positions, there should be opportunities for six of the nine folks to be leaders. That's the only problem I had with, respectfully, with your alternate nomination. But I do believe in the long run for this region and what we've got to get through in the next two years. This is going to be incredibly important. I'm going to stick pretty solid, if there's any other movement at the next Board, so, the RTA Board, so I just don't know if I'm supposed to say that or not from this point. So I'm an aye.

**Jacki Ontiveros:**

**Mayor Post:** You know if I could explain my vote as well. I'm obviously new to this Board. I would like to, I'd like to see this PAG do great things in our community, and I am going to vote aye because I want to make sure that I can support the Chairman and I hope you do a good job and if you need any support, I'll be here for you.

**Jacki Ontiveros:**

**Mayor Romero:** Aye.

**Supervisor Grijalva:** Aye

**Mayor Valenzuela:** Motion passes. Thank you everybody for your support. I'm excited to work with every one of you and under your leadership. Mayor Romero, I hand it over to you.

**Roll Call votes/final motion :**

<b>Motion to accept the amended motion made by Mayor Murphy:</b>	<b>Motion to approve the original motion made by Mayor Valenzuela</b>
Mayor Winfield: Aye	Mayor Winfield: Nay
Chairman Jose: Nay	Chairman Jose: Aye
Mayor Murphy: Aye	Mayor Murphy: Nay
Mayor Valenzuela: Nay	Mayor Valenzuela: Aye
Chairman Hernandez: Nay	Chairman Hernandez: Aye
General Maxwell: Nay	General Maxwell: Aye
Mayor Post: Aye	Mayor Post: Aye
Mayor Romero: Nay	Mayor Romero: Aye
Supervisor Grijalva: Nay	Supervisor Grijalva: Aye
Aye: 3; Nay: 6	Aye: 7; Nay 2
<b>Failed</b>	<b>Passed</b>
<p>Motion was made by Mayor Valenzuela, seconded by Supervisor Grijalva and carried by a vote of 7-2, that the Regional Council of Pima Association of Governments elect Mayor Romero as Chair, Mayor Post as Vice Chair and Mayor Murphy as Treasurer passed with a vote of 7-2.</p> <p>Mayor Winfield and Mayor Murphy voted No.</p>	

**Mayor Romero:** I thought we were going to wait for the next meeting, but OK. Thank you. Thank you so much to my colleagues on the Pima Association of Governments

**Chairman Jose:** Madam Chair.

**Mayor Romero:** Yes, yes, Chairman.

**Chairman Jose:** Sorry to interrupt, but I've been trying to raise my hand.

**Mayor Romero:** OK, we didn't see that.

**Chairman Jose:** Yeah, I'm not sure if it's working or not. What I want to say is that I know I haven't been participating in some of the meetings, but I do believe in Pima Association of Governments. I do believe that the next few years are going to be challenging. And I do know that we must work together in order to be stronger as a region. And on this issue here, I don't 100% disagree on what the historical practice has been, but that's not to say it couldn't be changed in the process as long as we're not in violation of our bylaws. And even if there is some question to the bylaws, this Council has the authority to amend it accordingly, following best practice procedures. So, I would suggest that this Council note that and take that up for consideration the next time we come to this subject matter in terms of that, and this is in no disrespect to the current Vice Chair and Treasurer slate. I think that it would have followed the same process, just that Mayor Venezuela yielded her position and recommended Mayor Romero for that. And that was just only for that position only, so everything else would have followed in line at the next slate like where Mayor Post would move up and Mayor Murphy would move up, and I don't know who would fill that void position, but if it is concerning that there needs to be something outlined or maybe more clarified so we don't get into a situation where I don't want it to be us against them or they or me or I and so forth about working together, because it is important that we work together and I do appreciate all your leadership that you bring to the table even though I was not a part of the meetings, but I wanted to be inclusive regardless, not just the one person or two person Regional Council but collectively, a true Regional Council. That's all I wanted to say, therefore, thank you, Mayor Valenzuela, and congratulations and I look forward to working with you with the Pima Association of Governments, Chair Romero. Thank you.

**Mayor Romero:** Thank you, Chairman Jose, appreciate your words. And as I was saying, I'm grateful to be given the opportunity to serve as Chair of the Pima Association of Governments. It's important, it's an important group that we have here. We have an opportunity to be able to work collectively in very, very difficult and uncertain times, and now more than ever, we need to be as unified as we possibly can and hold hands in a forward direction for our region. Every single jurisdiction that



sits at this table is an important jurisdiction. None should be treated unfairly, none should be treated less than and one of the, one of the guiding principles that I carry as Mayor for the City of Tucson is that fairness and equity should rule the day, and the same thing should happen at this table. So, thank you for those that voted for me to be Chair and to those that didn't, I hope to convince you that it is fairness and equity that I will continue pushing forward at this table. With that, I too want to add my words and my condolences to the passing of Mayor Ed Honea. He really was not just a Marana institution, but a regional institution. He was my friend, and we did not agree on many, many issues. But he always was so respectful of me as an individual, and I practiced the same thing with him. I loved Mayor Honea and the last words that I heard out of his mouth at this table was 'Regina we need to figure this out and you and I should sit down and talk and figure things out.' He really, really wanted to make this work, and so I trust that in the spirit of Mayor Honea, we work it out at this table and leave issues of politics behind when we treat each other because he really treated me with kindness, and I know that he did that with everyone else, whether he agreed with their policies, our policies, or not. So let's, in that spirit, let's move on to item 5. Item 5 is an overview of Pima Association of Governments mission and statutory responsibilities. Mr. Moghimi.

**5. Overview of Pima Association of Governments (PAG) Mission and Statutory Responsibilities**

[Item #5 Audio Link](#)

[Item-5-PAG-Mission-Overview-Presentation.pdf](#)

**Farhad Moghimi:** Thank you, Madam Chair. Jamie's going to provide an update on this. This is just for information. Feel free to add any questions after Jamie's presentation. Go ahead, Jamie.

**Jamie Brown:** Thank you, Madam Chair, members of the Regional Council. My name is Jamison Brown. I go by Jamie and I'm the Director of Strategic Planning, Programming and Policy at PAG. I've been with PAG over 12 years and it's my

honor to be able to provide this overview. A good place to start, of course, is I think what you'll see evidence of during today's meetings, you'll see evidence of our mission as we address regional issues through cooperative efforts and pooled resources and provide accurate, relevant data that leads to effective planning decisions. For you new members, it's probably helpful to know that PAG's been in existence for quite some time. Over 50 years ago, we were established as a Council of Governments in 1970. Followed by being established as a nonprofit in 1972. In 1973, PAG was designated by the Governor as the federally required Metropolitan Planning Organization and PAG manages the Regional Transportation Authority, which was established by the state Legislature in 2004. So, some people say that PAG wears many hats, and you can see some examples of these hats that we wear where the Council of Governments was mentioned. I'll talk more about that later, same with the Metropolitan Planning Organization role, because of the size of our region, we're also serving a transportation management area so that comes with additional requirements. We're also, of course, managing the RTA, and there will be another presentation at the RTA Board meeting providing an overview on the RTA, so I'll be very light on the RTA during my remarks. We also have some responsibilities as they regard to the Clean Air Act, so you'll hear us talk about air quality modeling and conformity analysis. We're also the designated water Quality Planning Agency to comply with the federal Clean Water Act. So as a Council of Governments, that's very broad based really, just where every local government wants to agree to cooperate on regional issues of concern. They can form a council of governments so they can address any of those issues you see on your screen. In Arizona, the Northern Arizona Council of Governments in the far northeast corner of the state has a Head Start program. They also have elderly services, so it's again where there's agreement, authority and funding you can form a council of governments. In contrast, the Metropolitan Planning Organization or MPO, you'll hear us say quite frequently, that's required by law for urban areas of 50,000 or greater. And really, the requirements are about focus on transportation, planning and programming. The requirements sometimes change as part of new surface transportation bills that are renewed every five years or so. The latest bill is the infrastructure investment in JOBS Act that was enacted in 2021 and will expire in 2026. As you can see on your screen, we've got several of those bills listed with

those acronyms. Map 21, for example, required MPO's to follow a performance-based approach for transportation, programming and planning. So we are required to establish performance measures and targets and have been doing ever since. So, I'll focus on the planning and the programming side of PAG as part of our federal requirements. On the left, you see the cover of the 2045 Regional Mobility and Accessibility plan or RMAP. You'll hear us say RMAP a lot, That's our long-range transportation plan. On the right is a cover of our Transportation Improvement Program, or TIP, and you'll hear us say TIP quite frequently as well at these meetings. So how do those two work together? The graphic on the right, I think is a good illustration of how they do interact. So, the vertical axis shows, of course, 20 plus years for the long-range transportation plan is the years in which it should be covered. Our next update for the RMAP will actually cover 30 years, but a minimum of 20 years is required. The five-year Transportation Improvement Program you can see is nested within that so you don't see any part of that blue rectangle outside of that gray box, the long-range plan. The long-range plan is the parent plan and all projects in the TIP must be consistent with the long-range plan. We'll continue to repeat that, it's very important. So, the long-range transportation plan must be updated every four years, it must cover a period of at least 20 years as I mentioned. It must identify anticipated funding to meet the region's transportation needs so a big part of that long-range planning effort is developing a financial plan, looking out over that time horizon to see how much revenue we expect and then developing a plan of projects like the candidate projects that are submitted by your member agencies to see of this limited funding and all these projects that you've submitted to us, what can we afford within this little box of funding over the next 20 or 30 years. The Transportation Improvement Program again is related to the long-range transportation plan because again all projects must be consistent with it. It must be updated. Well, in our case, it's updated every two years. We could wait every four years, but that's a long time to wait. It covers a 5-year period, it also programs the funds to specific projects. So, at the heart of the TIP is a project list that lists every project and, by fiscal year, it will list the fund source, the amount and the phase. It must be fiscally constrained or financially constrained so, again, we need to identify the resources available over that five-year period and only program project funding up and to that amount and no more than that otherwise we'll be out of constraint.

And the TIP also includes the RTA five-year financial plan, so all of the RTA projects are included in the five-year TIP. So now I'll pivot because we've been talking about these two plans and project programs, the importance of the different funding sources and their limitations, so I'm going to talk about federal funding, federal funding from the Federal Highway Administration, FHWA, FTA funding, Federal Transit Administration also state funding from the Highway User Revenue Fund also some other ADOT funding and finally, RTA funding. I'm not going to talk about other sources like aviation funding, just the Surface Transportation Funding. And it's again important to remember that for any project it must be consistent with the region's long-range transportation plan to be funded and also another important policy limitation is that the RTA Board prioritizes available regional transportation funding toward delivery of voter- approved RTA projects. So, there's just not been enough of the RTA sales tax to cover the needs of the current RTA plan, so we've been directing some of those other funding sources to deliver those RTA commitments. So, the next several set of slides is going to look similar. It's going to have the category at the top and then you'll have these six boxes of different types of transportation facilities or programs. So, we've got interstates and highways on the left, arterial and collector roadways, transportation alternatives projects, those are the bicycle and pedestrian projects, transit capital like bus purchases, transit operations and then miscellaneous projects and programs could be studies, could be technology, that sort of thing. You can see with the green, those, for this particular funding source, those dollars can be spent in that area. If it's yellow, dollars may be spent and red dollars cannot be spent in that particular area. I'll also talk about funding characteristics and funding limitations. For this first slide, federal surface transportation funding, that source that's programmed in the TIP includes surface transportation block grants program funds or STBG, as well as regional transportation alternative grants, those are again for the bicycle and pedestrian facilities. The apportionments total roughly \$23 million annually and it will vary. It also has several limitations, these two sources. We have non-federal match for FHWA funding sources of 5.7%. It's also subject to what's called obligation limitations, so even though the apportionments have an amount by federal regulations and policy as well as ADOT policy, we can't spend the entire amount. So, we may be required only to or allowed to spend up to 95% and sometimes we've

been told it might be even reduced further. Also, it's important to note that these funding streams come to us by census urban area boundaries, so it doesn't all just come to the region. So, we get a certain bucket of money that comes to areas in a region of greater than 200,000 population. Areas of five to 49,000 population, and finally those with less than 5,000 in population. It's also important to know that projects with federal dollars have various federal regulations that must be complied with, including project scoping, development design, bidding and delivery. For example, projects also must comply with the National Environmental Policy Act, that might involve developing an environmental impact statement, for example. Also, with these funds that are programmed through the regional process, they must be obligated in the year that they are portioned, so they don't roll forward like other funding sources could if they're not expended, so it's more high stakes. The clock is ticking and it's use it or lose it. OK, next slide, federal transit funding. The total apportionments from the sources that we program most recently are, total about \$25,000,000. Those include a number of different grant programs, primarily through the Federal Transit Administration, the largest of which is 5307. That's the transit funds for urban areas that can be used on both capital and operations for transit projects, that's about \$22 million of the \$25 million is 5307 funding. Funding limitations, the match requirement is actually higher for these FTA funds of between 15% and 20% generally depending on the type of project and the funding source. And miscellaneous projects have included preventative maintenance, storage and fuel facilities, as well as tech upgrades. OK, switching gears now, we talked about federal, let's talk about state. We call it Regional Highway User Revenue Funds, or HURF, the 12/6 funds. You'll hear us mention HURF 12/6 repeatedly, these are in contrast to HURF that goes directly, is allocated directly to cities, towns and counties by formula. So, this is a different source that comes only to MAG and PAG. The annual amount is about \$31 million, and that formula is provided to the region through state law. It can only be used on regional projects, but could also be applied to those multimodal components, including sidewalks and bike lanes. And again, this is not the direct HURF that goes to cities, towns and counties. This is regional HURF 12/6, but as you can see from the green boxes, it can be applied to interstates and highways as well as those interstate and collector facilities. Here's another source of regional HURF, it's called 2/6. You may hear us talk about this less frequently

because there's, there are more restrictions to it. The amount really depends on the cash flow analysis by ADOT in terms of how much we can program but the annual amount is roughly about \$7,000,000. It's, as opposed to HURF 12/6, which is established by state law and can be found in the statute, this is provided to us through policy at the Arizona State Transportation Board. Only MAG and PAG receive this fund, and it can only be used on state-owned roadway projects such as state routes and interstates. But it is cooperatively programmed by PAG and ADOT on those types of facilities. Another major funding source that you'll hear us talk about and you'll see in the TIP, ADOT discretionary. This is really, this is part of the two-part 13% that is really for major projects, the total of which can vary significantly. So based on an agreement going back to 1999 called the Casa Grande Resolves. the PAG region receives 13% of both ADOT discretionary and ADOT subprogram funds, that's determined based on a three-year rolling average. So that's why you'll see that high level of variation from year to year, \$45 million to \$150 million plus because it depends on where those dollars are being allocated throughout the state on an annual basis. Also, each surface transportation bill will change, could change the amount that's apportioned to the state of Arizona. So we saw a pretty significant jump between the FAST Act and the IIJA. So I guess we'll see what happens with the next surface transportation bill, if it will maintain those same levels. As you can see, it's pretty limited in terms of how those dollars can be applied and to see interstates and highways, and for this discretionary, it's really the major projects like freeway interchanges and interstate widenings. Just to mention briefly, this is the other component of that 13%, the ADOT sub program. We do not, through our committee process, really have a role in that determination of where those funds can be applied. It's really based on ADOT's needs and based on a technical formula for their system, but it's just good to know that there's between \$9 million and \$29 million that is applied to our region on smaller projects for ADOT facilities. And then RTA funding, as I mentioned, Rick is going to be providing an overview later today, but it's good to know that as you can see, the funding can be applied across all of those categories but there are, of course, limitations. The RTA funding is budgeted annually, of course the funding comes primarily through the half-cent sales tax that was approved by the voters. It must be applied to deliver those commitments in the RTA plan, either the named projects or the categoricals. So just switching gears, I

think it's good to talk about what the priorities are for the next two fiscal years, briefly. We're going to continue to work on the RTA plan and delivering, helping our member agencies deliver those projects as well as RTA Next, developing the next Transportation Improvement Program as I mentioned we update that biannually. So, we're going to start that process later this summer, later this year, in the summer. We're also going to make sure that we fulfill any obligations due to contract or federal interstate mandates and, of course, data and technical tools to support these efforts are part of our mission. They're part of what we do. We do have statutory and fiduciary responsibilities. PAG is the fiscal manager of the regional funds that are programmed in the Transportation Improvement Program, and we are the fiscal manager. The fiscal management is pursuant to contracts with our federal and state partners and the RTA. There's a detailed agreement between PAG and ADOT, for example, that outlines our responsibilities. And there's also an agreement between PAG and the RTA through an MOU in which PAG will serve as the fiscal manager of the RTA funds providing administrative and accounting services to deliver all the programs and comply with the RTA's operations and governing laws so PAG is really the employer helping RTA meet its commitments. And so hopefully this overview helped you understand sort of the roles of PAG and the various funding sources that come through our region and I'm happy to take any questions, thank you.

**Mayor Romero:** Any questions, concerns, comments, observations? OK, if there are none, thank you, Mr. Brown, I appreciate it.

**Jamie Brown:** Thank you.

**Mayor Romero:** I do have a note more than anything, and just to let my colleagues on the Regional Council know, Mr. Moghimi, I will be requesting a future agenda item for a presentation on the roles and responsibilities of the various PAG committees and who their respective members are. For those that are coming into PAG, there are many committees that have certain responsibilities to make recommendations to the Regional Council, and so it's always good to know how those committees, when they're meeting, who they report to, what are the

recommendations in the issue areas that they deal with, and so I'll be requesting a future agenda item so that we can go through the committees for PAG. Item 6 —

**Supervisor Grijalva:** Mayor Romero.

**Mayor Romero:** Yes.

**Supervisor Grijalva:** Really quickly, I do want to make note that Supervisor Scott did also put in a request July 22, requesting a review —

**Mayor Romero:** Of last year?

**Supervisor Grijalva:** Yeah, well, 2024 and there was a mention of it in July 15, 2024, as well regarding the PAG committees, and so if it's OK, I'll go ahead and forward this to you since I believe it's already been submitted to administrative —

**Mayor Romero:** Absolutely, it has been submitted by Supervisor Scott to the PAG. We'll just make sure that it does end up at the next —

**Supervisor Grijalva:** Committee —

**Mayor Romero:** Agenda for the next meeting.

**Supervisor Grijalva:** Perfect.

**Mayor Romero:** Thank you, any others? Alright, so we will move on to item 6.

**Chairman Jose:** Chair Romero.

**Mayor Romero:** Yes. I'm so sorry, Chairman Jose, we don't see when you have your hand up, if someone can wave at us and let us know, go ahead Chairman.



**Chairman Jose:** OK, thank you to the presentation. Exactly to your question and previous question. I think those committees need to be looked at. I looked on the website and I looked at some of the committee members and some of them are no longer serving in their roles or positions. I know for the Tohono O'odham Nation, there is some question there, so I don't know who looks at that and updates that from time to time, but just for a, I guess a future discussion or attention to whomever that may be, I would appreciate that because we have a few, Tohono O'odham Nation would like to contribute to that discussion, or however we can assist in that matter. Thank you very much, nothing further.

**Mayor Romero:** We'll be adding the agenda item at our next PAG meeting and so hopefully we'll have the item. Will have background information before we get to the table so that the jurisdictions can take a look at how their jurisdictions are being represented at the committee level and as Supervisor Grijalva suggested, there had been a request by Supervisor Scott to have this item at the PAG and just had not made it to the agenda yet, so we'll make sure that it, that it will be at our next PAG meeting.

**Mayor Winfield:** Chair Romero.

**Mayor Romero:** Mayor Winfield.

**Mayor Winfield:** I do have a screen in front of me that does have Chairman Jose, so I can see his hand.

**Mayor Romero:** OK.

**Mayor Winfield:** My apologies, but I'll —

**Mayor Romero:** Yes, if someone can just let me know when he has his hand up. I appreciate it. Thank you, Mayor Winfield. Any others? All right, we'll go to Call to the Audience then.

**6. Call to the Audience**

**[Item #6 Audio Link](#)**

**Adam Ledford:** Madam Chair, there are no speaker requests for this call to the audience.

**Mayor Romero:** All right, so no request right now. We move on to item 7.

**7. Approval of the Sept. 26, 2024, Meeting Summary**

**[Item #7 Audio Link](#)**

**Mayor Romero:** Let me make sure that I read it into the record. Approval of the September 26, 2024, meeting summary. Mr. Moghimi.

**Farhad Moghimi:** Madam Chair, members of the Council, the packet materials include minutes from the previous meeting. This is an action item that requires a motion.

**Mayor Winfield:** I move to approve.

**Mayor Murphy:** I'll second that.

**Mayor Romero:** There's a motion and a second to approve. Any discussion on the motion? Hearing none, all those in favor of the motion signify by saying aye.

**All:** Aye.

**Mayor Romero:** Any against? Motion carries. Item 8 is a 2025 Regional Council meeting schedule, Mr. Moghimi.

## 8. 2025 Regional Council Meeting Schedule

### [Item #8 Audio Link](#)

**Farhad Moghimi:** Madam Chair, members of the Council, those dates are in the packet. Typically, with the committee process and how we bring recommendations to the Regional Council, typically every two months, so with your approval we can go ahead and schedule committees to be able to meet Regional Council's dates, and hopefully this way it's on your calendar as well and easier to make sure we have a quorum for those meetings. This is just for PAG Regional Council meetings.

**Mayor Romero:** So, there is, so sorry, there is an agenda for meetings of PAG. There is, of course, today, March 3, then we skip April, then move on to Thursday, May 29, Thursday, July 31, there's no June meeting, then Thursday, September 25 and then our last meeting would be December 4, 2025. Is there any comments or a motion? I see two hands up. Mayor Winfield.

**Mayor Winfield:** I don't necessarily have concerns about the PAG agenda other than how it relates to the RTA meeting agenda.

**Mayor Romero:** That's right.

**Mayor Winfield:** And so I just want to make it known that I don't have any issues with this agenda, but I would like to have a conversation when we get to the RTA. I'll just for the record, I do have a conflict for May 29. I'm OK all the other dates, but I do have a conflict for May 29. I will not be able to attend that meeting.

**Mayor Romero:** Noted, thank you so much. I did look, I have to admit that I did look into the May meeting, and I made sure that it wasn't on the weekend before Memorial Day weekend. Is the Thursday after Memorial Day weekend, but I could understand that there might be some other activities happening at that time. I don't know, I don't want to call you General because you kind of like jump every time, Mr. Maxwell.

**General Maxwell:** Madam Mayor, I'm just going to make the motion to approve it as published —

**Mayor Romero:** As presented.

**General Maxwell:** I would ask that if we were able to all get dates that maybe we had conflicts and see if the Executive director could move some of them around inside the month but as we all know, we've got to do that earlier than later to get them on our calendars.

**Mayor Romero:** So there is a motion to accept the proposed schedule of meetings for PAG. Do I have a second?

**Mayor Murphy:** I'll second that also with the comments to get feedback to see if they can get a majority, obviously, it'd be nice to have everybody here.

**Mayor Romero:** So there's a motion and a second to approve the meetings as presented. Discussion and I'll open up discussion for everyone. I do Mayor Winfield agree with you 100% that some RTA decisions are based on PAG work so I would like to at least consider that we have a ready meeting for April because we have lots of work to do on the RTA side. So we should at least meet April, May and then take it from there, see if we need a June or if we need any other meetings. I also notice that there's no August or October meeting, so I would like for us to consider the possibility of having PAG meetings whenever they're necessary to make decisions for the RTA, if that's OK. So I'd like to make sure that we accept your motion and I guess you used a little bit of language that says that we have some flexibility to add meetings, correct?

**General Maxwell:** Madam Chair, yes, I agree with that. I think, I know we're going to probably have that conversation, as Mayor Winfield said later in the RTA but it's important that sometimes we align and even it's just a matter to gavel in and see if there's anything immediate and gavel out. I think we're all open for for that.

**Mayor Romero:** OK.

**General Maxwell:** The motion was not meant to restrict that.

**Mayor Romero:** OK, perfect. That's, that's great.

Supervisor Grijalva: The only thing I would add is several of us are parents with children that get off certain periods of time, so we can also look at our school schedules, I think TUSD, just to kind of try to, try to avoid where we might be able to hang out with our kids for a minute and not if we can schedule meetings around them. I don't think it's going to be difficult at all, but there's a week in October that you know we'd like to, we'd like to, I'd like to torture my children just a little more than usual.

**Mayor Romero:** And the PAG staff, PAG and RTA staff have been pretty kind, you know, in terms of understanding that some of us have kids still and work really hard to align our calendars as much as they possibly can, so I totally agree. Any other comments or? So there's a motion on the floor, there's a second, and if there's no more discussion, all those in favor signify by saying aye.

**All:** Aye.

**Mayor Romero:** Any against? Motion carries. We move on to item 9, Consent, Consent agenda items for information, Mr. Moghimi.

**9. Consent Agenda Items for Information:**

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

[Item #9 Audio Link](#)

**Farhad Moghimi:** Madam Chair, members of the Regional Council, these items do not require any action. They're just in there for your information. The first one is any contracts that we have entered to under \$50,000 and the second one is a update of activities throughout the last few months. I typically email those to you as well, but it's included in the packet just for information. If you have any questions, feel free to ask questions either at the meeting or anytime after the meeting, reach out and be happy to answer any questions you may have.

**Mayor Romero:** Are there any comments or questions on this item? So we don't need, Mr. Moghimi, you said we don't need a motion?

**Farhad Moghimi:** No action required, no.

**Mayor Romero:** All right, any questions at all? If not, we move on to item 10. Item 10 is PAG Social Services Planning Subcommittees - Social Services Block Grant. Mr. Moghimi.

**10. PAG Social Services Planning Subcommittee – Social Services Block Grant (SSBG)**

**[Item #10 Audio Link](#)**

**Farhad Moghimi:** Madam Chair, members of the Regional Council, Genine Sullivan's going to give you an overview of this item, and I guess I'll add a few words afterwards. So go ahead please.

**Genine Sullivan:** Good afternoon, Madam Chair, and members of the Regional Council, my name is Genine Sullivan. I am the Transportation Mobility and Accessibility Program Manager here at PAG, Pima Association of Governments, and we are going to be seeking your approval for the recommendations for the Social Services Block Grant for a state fiscal year 26. For context, Pima Association of Governments facilitates the process for developing these recommendations for Social Services Block Grant funding for Pima County under the guidance and

direction of the Arizona Department of Economic Security. So the recommendations are based on the following goals of the SSBG program in the state of Arizona. No. 1, achieving or maintaining economic self- support to prevent, reduce or eliminate dependency. No. 2 achieving or maintaining self-sufficiency, including reduction or prevention of dependency. No. 3 preventing or remedying neglect, abuse or exploitation of children and adults unable to protect their own interests or preserving, rehabilitating or reuniting families. No. 4 preventing or reducing inappropriate institutional care by providing community-based care, home-based care or other forms of less intensive care. No. 5 securing, or excuse me, referral or admission for institutional care when other forms of care are not appropriate for providing services to individuals and institutions. With that in mind, the Social Services Planning Subcommittee had a task before them, and that task was focused on 8 or 9 of the 29 service categories under the Social Services Block Grant. Now keep in mind, human services organizations in Pima County may then contract out with the state to provide services using these funds. For additional context, the total amount of money available for Pima County throughout this block grant does not change significantly from year to year, it is typically about \$1.4 million. Some things you should know about our overall process include our outreach for committee member participation. We extended invites to members of each of the jurisdictions, we extended invites to the Tohono O'odham Nation and Pascua Yaqui Tribe. We extended invites to over 60 nonprofit agencies across the region, including United Way and Southern Arizona, excuse me, United Way of Southern Arizona and Pima Council on Aging. We held five meetings throughout the months of October, November and December. There were nine or excuse me seven to nine organizations represented at each of those meetings. Some other elements you should know about our meetings were that we extended the opportunity for anyone who is participating in the meetings to either present a fact sheet that will express regional needs pertinent to this funding or to do a presentation. Keep in mind, the fact sheets were put into the broad service categories and those are Department of Child Safety, Division of Aging and Adult Services, Rehabilitation Services Administration in Workforce Development Administration. During this time, no fact sheets were submitted. However, there are several presentations made. As noted in your packet, there are several recommendations made by the subcommittee

members, and you'll see those changes reflected in the packet. The changes to the current allocations were under the following broad services categories. DCAD Case management services, DAAS, case management services, DCAD, legal assistance services, and RSA, interpreter services for deaf adults. Following the recommendations, a public comment period was posted on December 19, 2024. From December 20, 2024, through Friday, January 10, 2025, closing at 5:00 p.m., was our public comment period. We did a total of 22 days for our public comment period, although the requirement is only a 10-day minimum. No comments from the public were received during this process. And at this time, I'll open it up for questions.

**Mayor Romero:** Thank you so much, Ms. Sullivan. Who sits on the Social Services Planning Subcommittee?

**Genine Sullivan:** That's a good question so I can give you some details on that. So, during the course of the five meetings, we had different representatives present. So for the first meeting, we did have Primavera Foundation, Pima Council on Aging, the United Way, Catholic Community Services, member of Casa's Church, Valley Assistance Services, Interfaith Community Services and other meetings we had members from Pima County Housing, Beacon Group, Hope Incorporated, again, the United Way, Project, MORE, Valley Assistance Services, Primavera Foundation, Pima Council on Aging and again Catholic Community Services. In other meetings, some of the same participant organizations. Those include again, Project MORE, Valley Assistant Services PCOA, Catholic Community Services, the Beacon group, Primavera Foundation and Interfaith community services.

**Mayor Romero:** So, these are, these are participants that went to the meeting, or they sit on the Social Services Planning Subcommittee?

**Genine Sullivan:** Both. So, the simplest answer is in our process of doing our invite for anyone who would like to participate as a member of the Subcommittee. The individuals that I reference are those that not only raise their hand saying they like to



be a part of it, but they are active participants in the subcommittee for each of those meetings outlined.

**Mayor Romero:** So, they are participants, and they sit on the subcommittee?

**Genine Sullivan:** They sit on the subcommittee as a participant.

**Mayor Romero:** OK, and who appoints the members of the subcommittee?

**Genine Sullivan:** No one specifically is appointed. They are just invited to participate if they so choose to and by raising their hand to participate. They're saying they would like to be an active participant, and they show up to the meetings and participate in the discussions that are referenced in our agenda that's posted.

**Farhad Moghimi:** Madam Chair, if I may add to that.

**Mayor Romero:** Mr. Moghimi.

**Farhad Moghimi:** It's an ad hoc group. They only meet for this purpose only. Invitations are sent out and anyone that is interested to participate has a seat at the table.

**Mayor Romero:** So it's not an appointed subcommittee that makes recommendations?

**Farhad Moghimi:** No ma'am. It's just the ad hoc committee for this purpose only.

**Mayor Romero:** OK. Supervisor Grijalva.

**Supervisor Grijalva:** Thank you. Is it historically the practice to not put the organizations that are going to be receiving funding?

**Farhad Moghimi:** I'm sorry?

**Supervisor Grijalva:** So these are funding recommendations, right? And I, in my other life I ran a non-profit, and Pima County has outside agencies and all that, and we get a list of the organizations that are being recommended and where are they in the region to try to, you know, make sure to equitably disperse like resources is —

**Farhad Moghimi:** Yeah. So, I can attempt to answer that if I may and then Genine, feel free to add. So historically, it's been funding that is coming through the state and allocated to the county and all the organizations that have been part of this as recipients, they've continued to collaborate among themselves and not much has changed. So basically, unfortunately over time they've seen a reduction in funding, and they've been recommending to hold everybody harmless as much as possible. So historically, that hasn't been that much of a change and they're the same recipients that continue to ask.

**Supervisor Grijalva:** The same organizations are getting the funding, and it would be helpful to me just to have an idea of who these organizations are —

**Farhad Moghimi:** I'm sorry, could you have that handy or was it in the packet? I don't recall which organizations are benefiting from those funds.

**Mayor Romero:** It was not in the packet, Mr. Moghimi. So, I don't know if you can share that information with us, maybe you can read it into the record?

**Farhad Moghimi:** And another part of that, if I may, is that this state makes the final decision. This is a recommendation we're sending to the state, so at this point, it's just what categories to fund so that actual recipients have not been determined until this state makes the final decision —

**Supervisor Grijalva:** Right, but we have an idea of who's going to be receiving the first column. It's just, I've never seen, we have the document with the funding priorities and what the projects are going to be, but not the organization who's doing it. That just seems —

**Farhad Moghimi:** It might be more helpful for us to send you an email with historically who has received it because we don't know who will receive it in the future, we only know the categories.

**Supervisor Grijalva:** Right, but you have an idea of who's, what organizations are being recommended for, to assist survivors of sexual assault in domestic violence, the first one, there's an organization and they might not receive that full amount, they might not receive all of it, but it depends on what's allocated, and then you'll redistribute. I just, I just think it's important for us to understand that because I think that everyone represents different areas of the region and so we want to make sure that distribution of those funds are equitable as much as possible.

**Farhad Moghimi:** I understand if I, if I may, we'll follow up with an email with that additional information and then hopefully, once we hear from the state, once they make a determination, we'll follow up with that information as well.

**Mayor Romero:** If I may, back us up a little bit, I know that Mr. Maxwell has questions, but Ms. Sullivan, do you have the agencies that are recommended for funding because what we received was, different as Supervisor Grijalva said. We received the areas that the funds are going to and the amount that is being recommended for funding in that area, but we don't have the list of organizations that are being recommended for funding.

**Genine Sullivan:** So, I think, a couple things. One, I'll let Farhad speak to the process in terms of how agencies contract with the state and to Mr. Moghimi's point that we probably could provide a list from who received funding in the past, but for this, those decisions have not been made. So just to clarify, when the Department of Economic Security provides us with the funding amounts for the state fiscal year 26 local plan level, there's no organization specifically identified. It's only the broad service category and then the respective funding and service intents under each broad service category and then their respective amounts that are associated with each. And then the subcommittee is asked to say whether or not they agree with

those funding amounts as written through the Department of Economic Security, or if they would like to propose a change. And so what was in the packet is based on the subcommittee's discussions on what changes to the funding allocations they are recommending, so it is not stating funding for a specific organization because that's not our role.

**Mayor Romero:** OK, so then, the Subcommittee or the participants that choose to participate in the process, because we can't call them subcommittee if they're not appointed. The individuals or organizations that show up, they say we should put \$56,000 under assistance of survivors of sexual assault, and then, and then they go down the list in terms of how they're going to divvy up the funds. They don't make recommendations to nonprofit organizations and how much organizations should receive from there?

**Genine Sullivan:** Correct, they do not.

**Mayor Romero:** OK, all right. That clarifies the questions that were put out there. So nonprofit organizations have to go to DES and the state to apply for those funds?

**Genine Sullivan:** Correct.

**Mayor Romero:** OK, great. Mr. Maxwell.

**General Maxwell:** Madam Chair, you just said what I was going to get at is my understanding is this is just the division of the money. The state then makes the selection of organizations.

**Mayor Romero:** Thank you, Ms. Sullivan.

**Supervisor Grijalva:** Can I receive a list of previously funded, like last year, just so I can get an idea of the organizations that have historically been funded because it sounds like, that happens a lot in grants like they already, they'll get the same thing kind of —

**Farhad Moghimi:** We'll be happy to. We'll provide the previous and then once the selections are made for this year, we'll send you a list of the selections.

**Supervisor Grijalva:** Great, thank you.

**Mayor Romero:** And Mr. Maxwell?

**General Maxwell:** And as a follow up. Mr. Moghimi, it's any organization that works in any of these things can apply to DES, so it's, there's nothing we do or the county does, it's all hands off. So obviously if there's a new organization that works in one of these, they can go to DES and apply as well, so, it's, I think that side of it's kind of out of our hands.

**Mayor Romero:** And so going back to your, to your statement, Mr. Moghimi, I think it would help to send an email to all of the PAG Regional Council members so that we know who previously has received some of these, that would, that would help.

**Farhad Moghimi:** Be happy to.

**Mayor Romero:** All right. Any other questions or comments on this item?

**Farhad Moghimi:** This one is an action item, so —

**Mayor Romero:** Do we have a Chairman hand up? No. This is an action item, and we need a motion to approve the recommendations in the report.

**Mayor Winfield:** I move to approve.

**Mayor Romero:** There's a motion.

**Mayor Post:** I'll second.

**Mayor Romero:** There's a motion and a second. Any further discussion on this item? Hearing none, all those in favor, please signify by saying aye.

**All:** Aye.

**Mayor Romero:** Any against? Motion carries. Item 11, Rideshare Vanpool Contract. Mr. Moghimi.

## **11. Sun Rideshare Vanpool Contract**

### **Item #11 Audio Link**

**Farhad Moghimi:** Madam Chair, members of the Regional Council, Mary Carter is going to give you a quick update on this item. This is again selecting a vendor who provides vanpool vehicles for participants. Mary, go ahead please.

**Mary Carter:** Good afternoon, Madam Chair, members of the Regional Council. I'm Mary Carter, I am Director of Mobility Management and Services. The vanpool contract, as you noted in your packet is up for renewal. We are asking for the endorsement approval for our Executive Director to enter into this contract. Our current contract was a three-year contract with two optional years, and we are currently on an extension due to the delay of the Board meeting. This this vanpool program is an integral part of the Travel Reduction Program, of which all your jurisdictions are participating in, so we request your approval. If you have any questions, happy to answer them.

**Mayor Romero:** There's an action requested to authorize the executive director to enter into the proposed contract with Enterprise Holdings for the Sun Rideshare Vanpool Program.

**Mayor Winfield:** I'll move to approve.

**Mayor Romero:** All right, there's a motion to approve.

**Mayor Murphy:** I'll second.

**Mayor Romero:** There's a motion and a second. Any further discussion? Mr. Maxwell and then Mayor Valenzuela?

**General Maxwell:** So, I heard, from what I heard from Ms. Carter is that Enterprise Holdings is the company that's currently providing this?

**Farhad Moghimi:** It is, but we did go through an RFP process and they were selected —

**General Maxwell:** So what is the historic performance indicators we had from Enterprise Holdings?

**Farhad Moghimi:** They're performing really well. I think the question remains that, from a marketing perspective, if we can encourage more people to participate and that's something that they help with and we do it as well.

**General Maxwell:** Good, thank you. Thank you, Madam Chair.

**Mayor Romero:** Mayor Valenzuela.

**Mayor Valenzuela:** Thank you, Mayor.

**General Maxwell:** Microphone.

**Mayor Valenzuela:** Thank you. I was, it goes to your comment about participants. How do we entice people to participate? I've learned a little bit about the program, and it would be great to have something like this in South Tucson.

**Mary Carter:** So, the Vanpool Program is open to anyone. We, as the, we administer the Travel Reduction Program which the City of South Tucson is engaged

in. So a vanpool is made up of six or more riders. An example vehicle is defined by the IRS, not by us. So, in order for a subsidy to be paid, which PAG is the subsidy source, we have certain requirements that must be met, so the promotion of, the providing of the vehicles, maintenance roadside assistance, all of that is managed by Commute. There's a very limited number of vendors who do actually provide this service. Commute is one of the premier vendors nationwide. We have, we are dependent upon them because they provide everything, we are not in operations. The reason that they contract with us is that we are a subsidy source. That subsidy source reduces the overall cost every month to those riders, and it's generally anyone who has a very long commute. So many of the participants are working or living on the reservations or Fort Huachuca or they cross through our region. So, if you're not 18 miles or greater, one way you may not be ripe for a vanpool.

**Mayor Valenzuela:** Do we have a list of those participants?

**Mary Carter:** Oh yes, we have plenty of data on miles, all of the vanpool data that we collect, in exchange for providing subsidy goes into an NTD report. That NTD report is submitted to the FTA every October.

**Farhad Moghimi:** If I may add to that. So, the operation is essentially leasing a van to a group of participants, and it's not cost effective unless they have high mileage commutes. So typically, people with lower mileage commute, it just won't pencil out for them.

**Mayor Valenzuela:** Thank you.

**Mayor Murphy:** Madam Chair.

**Mayor Romero:** Yes, Mayor Murphy.

**Mayor Murphy:** I know we had problems with drivers in the past, just in general, has that improved over time?



**Farhad Moghimi:** This is actually a great program because they among themselves, they take turns and drive themselves.

**Mayor Murphy:** Oh —

**Farhad Moghimi:** We don't provide a driver. These are five co-workers going to the same destination and they take turns, they drive themselves, or seven, I'm sorry.

**Mary Carter:** And the lease is with the individual. The individual must be 25 years or older with a not perfect but OK driving record. The insurance, everything that's associated with operating that vehicle, except for gas, is shared between the participants, is included in that lease and we post our lease rates on our website currently. They're all newer vehicles, I have some great stories about how people, they thought it was a deal when they bought a \$500 van. When they were going to take care of it themselves and then we converted them over, they're actually at Marana Water off of Ina, so it's safer, it has air conditioning, you don't have to worry about buying tires, all of that. So it is, it's the most economical commute option in terms of alt modes.

**Mayor Murphy:** Sure. Thank you, appreciate it.

**Mayor Romero:** Well, and I think it's a valid question to ask, you know, details in terms of like who's participating, where, what are the metrics of success, you know where, where are we funding this and where the needs are, maybe gaps in service, so any background information you can provide the Regional Council would be excellent.

**Mary Carter:** We have many reports to choose from. Yes, I'll coordinate to provide those.

**Mayor Romero:** Any other questions or comments? Hearing none, we do have a motion on the floor and a second. Those in favor of the motion signify by saying aye.

**All:** Aye.

**Mayor Romero:** Any against? Motion carries. Item 12, Regional Transportation Revenues Update.

## **12. Regional Transportation Revenues Update**

### **[Item #12 Audio Link](#)**

**Farhad Moghimi:** Madam Chair, members of the Regional Council, this is an item that we bring to you on a regular basis. The information is in your packet as well. It's just more of an opportunity to kind of watch the trends and where the revenue is coming from and in many cases ensuring that the revenues that are coming from state and federal government are tracked and monitored for your information, but we do give you an update at these meetings for that purpose and James is going to give you that update.

**James Towe:** Thank you, Mr. Moghimi, Madam Chair, members of the Regional Council, my name is James Towe, I am the RTA Budget Manager and I'll be providing a brief revenues update. If you turn to Table 1 of the regional transportation revenues report, through December, PAG has collected about \$16 million in regional HURF dollars. While the STBG apportionments for the fiscal year projected at \$21 million. And Table 3 and Figure 1 through December, show more than \$87 million in HURF and vehicle license tax was collected across the region. As mentioned, PAG collected about \$16 million while the remaining amount was distributed to jurisdictions across the region. Regional HURF revenues show more than 2% increase year over year and a nearly 4.5% increase compared to the five-year average. Table 4 shows HURF 12.6 in details. Through December, we collected \$16 million which is almost 17% more than the ADOT official forecast, and more than 5% stronger than last year. Reporting of actuals was delayed in November and December of FY 24, affecting year-to-year comparison at this stage of the fiscal year. Table 5 shows HURF 2.6 was stronger than expected with collections totaling nearly \$3.6 million through December. And with Table 6 through

December, PAG had over \$111 million in an interest-bearing account, most of these dollars are spoken for. In Table 7, we look at City and Town HURF distributions year to date. Table 8 shows the HURF 12.6 and 2.6 we've already seen. Additionally, we have Pima County HURF and vehicle and Pima County vehicle license tax, the portion set aside for transportation use only. And Table 9 has the previous five years and lets you see how much HURF your City or Town received. Table 10 shows us gallons of gas sold in Pima County through various fiscal years. Keep in mind that the amounts shown are for the same year-to-date period during the previous four fiscal years. We normally see about 13% and through December we were just under 13% for the fiscal year. And in Table 11, over \$61 million has been collected in TPT through December, trending slightly lower than the adopted budget, while showing a slight increase from the same period last year. Thank you.

**Mayor Romero:** All right. Questions, observations, anything. I do have a question, how much of the HURF 12.6 balance is unprogrammed and what is the process to program these funds? I know that, we'll be having a conversation later on the RTA cost to complete, and so I want to make sure that we have a complete picture for all of us to know what balance is unprogrammed, what balance is programmed already, etc.

**James Towe:** Yes, Madam Chair, the amounts that have been allotted to us have, will be all completely programmed through fiscal '29. The interest on that has not been programmed and if that interest were to become available through the state, then that would ideally be addressed at the next TIP development cycle.

**Mayor Romero:** And is there a report regarding the interest and how much is available for PAG to use?

**James Towe:** Yes, Madam Chair. The State of Arizona is in in charge of that account. Unlike the RTA dollars, we do not manage those funds. I assume we could provide that information, but I don't have it currently.

**Mayor Romero:** OK, that would be wonderful if you could provide the information for the Regional Council to have. I'm actually, frankly, a little upset that we don't have that information right now so that we can know exactly what we're dealing with when it comes to programmed funds and unprogrammed funds and how much each pot has. When can we have that information, Mr. Moghimi.

**Farhad Moghimi:** Madam Chair, if I may clarify. So the state provides allocations to us on annual basis. Those allocations are fully programmed so we won't know what the next allocation would be until the state determines what those allocations are, so I think the reference to the account is that it's managed by the state and they give us those allocations, and currently those are all fully programmed in the current TIP.

**Mayor Romero:** Mr. Towe just mentioned that there are funds that are unprogrammed, which are the interest funds so —

**Farhad Moghimi:** Within the account, and the state determines when to allocate any revenue, so currently we do not have anything other than what they have already provided to us.

**Mayor Romero:** Well as simple as providing program funds and being able to share that with the Regional Council and being able to know how much is unprogrammed that belongs to this region would be good as well.

**Farhad Moghimi:** Thank you.

**Mayor Romero:** Any other questions for Mr. Towe? All right hearing none, thank you, Mr. Towe, really appreciate it and you didn't need any action for that, correct?

**Farhad Moghimi:** No, it's just for information.

**Mayor Romero:** All right, so item 13 is 2055 Regional Mobility and Accessibility Plan, RMAP, development update.

### 13. 2055 Regional Mobility and Accessibility Plan (RMAP) Development Update

[Item #13 Audio Link](#)

[Item-13-2055-RMAP-Update-Presentation.pdf](#)

**Farhad Moghimi:** All right, Madam Chair, members of the Regional Council, again, this one is an update on the development of the long-range plan and Jeanette's going to provide that information.

**Jeanette DeRenne:** Thank you, Madam Chair, members of the Regional Council. My name is Jeanette DeRenne. D like the letter Ren, like the bird, so just call me Jeanette, that's fine. I'm here to present on the Regional Mobility and Accessibility Plan. Thank you, Jamie, for bringing this up earlier in the conversation. So, there's a little bit of background about our long-range plan and I'll dive into it a little bit deeper and take any questions that you have. OK, so many of you are familiar with this project, but since there's several new members here at the Regional Council, I'm going to take a few minutes to walk through some of the fundamentals of the plan. For instance, why do we do this plan? What's required and who's involved? First and foremost, I did want to say that this is a federal requirement of PAG. So, Jamie did mention that it's a four-year process. You'll see many, many updates on this project throughout your tenure here on this Board. But it is a federal requirement and there are required elements of the plan which I will walk through during this presentation. It is a long-range plan, it's multimodal, which means it doesn't just cover roadway projects, it covers, transit, covers bike improvements, PED improvements, and all of the different elements of a multimodal transportation system. It's performance based, which I'll explain later in the presentation, and it does have a 30-year horizon, so the requirement is a 20-year horizon. We plan on a 30-year horizon. So, the plan that we're working on right now will start in 2025 and will continue on till 2055. The project, the plan has to have a fiscally constrained project list, and you'll hear me say that many times throughout this presentation and pretty much anytime I present to this Board, it has to be fiscally constrained. Jamie did mention what that means, and

we'll dive into a little bit further, but basically, we have to have a project list that's fiscally constrained and those projects need to be in the long-range plan so that they can receive TIP funding. We call that planning to programming. So the RMAP is the plan where the projects will first appear and then those projects are eligible for TIP funding in the future. One of the assumptions that we do make in the plan, and I'll repeat this several times because it's really important part, is that we do assume the continuation of a half-cent sales tax throughout the duration of that 30 years. There are many requirements to the plan, all of which will be outlined in the document when you receive it this year, but I'm going to walk you through some of the main elements. So, first is fiscal constraint. It's probably the second of many times you'll hear me say that in this presentation but essentially, what that means is that the cost of in-plan projects may not exceed anticipated revenues over the next 30 years. So a big part of what we do is project those revenues in our finance plan and top that out at what do we reasonably expect? So that reasonable expectation has to be based on something I'll talk a little bit later in the presentation about how we get to that number and the methodology that we use to make sure that we're not just very optimistic in that revenue projection, but that we're real realistic in that projection. Another element that we have to talk about is our environmental impacts, mainly that the plan must demonstrate air quality conformity. It's a little bit complicated of a process, but it is a mandate, so we do some air quality modeling as part of the process. Another key component is the public engagement. So this is really interesting because what the statute says is that each metropolitan planning organization shall provide a reasonable opportunity to comment on the transportation plan, which is about as vague as it can be, right, a reasonable opportunity. So what we try to do is make sure that those are reasonable opportunities, but also many opportunities, not just for our jurisdiction partners for committee members, but also for jurisdiction, staff and members of the general public. Earlier in the process, last year I did mention that we did conduct a survey. That survey we reached nearly 4,500 survey participants so to put that in context, the last time we did a survey for the long-range plan was in 2016 and we got 1,100 responses. This time around, we almost quadrupled that and in addition to that, we did hold 10 in-person events and reached out to many different individual groups that may not have been able to participate in the survey. Jenny and her team have been

taking on the outreach for multiple endeavors here at PAG, and she can walk through some of those specifics on the RMAP specific results, but we did conduct an extensive outreach for this effort. Along with that in the statutes, it also says that we really kind of set the bar vague and minimal, but it says we have to hold public meetings in convenient locations. We, we try to do that. We employ visualization techniques to describe the plan, so we don't just put a bunch of text, we make it so that visually people can understand what we're doing and that we make information available to the public. So, we do that through these meetings, through your staff as well as through our website and I'll share that with you at the end of the presentation. So where do the projects come from? Jamie touched upon this a little bit, but I'll dive into that a little bit here. Most importantly, they come from you. They come from the jurisdiction partners and from your plans and processes. The projects have been vetted through your long-range plans, master plans, comprehensive plans, CIP's and brought to the table for consideration by your staff. So given that reasonable expectation of funding, we can't include everything that's brought to the table, so we have to whittle that down to what can fit into that fiscal constraint. On the slide, it talks a little bit about some of the continued projects from the 2045 RMAP update. So, we start looking at that project list and we include some of these items, one being the RTA project. Those projects obviously need to stay in the long-range plan because there's RTA funding committed to them. Projects that are in the TIP, so those projects already have funds programmed, they need to stay in the long-range plan so that they can continue to receive those regional funds. Same thing with projects under construction, so if there's money being allocated to deliver a project right now, we're going keep that project in the plan so that they keep getting funds. Another one is jurisdiction priority, so there's many ways to decipher what those priorities are but when you guys submit projects to us, there's a priority listed. We try to get all the top priority projects, but most of those, just for context, are projects that already have funding on them or a funding source identified like a project that has impact fees that are going to go forward. We also have existing transit services. So, when we came to the table this go round for updating the project list, there are a few things that come in that you'll see carry throughout the project list. One, the projects that were proposed in RTA Next. So should those projects be approved by the voters, they'll carry on in the next 30 years, and we want to make sure they're in the

plan so they move forward pretty seamlessly. Changes in the ADOT CIP, any new ADOT projects, of course we put those in. We also work closely with Sun Tran and with our jurisdiction partners to identify some service expansions for transit services. Those are included. The high-capacity transit project of course is also included and then expanded investments in active transportation. Another item that we also include are the RTA categorical spending so that it's reflected. So, if a category is approved, then there's a matching line item in the RMAP to cover that. So, this graphic shows the main categories of projects, so we have our roadway projects which are modernization and capacity projects and those range in size from large projects like Cortaro Rd. TI to small projects like maybe a bridge deck improvement or an intersection improvement. We also include bicycle and pedestrian projects, and those run the whole gamut of things like bike boulevards, bike lanes, sidewalks, HAWKS, any of those elements would be considered part of the bike and pedestrian portion. And then, of course, there's transit projects. So those include increases to night and weekend service, upgrades to the fleet and facilities and the high-capacity transit projects. So, all of those projects come together, and the list has to be constrained at \$16.2 billion. We're talking 30 years. It's a lot of money, \$16.2 billion. So, when we started the process of doing the list of putting the list together, everybody brought forth a lot of needs, right? And so there are 240 projects that actually cannot be funded under that fiscal constraint. For context, that's about \$28 billion of funding. As Jamie mentioned it, he went through all those different funding sources and told you what's eligible, what's ineligible, but really that revenue projection sticking to that \$16.2 billion is very, very critical. OK, so back to the finance plan revenue projections, the main point I wanted to make here is that we updated our methodology for how we do our revenue projections, and the main component to that was we wanted to stick with how ADOT projected revenue for certain funding sources. They have a team of economists that are really great at what they do so we kept with their methodology, we did project revenue for all the federal, state and local sources. I do want to point out a peculiarity, and that's the local sources. Where you see that second to the bottom row there, local budgets, that is just local funds that will be put toward regional projects. So that's just funds that need to come through the RMAP, so that they can be programmed in the TIP. That does not represent all the money that every jurisdiction puts toward any



transportation project. You guys do your own local projects. Those don't have to be reflected in the in-plan list or in that \$16.2 billion, so all you're seeing there is what we anticipate the jurisdictions' contributions will be toward regional projects. So, those are projects that you'll see that have impact fees associated with them and you know, I can answer any questions about that, but we really wanted to hone in on our methodology and make sure that we were working one-on-one with your TPC representative and your RMAP Working Group individuals to make sure that we accurately reflected that. It gets, it gets important when we start talking about our pavement and capital reconstruction, so there is money in the long-range plan for roadway rehabilitation that kind of aligns with some of the discussions that were happening at the RTA level. But we are in the document going to show we're going to capture what those local pavement investments are so that we're showing the magnitude of your investments not just in what we need to put in the RMAP project list but to show the public that you guys are doing a lot of work in, in rehabbing our roads, even though you know there's always going to be needs in that category. OK, so RTA Next. RTA Next is included, as I did mention, we are assuming that the half-cent sales tax will be collected for the entirety of the plan, so all the way to 2055 and because that assumption is made, all the RTA and RTA Next projects have been included in that project list. So, and others, that's not the entirety of the list, there's many other projects that will not receive RTA funding, but they're all listed in there. We wanted to make sure that we cover our bases moving forward. We also included all the RTA categorical spending and the transit project. As I mentioned earlier, the RMAP has to be performance based. It's, just another requirement, it's an element to measure the impacts of the plan on the transportation network and also on air quality. So, we have 15 Fast Act performance measures that are required of us to track. And we have 38 RMAP performance measures and our RMAP performance measures are just performance measures that we decided as a region were important to collect in order to see how our roadway is performing, our roadway network is performing. Because of our new modeling techniques, we use what's called an activity-based model. We have a few new baseline performance measures which we'll be sharing at a later meeting after we can review those with our other committees, but it's important to note that we have a new data set and more advanced ways of measuring performance which we are utilizing this go round and

will continue to do so through the TIP and the next RMAP in four years. So, taking a look at our timeline, I know this is a little small, but I can answer any questions if you can't read it, but it's important to note that the planned development is a four-year process. This just shows the last 14 months of the process. The star, which you can see kind of an orange line going up and down there is where we are right now in the process. Since this group last met in September, we have pushed the timeline out two months to accommodate a request that we received from the town of Marana to include the Moore Rd. TI project. That goes back to the whole conversation of planning to programming. All the projects need to be in the long-range plan before they can receive funding through the TIP, and the Town of Marana anticipates some funding coming in the near future for the Moore Rd. TI, so if that money comes in, the project's on the in-plan list. So to accommodate that request, we did bump out our schedule a little bit to include that project. It's also important to note, I did want to mention that we did have seven RMAP Working Group meetings. The RMAP Working Group consists of your staff that are knowledgeable on the planning process and can contribute information to the development of the plan. We had 11 Population Technical Subcommittee meetings in the past two years that discussed topics of population and land use model inputs. Also, with staff members from your agencies, there were 11 TPC meetings that had regular updates in the past, just under the past two years, but what I wanted to point out is that there are elements of the plan that we did bring to the committee to get their approval throughout the process. That way we didn't have to backtrack too much, one being the finance plan being such a critical element, we wanted to make sure that they understood our new methodology, they understood the outcomes and that we agreed on that \$16.2 billion before we went too far into the process. So, in July of 2022 was when we first introduced that methodology. January of '23, they approved the methodology and then we just we decided that \$16.2 billion fiscally constrained number in August of 2024. Performance measures were also brought through, and we agreed upon which performance measures and which targets we wanted to see moving forward. We did that in August of last year or I think it was mid-year, I think it was August, but it was last year. And then the project list was approved in August of 2024 as well, and I think that was presented to this committee in September, and it's also been to the Management Committee. So, we have a few months left. This will come back to

the next, at your next meeting for a more in-depth update on the components that we're finishing up right now and we hope to have it in front of this body for approval in July. If you have any questions, I'm happy to take them. The QR code will take you right to our project website. Of course, you can reach out to Farhad or myself at any time with questions and happy to give you any information that you need.

**Mayor Romero:** Thank you, Janet. I was going to call you Renee.

**Jeanette DeRenne:** Jeanette.

**Mayor Romero:** Jeanette. Any questions from the Regional Council members? I do have a question and it's relating to the additional project added in February 19 of 2025. Was the TPC notified that PAG staff made a change to the project list by adding a Town of Marana project to the in-plan project list?

**Jeanette DeRenne:** Madam Chair. Yes, I'm happy to answer that question. At the January TPC meeting, Fausto, the Public Works Director of Marana requested that that project be discussed. We requested that the Town put in a formal request to Farhad and copy myself so that we could take a look at that. They are pursuing some funding for that project, so we wanted to make sure that we accommodated that because incorporating a project of that magnitude takes time to build into our model. We decided to move forward, include that because of where we were in the modeling phase. We did not take it to TPC in February, we would have lost a whole month, so we made the decision to go forward, include it and move on with the modeling phase. We're also updating some other pieces of the model, mainly working with the City of Tucson on the redevelopment module so the timing worked out OK but had we waited another month, we wouldn't be able to get it to July to get this approved.

**Mayor Romero:** So usually, TPC is requested to approve a list of projects and this one in particular was presented to the TPC February 19. They were notified. Were they given an opportunity to give input?

**Jeanette DeRenne:** They, it wasn't presented to them in February.

**Mayor Romero:** This was presented to the TPC February 19, correct, I mean they knew about it. The project was on a list of reserve projects, but it was decided by staff to put it onto the list.

**Jeanette DeRenne:** We gave —

**Mayor Romero:** Usually, the process is that TPC gives approval and recommends.

**Jeanette DeRenne:** Sure, yeah. So, we get approval of the whole project list. We did that last August.

**Mayor Romero:** That was correct, and the Marana project was not part of that list, correct?

**Jeanette DeRenne:** There were two projects that weren't Included. So what they do is, they recommend approval of that project list. We brought it to the Management Committee to also verify it. That really triggers the start of our modeling process, so that's what, that's what happened. Our modeling team and our GIS team can start pulling all the information together. There were two requests since that time that came in after the fact. We still had a budget in that \$16.2 billion to accommodate both of those projects. We didn't have to delete any projects or change any of the dollar amounts in the categories. One being the Phoenix Zoo Rd. in Sahuarita that was added. I believe in December we got that request because we had capacity and the modeling team had time, we were able to add it. Then I just explained the process for the Moore Rd. TI. That came in and we added it. There are no requirements that the committees approve the list. We do take it to them because we make a lot of assumptions based on that list. So we did make the decision to move forward.

**Mayor Romero:** And the reason I'm bringing this up, nothing against Sahuarita and Marana, is because the City of Tucson did a similar request for an amendment to the

existing RMAP, and at the time that we requested this was last year in 2024, the Executive Director and PAG staff made the decision to oppose and added roadblocks to the City of Tucson adding a project to the RMAP, that was our high-capacity transit. We were trying to apply for federal funds, as you may recall, those that sat here for that conversation. You know, it's been brought to my attention from our member Sam Credio that sits in the Transportation Planning Committee, that members were informed that an additional project was added to RMAP into the in-plan project list at the request of the Town of Marana, resulting in a 2-month delay to complete the RMAP update. When the TPC approved the project list in August of 2024, this project was on the reserve project list. The item was presented to the TPC in February of 2025 as informational only with no opportunity to take action. These types of actions by staff at the PAG concern me deeply because there is, at least a perceived lack of transparency, a lack of collaboration with all jurisdictions in PAG and the appearance of favoritism towards certain jurisdictions over others. These types of actions undermine the PAG trust from the Regional Council members and from the public, and as I said, tinge our process, with at least what people view as the favoritism so hopefully our mission to address regional issues cooperatively is something that we keep in mind. Again, this is not anything against Sahuarita or Marana, it just seems to the City of Tucson that there is favoritism being played, and when the City of Tucson is being told you have to follow a process, get back in line and we lose an opportunity to apply for millions of dollars in federal grants, these types of actions really fail the transparency test. And that's a statement, not a question, not asking you to say anything about it. Supervisor Grijalva.

**Supervisor Grijalva:** I'm wondering how we got into the situation. Why wasn't the RMAP and the air conformity updated in a time frame that keeps all the documents in good standing?

**Farhad Moghimi:** If I may Madam —

**Supervisor Grijalva:** Because it is impacting one of Pima County's and specifically in my district, a Valencia Rd. project that has huge impacts.

**Farhad Moghimi:** Madam Chair, Supervisor Grijalva, a combination of things. As Jeanette mentioned, RTA Next is a subset of the RMAP, and the RTA Board during RTA Board discussions, and we can discuss it further, had delayed approval of our RTA Next plan several times. At the beginning of the RMAP process, we tried to make sure that the schedule is consistent so once RTA Next is finalized, we can add that to the RMAP and have the RMAP finalized. Because of those multiple delays on the RTA Next, at some point, we recognize that we may need to just go ahead and have RMAP proceed on its own, so that's the reason for several delays in finalizing the RMAP. Having said that, multiple concerns obviously, especially the one that you were just talking about, because of the federal executive orders that came out, there are some other factors that are playing into those RAISE Grants. I am not as concerned about that, I think that will be reviewed and we'll have a determination by the federal agencies but there are really several factors that are playing into that at this point. But we're confident RMAP is a long-range plan, we update it as frequently as needed every four years. We can always get the priorities into the plan, and that's not a concern at all. I don't think we're at risk of losing any federal funding unless that decision is made by the feds, not at this level.

**Supervisor Grijalva:** So just to follow up, right now, our region is currently in a transportation conformity lapse like grace period, so this limits the region's ability to amend the TIP, which I think that's one of the biggest concerns that we have is you know this is delaying a lot of new projects and a lot of access to funding, that, was this body aware on the implications of the delay, like what delays, what the ripple effect was of the delays?

**Farhad Moghimi:** So yeah, the delays for the TIP amendment purposes, we had updated our TIP just recently. The TIP was adopted back in October, so everything that needed to be updated has been and should have been updated in that document. So again, some of this is relatively new, and I don't want to make assumptions, but I think federal agencies are being cautious and they're not communicating to us some of their concerns until they know for sure how they're going to address it. But to our knowledge, it's not impacting anything. Any project

that's in the TIP can continue to move forward as written in the TIP. I'm not concerned that anything's at risk at this point.

**Supervisor Grijalva:** And I, and I do want to share Mayor Romero concerns that the additional new projects and what that were added after the deadline for projects. What that looks like to the community at large, I think it's important —

**Farhad Moghimi:** I'd like to comment on that —

**Supervisor Grijalva:** Absolutely.

**Farhad Moghimi:** Again, that was discussed at the TPC at the request of both Sahuarita and Marana. They made a request at the committee level, there was capacity within the fiscal constraint from our perspective because we're doing the modeling and we're doing the data analysis, there was no impact at all to anyone, so obviously we want to honor their request, plug it in and move forward. I don't believe there was any concern. If anybody had any concerns that would have brought that up at the at the TPC meeting as well. From our perspective, what we're trying to do is to accommodate everybody's request, and if there is a window of opportunity to do it, that's why we decided to do that.

**Supervisor Grijalva:** Well, and I think that in the future, if there's capacity in that way that it should be made available to the entire region so everyone is aware that there's an opportunity to do that and my impression was that while you could accommodate those, there seemingly other projects that potentially we didn't know that we could put in more projects that there wasn't an opportunity to do that and so I think that, that is important like that, the outreach there regionally is important.

**Jeanette DeRenne:** Madam Chair, I can address that. So, because it's a four- year process, it takes a lot of time. We have to start different things in a domino effect. So there's no real hard and fast deadline for the project list. We always leave a little bit of capacity, and that capacity is for several different reasons. One, to accommodate these types of requests. Also, if we were to get a bid on a project that comes in and

it's way higher than what we had, we can accommodate that so we do leave a little cushion just to accommodate these things, changing cost estimates, changing bids, a project that comes up where there's funding available, there's going to be funding there. We do our best to accommodate everybody in that we don't open those last thousands of dollars for general additions because we worked really closely with the committees for the past, specifically the past two years, to make sure all your priorities are on there. I can say with confidence that all your priorities are on there. All your RTA conversation priorities, they're on there. We created categorical descriptions to accommodate every type of project that you guys have done or plan on doing so I can say that at the committee level with the RMAP working groups and with the TPC, we've done our best for 5 1/2 years, I've been doing this, but specifically over the past year to make sure everything is in there and everything is covered. So it just happens to be that these two jurisdictions had projects, they came in, we had cushion and we moved forward and that really does benefit the entire region because now we don't have to come back when they do receive the funding and update it, so should the Town of Marana receive their funding for Moore Rd. TI, we would be back here a year from now having a conversation on how do we update our finance plan, how do we update our modeling? What other projects you know have to move around? We have to open up the whole can of worms, But where we are right now in the process is we can foresee that money coming we're going to include it. So, if there's any other questions about, you know, that process I'm happy to answer them. I think Farhad —

**Farhad Moghimi:** Yes, if I may add, Madam Chair, Supervisor Grijalva. So, the request was sent out to all managers. There was a memo from Jeanette identifying that we have a need to ensure any project that's going to rely on federal funding to make sure that it's going to end up in this document, and that's when we heard from Marana that there's a project that potentially is going to come in and needs to be in the plan. I think all managers were aware of that. The memo came following a Management Committee meeting because we had that discussion at the Management Committee as well.



**Mayor Romero:** If I may, I think that where the frustration lies is that there was no opportunity to discuss this at a committee of TPC, and representatives of the City of Tucson and Pima County expressed frustration at the lack of transparency and collaboration. And so, basically, some jurisdictions have been told no, you have to wait, you have to go through the process, it takes time, you have to present certain environmental elements, you've got to present XY and Z while other jurisdictions can just slide in there. Good, I'm glad there's capacity to be able to do that. I am not privy of any communication with our representative at the TPC about asking other jurisdictions to present their needs. We don't want to be getting in the way of Marana and Sahuarita to prepare themselves for possible federal grants. But that accommodation was not given to the City of Tucson when we requested it and when there were millions and millions of dollars, that we could have gone out to get from the federal government. So, there's just frustration and lack of transparency and collaboration that TPC members were not given. This was presented to them in February, basically saying we're just going to put them in there and so that I believe is the frustration that we're hearing both from Pima County and City of Tucson, TPC members. Any other questions, comments, input. Mayor Valenzuela.

**Mayor Valenzuela:** Thank you, Madam Chair. I'm very new to this and I want to know what the difference between the capacity projects versus the modernization projects are.

**Jeanette DeRenne:** Sure, that's a very good question, Madam Chair, if I may. So, there's several different types of roadway projects. A capacity project would be something that would add capacity for additional trips so a road widening, additional lanes, a larger intersection, something like that, that would make the road be able to accommodate more trips. A modernization project is something where we're adding, essentially adding an amenity, so there might be a road that doesn't have a bike lane or doesn't have a sidewalk, or it needs new signal technology, those would fall under modernization projects. So you'll see a variety of both of those types of projects in the plan, but yeah, it's split so there's a whole variety of different projects.

**Mayor Valenzuela:** And I also heard you mention about a performance metric. When are those done? I recently read an article that the City of Tucson is probably among the deadliest cities for pedestrian safety. Is there a metric that measures that in our performance review?

**Jeanette DeRenne:** Yes, Madam Chair. There are several metrics that address safety. Safety performance is measured at the state level and at our level during the RMAP process. What can I say about, what was the first part of your question, you said —

**Mayor Valenzuela:** The performance metric, when is it done?

**Jeanette DeRenne:** Oh, when is it done? So we're in the process of doing that right now. We have the project list that's solidified, we have a modeling team that's running a model that's going through those performance measures and we're trying to show the outcomes and what we anticipate them being in 2055. So we have our baseline performance, and we know how we're performing right now and what our modeling team is doing is they're taking those new projects and those new investments and determining what that performance will be in 2055, so hopefully at our next meeting here with this Board, we can share some of those outcomes with you.

**Mayor Valenzuela:** Does that include the impact of transit and the safety measures or is that a separate category?

**Jeanette DeRenne:** There are 15 measures that we have to do for the federal requirements, and then there are 38 measures that we do just because we collectively thought it was a good idea. We're also looking at some new measures that we'll be bringing forward on how we utilize some of those new data sets that we have. Safety, not positive there's safety for transit as a performance measure. I don't believe there's transit performance measures. We're looking at on-time departures and things like that and then safety as a general category.

**Mayor Valenzuela:** Thank you.

**Jeanette DeRenne:** You're welcome, anytime.

**Mayor Valenzuela:** Thank you, Mayor.

**Mayor Romero:** Any other questions, comments on this item? And this item is for informational purposes only, so we don't need any motions. Thank you so much, Janet or Jeanette, sorry about that. Item 14, agreement renewal.

**Chairman Hernandez:** Madam Chair.

**Mayor Romero:** Mr. Chair.

**Chairman Hernandez:** Yes, I just wanted to, I just wanted to ask if I could be excused. I will continue on virtual, it's just that I have other pressing matters that I got to attend to right now, so if I can be excused.

**Mayor Romero:** Absolutely, Mr. Chair. Thank you so much and we will make sure that you are connected and that we could see whenever you hold your hand up for discussion. Thank you, Chairman Hernandez, thank you for joining us today. All right, so we move on to item 14, agreement renewal for transportation Art by Youth program, Mr. Moghimi.

#### **14. Agreement Renewal for Transportation Art by Youth (TABY) Program**

##### **[Item #14 Audio Link](#)**

**Farhad Moghimi:** Madam Chair, Lance is going to give you a quick update on that.

**Lance Peterson:** Good afternoon, Madam Chair, members of the Regional Council. I'm Lance Peterson, Project Implementation Administrator here at PAG, and today, I'm pleased to be with you to bring an updated agreement between our local

jurisdictions and our Transportation Art by Youth Program. So this program has been around since 1995 and provides an opportunity for our local jurisdictions to partner with artists and youth to create artwork to be displayed along local roadways that have a functional classification of minor arterial or larger. Under the program, each eligible jurisdiction can be awarded up to \$25,000 per year. And they have an opportunity to combine up to three years for a total of \$75,000 as a maximum over a three-year period. Our previous agreement expired in December, so we're bringing this new agreement to you, which would be good for another five years. And I'm happy to answer questions.

**Mayor Romero:** Any questions? Mayor Murphy.

**Mayor Murphy:** It's been an exciting program for our Town. I'm not sure about other Towns but because we were able to coddle together a couple of the years, the Sahuarita sign that was put up was through this program so having the youth in the summer especially using their skills has been a, you know, a wonderful addition to our Town so I just wanted to put that on record. Thank you.

**Mayor Romero:** Any other questions? Mayor Valenzuela.

**Mayor Valenzuela:** Thank you, Madam Chair. So, I believe that the City of South Tucson did not apply on time this year, but my understanding is that it rolls over so if we didn't make the deadline, we can use up the \$125,000 at the end of the —

**Farhad Moghimi:** So, Madam Chair, Mayor, if I may. So yeah, we do have a three-year rollover, so you can bank up to \$75,000 if you want to apply for a larger project.

**Mayor Valenzuela:** OK, not \$125,000.

**Farhad Moghimi:** \$75,000.

**Mayor Valenzuela:** And can you briefly tell me what those requirements are? I think the reason why we did not apply on time is because we have Las Artes in the City of

South Tucson with students, they do street art, but they haven't had the funding to continue the programs. Is there any reason why that wouldn't qualify?

**Lance Peterson:** Madam Mayor, first off, South Tucson did make the deadline, so we're expecting their presentation at the March TPC for approval on your project.

**Mayor Valenzuela:** Thank you, I was misinformed.

**Lance Peterson:** But with regards to, I don't know the Las Artes, but we do have in the new agreement, one of the changes was really stipulating that it's a youth program and I believe that Las Artes, the age limit goes well above youth. So we try to cap it at 19 as the maximum and the lower level needs to be Arizona State and federal labor law requirements, meet those requirements.

**Supervisor Grijalva:** Las Artes is a program for up to 21 and so I think that because it still qualifies as an education program, it should qualify, I mean you have to, you can't be over 21. It's up to in order to be able to access services, so I think that, we may have to look at how they're classifying youth programs because it's an education program, too, and perhaps what they can do and Las Artes is, you know, a County program, even though it's in the City of Tucson and so you may be, or City of South Tucson, so you may be able to apply for different funding separate from some of the other programs. Yeah, and I think —

**Farhad Moghimi:** If I may clarify.

**Mayor Romero:** Mr. Moghimi.

**Farhad Moghimi:** Supervisor Grijalva, so our program essentially says you select students as long as they're within this criteria. So anybody's eligible to apply, but they have to have students under 19.

**Mayor Romero:** Any other questions, comments.

**Mayor Winfield:** Move to approve.

**Mayor Romero:** Motion to approve.

**Mayor Post:** I'll second.

**Mayor Romero:** There's a motion and a second. Other discussion. All those in favor of the motion signify by saying aye.

**All:** Aye

**Mayor Romero:** Any against? Motion carries. And we are going to move on to adjournment. But I would like to request the Chair of the RTA give us 5 minutes before we start the RTA meeting.

**General Maxwell:** Madam Chair, you read my mind.

**Mayor Romero:** Excellent. So, item 15 is adjournment. Thank you all.

## 15. Adjournment

The meeting was adjourned at 2:15 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 March 3, 2025. 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.

*Dave Adler*

Dave Adler, Acting 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](#)*