

Regional Council Meeting Summary

Meeting Summary of Thursday, January 29, 2026

Full Video Recording (YouTube): [Recorded Meeting \(YouTube\)](#)

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Regional Council Members Present: Mayor Jon Post
General Ted Maxwell
Mayor Tom Murphy
Supervisor Matt Heinz
Mayor Roxanna Valenzuela
Mayor Joe Winfield
Chairman Verlon Jose
Mayor Regina Romero

Regional Council Members Absent: Chairman Julian Hernandez

Staff Lead: Michael J. Ortega, P.E., Executive Director

The following is an audio-to-text transcription of the **Regional Council Meeting held on Thursday, Jan. 29, 2026**, and is being used as the written summary of the discussion. Minor changes were made to the transcription to include grammar or formatting for clarity, YouTube links/time stamps, spelling corrections and the addition of the agenda number or items based on the posted agenda.

Agenda

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

Mayor Romero: Good afternoon everyone. We are going to call this meeting to order and then we will go to roll call.

MEMBERS PRESENT AT ROLL CALL:

- Mayor Joe Winfield
- Mayor Tom Murphy
- Mayor Roxanna Valenzuela
- General Ted Maxwell
- Mayor Jon Post
- Mayor Regina Romero
- Supervisor Matt Heinz

2. Pledge of Allegiance

[Item #2 Video Link](#)

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

Mayor Romero: All righty. Item three is Call to the Audience.

3. Call to the Audience (Remote Access Option)

[Item #3 Video Link](#)

Adam Ledford: Madam Chair, we have one speaker today. Speakers are limited to a three-minute oral presentation. They may submit written comments of any length for the Council's files. Call to the Audience is limited to 30 minutes. Individual Council members may respond to criticism made by those individuals who address the Council. However, the Council will not discuss or take action on a matter raised during a Call to the Audience that is not already on the agenda. So today we have Vanessa Cascio. And thank you, Vanessa. You are now with the Regional Council. And please start your comment by stating your name for the record. After that, you'll have three minutes to address the Council. At the

two-minute mark, I'll just give you a polite wave and let you know that you have one minute remaining. You may begin.

Speaker: (Audio link below)

[Vanessa Cascio](#)

Executive Director, Living Streets Alliance

Adam Ledford: Madam Chair, that's all the speakers we have today.

Mayor Romero: Thank you so much. Really appreciate it. Item four is Meeting Summary Approval.

4. Meeting Summary Approval

[Item #4 Video Link](#)

Mayor Winfield: I move to approve.

Mayor Murphy: I second.

Mayor Romero: There is a motion and a second. Any further discussion? Hearing none, all those in favor, please signify by saying aye.

Council Members: Aye.

Mayor Romero: Any against? Motion carries. Item five is Consent Agenda Items. May I have a motion, please?

5. Consent Agenda Items

[Item #5 Video Link](#)

- a. Program Highlights Report
- b. Contracts and Agreements Report
- c. 2026 Top Environmental Issues List - Environmental Planning Advisory Committee (EPAC)

Mayor Murphy: I move to approve.

Mayor Winfield: Second.

Mayor Romero: There is a motion and a second to approve the Consent Agenda Items. Any further discussion on this? Hearing none, all those in favor, please signify by saying aye.

Council Members: Aye.

Mayor Romero: Any against? Motion carries. All righty. Item six is Transportation Planning Initiatives: Presentation from Mexican officials on the high-speed passenger rail and the Port of Guaymas.

6. Transportation Planning Initiatives Presentation from Mexican Officials on High-Speed Passenger Rail and the Port of Guaymas

[Item #6 Video Link](#)

Note: Some presentations and dialogue are in Spanish and are noted accordingly throughout the item.

Mayor Romero: Our first presentation will be on passenger rail, but I just wanted to make sure that the audience present and those watching on YouTube, that you understand some of the presentation will be done in Spanish. Here in the PAG office, we have headsets for interpretation. The slides will be available in English, and following the presentation, any questions and answers between PAG Regional Council members and the presenters will be interpreted directly to the room. For anyone listening on YouTube, the slides will be in English following the meeting. We will provide audio online as soon as possible. That includes the English interpretation of the remarks for the first presentation and hopefully the second one as well. I, for one, would like to welcome Fernando Sanchez-Roldan, the Head Council of Mexico, and also Carlos Lopez, Contract Project Manager at ADOT. This is going to be the first presentation, Plan Mexico 2030, including high-speed passenger rail initiatives on both sides of the border. Supervisor Heinz actually requested this item, so I'd like to invite Supervisor Heinz to introduce the item.

Supervisor Heinz: Sure thing, and thank you, Chair Romero. Very excited to have so many friends and guests here. I appreciate everybody coming. This is

entirely voluntary, but I think an important conversation to have, especially among my colleagues here today. This is the Pima Association of Governments. We have representatives from all of the jurisdictions in Pima County, and these kinds of regional infrastructure projects take years of planning, collaboration, cooperation, and it's something that will be of tremendous benefit to Pima County, southern Arizona, and, frankly, to Sonora and to both of our nations. So, I truly appreciate all the folks and their willingness to speak with me, to answer some of these questions, and to be here today. We also do have representatives from three of our federal delegations here, and I just want to acknowledge and extend my appreciation to the offices of Sen. Kelly, Sen. Gallego, as well as Congresswoman Grijalva for sending folks, as well as some representatives from our Southern Arizona Chamber. So, I will invite, actually, if Consul Sanchez, we have a seat for you. I just saw it when I sat down. There's a seat for you right there, so come on up. And for this first presentation, obviously it's Consul Sanchez who will be providing opening remarks. And then Álvaro Madrigal, Head of the Unit for Economy, Information, and Railway Regulation, which is Mexico's Federal Secretariat of Infrastructure, Communications, and Transport, will be sharing the bulk of the presentation. Slides, as you heard from the Chair, will be in English, and for the virtual presentation from the official in Mexico, we will have our headsets. Those of us here in the room who require them will have headsets for translation. And, yeah, thank you again, Council, for being here.

(a) Plan Mexico 2030, including High-Speed Passenger Rail Initiatives on Both Sides of the Border

Plan Mexico 2030 and specifically, the Sheinbaum administration's plans to invest in high-speed passenger rail throughout various corridors of the nation, including connecting Mexico City to Nogales, Sonora, and regarding ADOT's current planning process for the development of high-speed passenger rail between Tucson and the Phoenix valley.

Presenters Video/Audio is Linked Below:

[Fernando Sánchez Roldán](#) (YouTube Video/Audio)
Head Consul of Mexico in Tucson

[Álvaro Madrigal Montes de Oca](#) (YouTube Video/Audio)
Head of the Unit for Economy, Information, and Railway Regulation
This presentation is presented in Spanish.

PowerPoint (English): [Item-6a-Trenes-Pasajeros-Passenger-Trains.pdf](#)

Fernando Sánchez Roldán: Well, as you can see, it's one of the most important projects of the [[INAUDIBLE 24:25](#)], talking about infrastructure. I just want to say, imagine if we can travel from Nogales, Arizona, to Mexico City. That's going to be something amazing. So, thanks again. I'm looking forward to working with all of you. And if you have any questions, if there is something that we can do, the consulate, it's always open to talk about this project. So, thanks again.

Mayor Romero: Thank you, Mr. Consul Sanchez-Roldán. We really appreciate the presentation. We are equally excited for the possibility of passenger rail throughout Mexico that will connect the United States, especially Tucson and Nogales, to Mexico. There have been passenger trains functioning before from Nogales. The Sierra Madre Express and the American Orient Express operated for years. And there are tourism trains that would leave from Nogales Sonora to El Fuerte, and from El Fuerte to Copper Canyon, as a matter of fact, El Chepe. My family took El Chepe from Mazatlán to Copper Canyon. And so, we know about the experience that Mexico has with train. How do we connect? How do we make sure that as the conversations continue to happen in Mexico, how do we make sure that we're connecting the tourism piece as well, right, the connections from Tucson and Nogales and southern Arizona, and I imagine all the state of Arizona into Mexico? Because at the end of the day, one of our big interests, at least for me, is to make sure that we continue cultivating the tourism opportunities that we have back and forth from Mexico to Arizona, but also the economic development opportunities. So, I don't know if there's an answer to that, but I would love to be able to cultivate those two experiences.

Fernando Sánchez Roldán: Yes, of course, Mayor. It's important to say that we are not just talking about infrastructure, because there is another part, as you say, we are talking about tourism. So, this first dialogue, this first explanation, was about infrastructure, but of course we can do something very similar, talking about tourism, cultural exchanges, and all what is necessary, because maybe there is this question that we say, OK, there is the railroad, and then what? So know we are talking with other secretaries to make sure that this happens. And as you say, it's very important, I guess, that our headquarters of tourism in Mexico, they are

more than interested in talking about this, and for sure we can continue talking about this.

Mayor Romero: Thank you so much. I think that it would be very important for boards and councils like these to continue the conversation with the government of Mexico to make sure that there is opportunity for tourism, right, which is a very natural back and forth for both sides of the border. For Arizona, Mexico is our No. 1 trading partner, and we see the investment of Mexican companies in Tucson and in southern Arizona, and then of course the tourism piece. But just to make sure that rail will have capacity for both passengers and tourism, and also for freight and economic development opportunities. And I don't know if that's the plan, but I would love to be able to build on the natural economy that we share.

Fernando Sánchez Roldán: Yes, and as I told you, I guess that we can invite them and they can provide more information, but definitely that's something that we are thinking. We are thinking to build this project with everything that involves the success of a project, of infrastructure like this. So, we are going to be very happy to invite tourism, and we are going to be very happy to invite cultural and all those secretaries that are part of this. But yes, for sure, that's something that I'm going to do. And for different and, in the future, for other boards, we are going to be happy to invite them. So yes, this is something trying to answer your question. Yes, it's something that we are thinking of.

Mayor Romero: Well, I want to personally congratulate President Sheinbaum and her entire team for really being a visionary and really making this infrastructure investment in Mexico, and also as a benefit to the United States as well, connecting to border cities. Any other questions for my colleagues? Supervisor Heinz?

Supervisor Heinz: Thank you again, and the reason I wanted us to all talk about this is because seeing what Mexico is doing, seeing this amount of investment, and you can see from its three phases, but there are multiple segments that are coming up on completion. This is not some sort of pie in the sky, maybe this could happen. They are doing this, and when we see this kind of investment in infrastructure, which we know certainly on this side of the border, trains, infrastructure take many years to plan. When we have such an important, unique border region, the economic potential, the tourism potential, like the mayor mentioned, I think we need

to be aware of this, and as a council, I think, do whatever we can in conjunction with the Governor and with ADOT and with our federal delegation to encourage at least some kind of mirror development on this side of the border. I'm happy to drive to Nogales, Sonora, that's OK, but I would much prefer to step on a train in Tucson and then get off of a train later that night in La Ciudad de Mexico, and I think that would be a goal, and because it does take quite a long time to get these things done, it's so important for us to start really aggressively advocating for that so that we aren't 5, 10, 15 years behind where our neighbor and friends to the south are, so I appreciate the indulgence of my colleagues, and of course, we're going to now hear from ADOT.

Mayor Romero: Absolutely. Thank you for bringing this item and making sure that we're connecting the dots on this side of the border as well. Mayor Murphy, and then Mr. Maxwell.

Mayor Murphy: It's good to see you again.

Fernando Sánchez Roldán: Good to see you, Mayor.

Mayor Murphy: It was good meeting you the other day. Is there an approximate time frame, because I saw the yellow line, Guaymas to Nogales, is under assessment. Is there an approximate timeline on that? And then as we do move forward, bringing Santa Cruz County in, because we can't leapfrog over Santa Cruz to get to us, I think it would be good to at some point, once we learn more and we get closer to work with staff, they don't have an MPO necessarily like we do down there, and how do we connect that up, bringing Santa Cruz County in with Pima County? Thank you.

Fernando Sánchez Roldán: OK. Well, I want to be honest, and we are finishing the first step, so they are doing all these requirements and studies, but for sure with the communication that we have with Secretaria de Infraestructura, Comunicaciones y Transportes, I can provide information about the times when we are sure about that. I'm thinking this project is going to be during President Sheinbaum's administration, so everyone here in this hall, we are waiting for it. So we hope that it's going to be very soon. But yes, they are, as Maestro Alvaro says, it's the first part, and they are finishing that part, that is Mexico City, Querétaro and Pachuca, and then they are going to continue with the other parts, but

when we have a date, we are going to be very happy to share with all of you.

Mayor Murphy: Great. Thank you.

Mayor Romero: And I guess the second piece of that question would be for Mr. Ortega, in terms of inviting Santa Cruz County to our table as well. Could we do that?

Michael J. Ortega: Madam Chair, Mr. Murphy or Mayor Murphy, that's certainly something that in a future conversation we could certainly have them at the table and invite them. They are part of SEAGO, Southeast Arizona Government Organization, so they don't have their own MPO, but they are certainly part of a COG that we could invite, but it would really be Santa Cruz County, not the region, I think.

Mayor Romero: Thank you, Mr. Maxwell and then Chairman Jose.

General Maxwell: Thank you, Madam Chair. I guess my follow-up is, I'm curious. One, it's a great undertaking. I mean, that's enormous, and when I think about the time, money and effort that's going to be put into making something like that a reality, it's going to be a huge lift. Do you know if there's any conversations currently ongoing either between your organizations that are driving this and moving it or the government to government with either the federal government to talk about this, where a lot of our investment in rail comes from the federal level, or at least the state of Arizona, because we're going to learn a little bit more about an ongoing potential enhancement. But it doesn't necessarily align with the electric trains that you're using, the electric tracks, and so it's a different system. But are there conversations right now at either one of those two levels as well?

Fernando Sánchez Roldán: Well, yes, definitely the answer is yes, and we are going to start to talk about other projects with Arizona State particularly, but yes, the federal government and the United States Minister of Transportation, they are talking. They are having a constant communication because, as we know, those projects have benefits for both parts of the country. So, yes, for sure they are having those, and the further communications that we have with Arizona State, that's something that we are working on with the Consul of Phoenix. We are going to let

you know because that's something that involves all of us. So, yes, the answer is yes, we are having those conversations.

General Maxwell: Thank you for that because rail is something that quite often in the U.S. gets overlooked, and it's a challenging area to get support for, so I appreciate that as well. So, thank you again. Thank you, Madam Chair.

Mayor Romero: Yeah, I'm really super excited about the work that is being done. Maybe we should all go and visit to see the work. I know that I was highly impressed with the bus rapid transit systems in Mexico City and the bus rapid transit systems in Guadalajara, and so there really is a lot we can learn from our neighbors in Mexico. Chairman Jose.

Chairman Jose: Good morning, good afternoon to everyone. Thank you for the information. At least from my limited knowledge, I know a lot of this discussion has been talked about years before, and now thanks to President Sheinbaum and her aggressive effort to make things happen, things are happening in Mexico. You know, billion-dollar projects are going on, and I've been involved with a few of them and involved in one right now. My only thing is that I see you got MP and ENA there on your screen and so forth. We need to make sure that the right stakeholders are at the table for these projects. The flip side to that, for us here in the states, and whether it be the counties or the regions or whatever, Mexico is moving, and are we ready for it? Because the United States and Arizona have been in discussions for many, many years, but I think the problem is they can build a system that works, but it's only going to work up to a certain point, and what are we going to do? We have to have those long-term discussions. Are we ready for it? I mean, take a look at the Transcontinental Highway and so forth like that and how that plan and so forth, how some areas built it, and other areas are still trying to work through the system. And so long-term planning is important, but then administrations are going to come and go, and people are probably going to come and go within this group here, but we need to have that long-term plan because I think it's going to be a win-win situation for both if we're both looking at the same thing, regardless of the politics, regardless of the policies, regardless about moving forward for the people. We've got to take the politics out of it and put the business sense on in order to make this happen because I think it is a win-win situation. I mean, I drive to Hermosillo to get on a plane to go to Mexico City. It's a lot easier for me

anyway. It's a couple-hour flight from Hermosillo, so I go to Phoenix. I've got to go to LA or I've got to go to Houston or I've got to go all over the place before I get to Mexico City. And I'll tell you, I drove to Mexico City one time, and I'll never do that again. Too far. So, I just wanted to say that I appreciate that. We know this is coming, but what are we going to do? Are we ready for this discussion? It sounds good. It looks good. But it doesn't work if we don't go to work. That's all. Thank you.

Mayor Romero: Yeah, a point well taken, Chairman Jose. I mean, there's so much in southern Arizona that we can offer, right, that we can offer Mexico, that we can offer the entire state of Arizona. And that's why the Association of Governments, as an MPO, has a responsibility to have vision to plan for the future. And so, what's the next step, I guess, after this particular presentation? Because, you know, how do we plan with the state in terms of doing a passenger rail and, you know, be able to have freight as well, or a hybrid approach from Nogales through the Arizona-Sonora corridor, which would include Nogales-Tucson, Tucson-Phoenix. But then how do we connect to the port of Tucson, which is our rail port here in southern Arizona? There's lots of questions that we need to start planning for, but I appreciate Supervisor Heinz, you bringing this to our attention, because we do need, as a planning organization, we do need to sit down and really take a look at what we can do. Mr. Maxwell, and then we're going to go to the second presentation because we have three presentations.

General Maxwell: This will be quick, Madam Chair. You're absolutely correct. The thing that I think we've got to understand as a region is rail in this country is so controlled by the federal government. I mean, the brief we're going to get from ADOT now is going to really deal with an Amtrak program and an IJA investment from President Biden's administration. And it's important to remember that that's where we really need to move more so than the state. We have to make sure the state and the region are interested and willing to do it, but it's really going to be somewhere we may have to expand who we engage with to go as an organization more toward the federal government.

Mayor Romero: Yes, absolutely. If there are no other questions or comments on this first presentation, thank you, Mr. Consul, for your presentation.

Fernando Sánchez Roldán: Thank you, Mayor.

Mayor Romero: I think Mr. Madrigal had his hand up. Is this Alvaro Madrigal? He's the one that presented. I think he had his hand up. I don't know if we'd like to allow him to speak.

[Álvaro Madrigal Montes de Oca](#) (YouTube Video/Audio)
Comments in Spanish

Mayor Romero: [Comments in Spanish](#) (YouTube Video/Audio)

Our second presentation is regarding passenger rail corridor study. It will be presented by Carlos Lopez, who is the project manager with the Arizona Department of Transportation. Mr. Lopez.

[Carlos Lopez](#) (YouTube Video/Audio)
Contract Project Manager, ADOT

PowerPoint: [Item-6a-Intercity-Rail-Study.pdf](#)

Mayor Romero: Thank you, Mr. Lopez. Any questions, comments on this item? Mayor Murphy?

Mayor Murphy: Just a quick couple, I remember from a really good SALC convened-meeting many, I don't know, two, three years ago now, probably, that on the sunset line, because of the distance of it, the operations and maintenance of it could be covered by the federal government, but the state one, it's a shorter line, so the state would have to pick up the O&M of conducting it. I just wanted to verify that was still the case. And earlier, to Mayor Romero's point, that if we do get it to the airport, and we're trying to connect with the line in Mexico, we still have a gap. So, if you're taking it from Phoenix or from the north, even from there, and you get to the airport, well, how do you get down to Nogales to pick up the passenger rail that Mexico is working on? So just, I know the future is past Tucson, but, you know, please keep that in mind, because there still will be a gap for that. Thank you.

Carlos Lopez: Absolutely. Madam Chair, Mayor Murphy, thank you for your question. As far as cost of operations, improvements that are required, that is part of the service development plan to work with the

railroad, with Union Pacific, and to figure out opportunities for passenger rail between Phoenix and Tucson, and all passenger rail related costs would fall under the passenger rail program. Similarly, Amtrak's long-distance service, their operations and maintenance costs will fall under their scope for their longer distance service between LA and New Orleans. So that's more to come, depending on the analysis, the needs, and obviously the funding. As far as future connectivity to Nogales, definitely, and that is captured in the state rail plan vision with connectivity to the Mexican border. The segment from metro Tucson and metro Nogales is included in the state rail plan. I would also include that the FRA also announced that they will be soon accepting additional segments, additional corridors under the corridor ID program, so that could be an opportunity to consider for that corridor.

Mayor Romero: Mr. Maxwell.

General Maxwell: Thank you, Madam Chair. One thing is, as I recall, the initial part of the whole approval of this Connecting Cities plan from the IIJA did include some of those operational dollars you're alluding to for several years, but there was a point where it would stop and then it would have to turn over and be self-sustaining at some point. For connectivity right now, you mentioned the airport. I think the current plan, correct me if I'm wrong on this one Carlos, stops really at downtown Tucson right now. That's the line they're using. And if Amtrak's the one that's operating it, it might be using some UP sites that the whole daily line may be a continuation of the same train that makes a run up, may continue to LA. That's all to be worked out. But the big thing is, was there not some operational funding for a set period of time? And then at that point, it's either got to be self-sustaining or taken over by somebody else?

Carlos Lopez: Madam Chair, Mr. Maxwell, thank you for that follow-up. I will verify that and get you the appropriate response and clarification on funding allocated as part of IIJA. So, I'll add that.

Mayor Romero: Supervisor Heinz.

Supervisor Heinz: Thank you, and I really appreciate you being here, Carlos, and the presentation. Part of this might have already been discussed, but to your knowledge, has ADOT or the feds considered any of the Mexico Plan 2030 in what they're doing? I'm assuming they have

awareness of this. I can't imagine that this is the first meeting that this has been discussed, but has that been contemplated? And does that help to get the segment from Tucson to the border to Nogales a higher priority in terms of including it in that Corridor ID program or making it part of the study area? Or does the whole process have to restart back at 2011 to get to where we are now on the Tucson to Phoenix part? I would just hope that in light of what Mexico is obviously doing and what we've already accomplished to this point, that there is a way that we don't have to do 12 or 15 years of pre, I'm just trying to get an idea of the timeline and where the feds might be able to get us in terms of the segment, the gap that we're talking about.

Carlos Lopez: Madam Chair, Supervisor Heinz, there might be discussions regarding Arizona's initiatives with Mexico's 2030 plan at the higher levels. My specific area has been the proposed Phoenix to Tucson project, and I certainly appreciate your initiative to bring this discussion together to further enhance that. As far as the proposed connectivity to Nogales, it doesn't require, for example, the environmental study that ADOT conducted in 2011 and 2016. That definitely was a plus to the FRA to help approve the corridor and enter into Corridor ID but given the documentation in the overall State Rail Plan, the Nogales to Tucson corridor could be an opportunity to use that effort and apply it into the federal Corridor ID program.

Supervisor Heinz: Just let us know who we have to talk to. How can we be helpful to facilitate that and to really elevate and highlight this and the importance, given what Mexico is doing? I'd appreciate that.

Mayor Romero: Yeah, Supervisor, that's an important question. Maybe we could ask the Executive Director to look into what the process is to have PAG get ourselves in line for FRA funds and/or State of Arizona funds to be able to plan for what we want to see in the future of Tucson to Nogales. Any others? Alrighty. We have a third presentation today. I would like to invite Uriel Brito, I think, from the Port of Guaymas representing Commercial Manager, Acuña. I don't know if Francisco Acuña is with us today. And then Juan Francisco Salcido Burrell, Director of Regional Projects in CODESCO.

(b) Port of Guaymas Expansion and Upgrades, Implications for Cross-Border Trade and Commerce with Pima County, Arizona

Mexico's ongoing and future planned upgrades to the Port of Guaymas in the state of Sonora, anticipated effects on exports and imports from/to northern Mexico and the Southwestern and Western United States, and implications for the Nogales Port of Entry, the I-19 corridor, Pima County, and the Port of Tucson.

Presenters Video/Audio is Linked Below:

Uriel Brito (YouTube Video/Audio)

Port of Guaymas, representing Commercial Manager ASIPONA (National Administration of the Guaymas Port System)

PowerPoint Presentation (English): [Item-6b-Port-of-Guaymas.pdf](#)

Mayor Romero: Thank you so much. Appreciate the presentation. Do we have any others presenting?

Juan Francisco Salcido Burruel (YouTube Video/Audio)

Director of Regional Projects

Council for Sustainable Economic Development of Sonora (CODESO)

Francisco Acuña Mendez (YouTube Video/Audio)

Representing President

Council for Sustainable Economic Development of Sonora (CODESO)

Mayor Romero: Thank you, President Acuña. I really appreciate your presentation, for joining us today, and Mr. Salcido for joining us today. Do we have any comments or questions on this presentation? Mayor Murphy and then Supervisor Heinz.

Mayor Murphy: Very informative. I think I follow these things over the years, but then I feel like I'm lacking on the updates, so it really is wonderful to hear these presentations. Just a quick question, are most of the rail improvements coming from the federal government in Mexico where the Guaymas investments were more private? I was kind of getting a feel for that and just wanted your feedback on that.

Francisco Acuña Mendez: Sure, and Guillermo, if you want to kick in as well, but in principle, the railroad, you're correct, is 100% federal

investment. In terms of the port, I will say it's a hybrid. The first round of maintenance and upgrades, the enhancement of the port, the highway connection to Chihuahua and El Paso, the enhancement of the highways coming to the port, the new dock, that investment is federal. Right now, the enhancement for minerals, the enhancement for LNG, the enhancement for the others are open concessions, open for bidding that Mexico is looking forward to partner, and to be very honest, ideally with North American companies to be able to strengthen that trust and that USMCA spirit. One of the elements that has been discussed within Mexico is Sonora is uniquely positioned to be a USMCA partner for some reasons, historic reasons. Sonora is the least linked state with China from the border of Mexico, and I think that creates unique incentives to do something with the U.S. So absolutely, actually part of these visits being discussed with North American investors is how they can participate in this enhancement on the private side.

Mayor Romero: Thank you. Supervisor Heinz.

Supervisor Heinz: Thank you, Chair Romero. And thank you all for this presentation. This has been incredibly informative. And like Mayor Murphy said, I've been following maybe a bit here and there peripherally, but just really seeing all this coalescing and coming together and seeing the progress you've made has been really reassuring, motivating, all of it. So, I guess something that I would like to figure out from my colleagues and also our presenters, what, and I neglected to mention when I was sitting in Senator Gallego's office in December, he spoke quite a lot to the assembled group about his interest in and really helping to facilitate preparing southern Arizona, preparing Pima County, preparing Tucson to participate in the trade corridor that you described and that you demonstrated. And what are the next steps that we have to do as PAG, as a region, working with our federal delegation and the state, to really advocate for southern Arizona here in terms of being a major part of, like, what do we have to expand or change or connect or do to make sure that we can participate here so that this vision that you have in terms of the expansion of the port of Guaymas can really travel directly north here and beyond Nogales, obviously? What can we be doing in Tucson and in Pima County too to prepare ourselves, and I'd love to hear some thoughts on that.

Mayor Romero: I think that, more than the conversation that our guests

are bringing to us, that is an important question to ask ourselves and make sure that we are planning to make sure that we're part of this conversation. Right? That we are on the eyes of the individuals making decisions for the Port of Guaymas. I did notice that your video has a connection from Nogales to Phoenix and Tucson was left out. We're going to have to change that to make sure that Tucson is on that dot on that map because that's what we want. We want to make sure that Tucson plays an important piece of the economic story of the Port of Guaymas and what's happening in Sonora. So, I think that's an internal conversation that we have to have as a planning organization. These are the big issues that we have not had the opportunity to have conversations on because of other distractions. So, I welcome this conversation, Supervisor, and absolutely, we have to make sure that our friends at the Port of Guaymas are thinking about Tucson as a strategic partner to be able to move their goods and commodities from Guaymas through Nogales into Tucson and then to the rest of the country. So, I don't know if there are any others. Chairman Jose?

Chairman Jose: Thank you for all the information. I have a lot of questions, but I think probably for another discussion. I think we need to look at the bigger picture on this because years ago, it was talked about how the imports were being strained in California and so forth, and everything was shifting down to Guaymas, and then Guaymas was getting heavily strained with the imports there. Then there was talk several years ago about other areas of possible imports in Mexico, but that didn't go very far. But we're talking about the imports, we're talking about the high-speed train and so forth like that, but I think we need to look at other factors. The highways and byways, the roads, in Nogales, because you know right now in Nogales it takes like forever to get back to the United States, and even sometimes going south, and the trucks that are coming through there, it's a bigger picture when we're talking not only the rail but even the roadways and so forth. You see trucks lined up for miles and miles and miles on some given days, and so something we don't have control of, but the federal government at the ports of entries have. I know there have been discussions about expanding some of those, but if you look at Nogales, there's not much room to expand. So other ports of entry, San Luis, expanded very largely, and a lot of the trucks coming down from Hermosillo go across to, I mean, there's trucks and trucks and trucks, but it's beyond that. I think we're just kind of micro-focusing on Nogales, Tucson, but we got to look at the bigger picture on there. Because you can

build all the infrastructure south of it, but if the U.S. is not in the game, then it doesn't really mean anything. That's something beyond our scope of work but we need to have those discussions on the federal level. I mean, just look at tourism, a lot of the people coming through Pima County, coming through Tohono O'odham Nation on any given weekend, especially holidays, are not from Arizona. They're from Texas. They're coming through, and they're going to Puerto Peñasco. It's a lot shorter trip to go there than to go to California or go to the Gulf of Mexico. How do I know that? Because our police told us the data. So again, all those things intertwined on the bigger picture and if we're going to focus on some of these things and put billions of dollars into this infrastructure, we've got to think about the rest of the infrastructure because it all works together. That's all I'm saying. I know there've been talks about this years ago about building those ports of entry and building the roadways and so forth in Mexico from Nogales to Hermosillo, the improvements on the road, it took years to do that. I drive the road a lot so but other areas, even here in the United States. So anyway, that's all I'm saying is that I think we need to really look at the bigger picture in terms of the federal government, the United States federal government's responsibility at the ports of entries and not only in this area, but other areas as well, too, to keep the, I mean, it's never going to stop. Like I said before, administrations come and go, but to build the infrastructure for commerce is beyond my life, I know that. It's going to keep going. So we've been building this and building this, but if we don't keep knocking at the door in terms of other government, other levels of responsibility on the federal government. I appreciate what Mexico is doing. I appreciate that they're rolling up their sleeves and going to work while we're over here in the United States kind of fighting each other still trying to figure out what we're going to do. We need to roll up our sleeves and go to work, too. Because you all know, as our regions, cities and towns, we got roads, we got homes, we got all this stuff that we got to build on, but how are we going to focus on the bigger picture when we still got these little things at home that we got to work on? So, we got a lot of work to do. The only way we're going to do that is if we work together and communicate on that, because we can do all the planning and hear all the presentations and everything like that, but if the top dog over here, the federal government, is not thinking that way, do we know what they're thinking? Do we know where they're going? So how can we utilize that information to plan our strategic roadmap to meet the objective of our partners doing what they're doing? Maybe we need to ask them. They're doing things. They're making things happen. So that's all I'm saying. I think

so, there's a bigger discussion that we need to have and more information that I think we need to bring to the table to really develop and design a roadmap for our future endeavors at least for PAG and RTA. My thoughts. Thank you.

Mayor Romero: Thank you, Chairman. I really appreciate your commentary. I was seeing a lot of nodding around the table when you were speaking in terms of being able to create the vision and then work with the different jurisdictions to make that vision happen and to continue making sure we put Tucson and our region on the map for direct foreign investment as well as federal investment in our infrastructure to make sure that we're playing a role, we're playing a part in all of the incredible work that's happening on the Mexican side of the border and being able to connect that infrastructure to what we need to do here. So lots of work to do but appreciate the presentations. Supervisor Heinz, did you want to close it off with anything?

Supervisor Heinz: Sure. Again, thank you to all of our guest presenters. I started asking a few questions, and it turned into a bit bigger set of presentations than I anticipated, and I think very enriching and very informative. So, thank you all. I would like this to be the beginning of a series of discussions. I feel that Pima Association of Governments has a very important role to play in this, and maybe Mike if you want you can talk about this now or later, but Mike, I would like to see this body, this council be very actively involved in pushing and aggressively moving forward and working with our federal delegation and the governor's office and, of course, ADOT and the state of Arizona and this entire region and our neighbors to the north and south on both of these projects. Whether that's some dedicated staff time or whatever that looks like initially, I would like to see us make that happen so that this isn't a one-off thing but this is maybe a quarterly or a couple times a year kind of conversation we have or whatever's necessary to make sure that these things are moving forward and that the planning that can take so many years on this side of the border is happening so these plans can bear fruit in five, six, seven years, if possible. So, thank you all.

Mayor Romero: Thank you so much for bringing this to us. We should absolutely continue the conversation. Hopefully, we'll expect a process detailed by our Executive Director in terms of any necessary steps that we need to take as a Regional Council for federal investments in rail, as well

as continued conversation with the Governor Hobbs. I do see some representatives from our congressional delegation are with us. Thank you so much. We really appreciate it. Thank you for being interested in the conversation. Of course, to our Consul of Mexico here in Tucson, Fernando Sanchez Roldán, thank you, Mr. Consul. We really appreciate you, as well as our presenters Uriel Brito, Francisco Acuna, and Juan Salcido. Thank you so much for being with us. We continue looking forward to continued discussions with you all. Thank you.

We're going to take a little bit of a break, only because we have to have staff collect the headsets before we move on to the next item. I also want to thank Azuli Language Solutions, which is a locally owned company, for providing interpretation services today.

[Returned from Break](#)

Mayor Romero: Just want to make sure that we come back to continue the meeting. Sorry about that. We were all having fun having our conversation, so we need to bring some attention to this. Yes, we have some items still to go, so wanted to call us back all in to continue with our items. Item 7 is the fiscal year 2025 through fiscal year 2029 PAG Transportation Improvement Program. Staff will provide details on TIP Amendment 2025.030 as provided in the meeting materials. Mr. Ortega.

7. **FY 2025–FY 2029 PAG Transportation Improvement Program (TIP) Amendment #2025.030**

[Item #7 Video Link](#)

Michael J. Ortega: Thank you, Mayor. I do have Adam on board to make a very brief presentation. Keep in mind, this has been vetted through the Management Committee with a recommendation, and we would be looking for approval of this today, Mayor.

Mayor Romero: I'd like to move the item.

Mayor Winfield: Second.

Mayor Romero: There's a motion and a second on moving the item.

Mayor Winfield: Adam's got a presentation.

Michael J. Ortega: It's not necessary unless you want to go through it.

Mayor Romero: I think if we feel comfortable –

Mayor Winfield: I feel comfortable.

Mayor Romero: OK. With that, we have a motion and a second. Any further discussion on this item besides not hearing the presentation? OK. If none, all those in favor of the motion, please signify by saying aye.

Council Members: Aye.

Mayor Romero: Any against? Motion carries. Item 8 is draft fiscal year 2027 through fiscal year 2030 Coordinated Public Transit Human Services Transportation Plan. Mr. Ortega.

8. Draft FY 2027-FY 2030 Coordinated Public Transit - Human Services Transportation Plan

[Item #8 Video Link](#)

Michael J. Ortega: Again, Mayor, this is an item that's been brought to the Management Committee. A detailed presentation was made to them. They did recommend approval by the Regional Council. We do have staff available if you have questions. Other than that, I would be asking for direction on this item and approval.

Mayor Romero: May I have a motion, please?

Mayor Murphy: To move the item?

Mayor Romero: Yes, to move the item.

Mayor Murphy: Yes.

General Maxwell: Second

Mayor Winfield: I do have a comment.

Mayor Romero: Yes.

Mayor Winfield: So, staff brought to my attention that on page 71 of the document, it mentions Oro Valley Sun Shuttle Dial-a-Ride. At least according to their reading, it gives the impression that in 2025, transit services are being provided by a vendor, MTM Medical Transportation Management, and that's not accurate. We self-perform most of the transit services in and around Oro Valley, and we'd like to ask that that be corrected.

Michael J. Ortega: Madam Chair, Board Member Winfield, we'll make that correction. Thank you.

Mayor Winfield: Thank you.

Mayor Romero: Any others? I think I would say the only question that I have is how much total 5310 funds come to our region?

Michael J. Ortega: Madam Chair, let me ask Genine. Genine, do you have that information handy?

Genine Sullivan: I do. Approximately \$1.2 million to \$1.4 million annually. Sorry. Helps to hit the button and turn the mic on, doesn't it? I apologize for that, Madam Chair. \$1.2 million to \$1.4 million a year, roughly, is what comes into the region through preliminary awards.

Mayor Romero: Is it based on need, or how are those decisions made in terms of the 5310 funds that come in?

Genine Sullivan: Sure. That's a great question. ADOT serves as the direct recipient of FTA section 5310 funds. PAG is part of the review process for all applications for that funding in the region. We provide recommendations to ADOT, and ADOT makes the final determinations and then sends out preliminary award letters.

Mayor Romero: Is it based on like population or is it based on need? What's the determining factors for the amount that we receive in 5310?

Genine Sullivan: That's a good question, Madam Chair. So, with regard to the amount of money that comes into the state, the federal allocations, those are determined at a higher level and then ADOT announces through the NOFA, the Notice of Funding Availability, on what are the amounts available to the different

regions across the state, both for rural and urbanized areas. With regard to the actual subrecipient, the way the determinations are made by ADOT as the direct recipient of the funds, there is a rubric that is used, and applications are scored on a variety of different criteria, and it's relative to the project that they're applying for. There are different types of projects, some are capital projects, which an example would be for a vehicle, or a non-traditional capital project would be preventive maintenance to keep the vehicle on the road. There's also operating funds and a long list of other types of projects. But regardless of the project type, a rubric is used, and that rubric is defined by ADOT.

Mayor Romero: Yeah, I know that worthy, worthy non-profit organizations are providing really important services to our region. I'm just curious about how the state decides how to put the funds out within the state.

Michael J. Ortega: Madam Chair, I know that those decisions are made at ADOT. We can try to find out how they allocate those and whatever metrics they use, and we can report back to you.

Mayor Romero: That would be wonderful.

Michael J. Ortega: Happy to do that.

Mayor Romero: Thank you so much. Any other questions? All righty, so there's a motion and a second on the floor. All those in favor, please signify by saying aye.

Council Members: Aye.

Mayor Romero: Aye. Any against? Motion carries. We move on to item nine.

Genine Sullivan: Thank you, Madam Chair and members of the Regional Council.

Mayor Romero: Thank you so much. I really appreciate it. Item nine is the Pima Association of Governments' PAG role in providing planning support for transportation safety improvements regionwide.

9. **Pima Association of Governments' (PAG) Role in Providing Planning Support for Transportation Safety Regionwide**

[Item #9 Video Link](#)

Mayor Romero: I know that we have Jeanette DeRenne from PAG, Paul Casertano, and Dr. Teresa Cullen here, as well as Andy Bemis of the City of Tucson. Mr. Ortega, did you want to introduce the item?

Michael J. Ortega: Just very quickly, Mayor Romero, this was a request that you had made last meeting, I believe, and you'd asked about more information as to what's going on in terms of the safety improvements and safety planning systemwide and regionwide. And so we gathered these folks together. They do have some presentations. They are hopefully brief, but I'd like to turn it over to them if it's OK with you all. Thank you. Jeanette, do you want to take the lead?

Jeanette DeRenne: Yes. Mayor Romero, members of the Commission, thank you. Mr. Ortega, I do want to invite up to the table Andy Bemis from the City of Tucson, Department of Transportation Mobility, Dr. Cullen with the Pima County Health Department, and Paul Casertano with the Pima County Department of Transportation. If you'd like to join us at the table, I have prepared a few slides as well as a demonstration of some of the tools we use here at PAG for safety planning. I'm going to allow them to get to the table as we get our presentation rolling. Go ahead and see if I can, bear with us. We just got a new system here, so we're giving it a test run.

Michael J. Ortega: As we set up here, Madam Chair and members of the Council, we just invested quite significantly in our technology here. The YouTube experience should be a lot better, hopefully. The cameras are now not just the one in the middle, but we have several around the room that do have zoom capabilities. And then the audio, of course, has been on a steady improvement since we implemented it. So, I just wanted to give you a heads up on that.

Jeanette DeRenne: [Report and Demonstration](#)

Mayor Romero: Mr. Maxwell.

General Maxwell: Thank you, Madam Chair. I think you just kind of answered it. So, when you say where they're coming from, that's where their record of home is. That's why you get to the folks that are outside of our region because that's in

the university. You've got students that their homes are elsewhere. So, it's not saying this is where they came and are either riding bike or walking and that's where they had the accidents. The other question I had is can you also break this out by time of day?

Jeanette DeRenne: Yeah.

Hyunsoo Noh: We are currently using the data and our RMAP 2024, which is actually the breaking down to the time of day, AM peak and the PM peak, and the midday and nighttime. So those four time of days are available.

General Maxwell: Thank you. That'd be great. I think that'd be another thing of interest because we have a lot of conversation about when these accidents happen, and I think that's important. Thank you, Madam Chair.

Michael J. Ortega: Madam Chair, one of the things as you're listening to these presentations today, it was great, it was very timely to ask about safety because what is going before the voters, the \$2.67 billion plan in essence is about safety. And I think what this does is it translates how a project that is in one jurisdiction actually has impact on the region. And although we had to draw the lines right on what the boundaries were, when you really look at it this way, and you start to analyze, from particularly a safety standpoint, the magnitude and value of that regional investment. So we'll talk, I'll make some closing remarks at the end. But I wanted to just kind of frame that for you to be thinking as we're going through this discussion.

Mayor Romero: Thank you. Well, I think that's why one of the reasons that I decided to bring this item here is because I know that the City of Tucson and the Mayor and Council are working really hard on safety issues and including infrastructure for bike and pedestrian safety. But I think it's a regionwide issue. And so I think that PAG should be discussing and working together with Pima County and the other jurisdictions that make up our planning organization because we should be connecting all of it and then making sure that we do take a look at where the areas of need are. Most recently, about 10 years, a little bit more back, you talked about the five E's. There was another E that was added, which is the sixth E, which is equity. Because not all roads are created equal within our region. There are certain areas that are much more dangerous for pedestrians and cyclists, even including cars. And so, we just got to work on a strategy where we're not duplicating the work but bringing it all together. And I know that we have presenters from the City and the County to talk about this. But

that's one of the reasons that I wanted to have this discussion here.

Jeanette DeRenne: Yeah, Madam Chair, that's a very valid reason. And interestingly enough, this data is a number of trips that land on a segment. This is coming from some of those data collection efforts that you guys funded, which we're really grateful for. But we also can add speed on top of this. And we're actually getting that speed data from crowdsourced data. So, we're purchasing data that's surveillance. So, it's coming right off your cell phones and right out of your cars. We've been doing this for years and passing it along to your agencies who are doing a lot of really great work. So, I'm happy to have them here to present on what they're doing. We'll go ahead and start with Andy Bemis from the City of Tucson, if you'd like.

Andy Bemis

Deputy Director, Transportation & Mobility
City of Tucson

[Audio Presentation](#)

Mayor Romero: Before you move on, Mr. Bemis, that was 12th Avenue that you mentioned, correct?

Andy Bemis: Yes, ma'am.

Mayor Romero: OK. Supervisor Heinz.

Supervisor Heinz: Thank you, Chair. What would you attribute specific to the improvements? What do you believe or what does your team believe is responsible for that, I would say, remarkable reduction in accidents and especially in fatalities, specific to the improvements on South 12th that you mentioned?

Andy Bemis: Yeah, I'll speak to that. And at a high level, and maybe anecdotally, I'd be cautious to draw too many conclusions without specific data. But on that corridor, we went from a five-lane cross-section, so two lanes of traffic in each direction with a center-left turn lane, to a three-lane cross-section, so one lane of traffic in each direction and a center-left turn lane. So that limits what is known as a multiple-threat scenario, where when you have multiple lanes in one direction, for a pedestrian crossing the street, sometimes the car in the curb lane will stop, and they block the visibility of the car in the second lane, and that's one of the primary leading causes of pedestrian fatalities. And so, I think

that has a lot to do with it. We also narrowed lanes from what used to be 12 feet or more, and now we come to a 10-foot travel lane, which we observed both on this corridor and just studies nationally that that really helps control vehicle speeds. As a speaker mentioned earlier, speed, whether someone's speeding over the speed limit or not, speed is an implication in every traffic fatality because we know people are more likely to survive if the driver is going slower. And so, there are other smaller changes with signing and striping and things we did on the corridor that I think contributed to those results.

Supervisor Heinz: Thank you. And can I ask for a follow-up of Jeanette real quickly? Thanks so much. In all of the data that you presented, were there commonalities where these things were happening and where they weren't happening in terms of the incidents that you've been mapping for us?

Jeanette DeRenne: Sure. Chair and Dr. Heinz, yes. I mean, there are a lot of similarities that we see. We know that pedestrian and bike incidents happen. Fatalities are happening on our arterial corridors. They're happening at places where there's bikers. And we are a very bike-friendly community. We've made a lot of investments to make sure that our cyclists and our pedestrians can get around. So, we can draw conclusions on specific corridors. Like when we do an RSA study, we'll go out and see what's happening, where exactly it's happening. But depending on where the road is and in what context, if it's in the city versus if it's out a little further in the county or on the outskirts, there could be something different going on that we need to come up with a different solution. In the RATP plan, we provided a toolbox. And in that toolbox, it was recommending context-appropriate solutions. So, depending on where we were seeing a situation where there was a problem, we would recommend a different solution based on many different factors such as speed, roadway width, who is there. All those different things were factored in. So that's that E where we talk about enforcement is one component, but evaluation is where that RATP plan focused.

Supervisor Heinz: Thank you. And I would just remind everyone that the data we just saw was from 2020 to 2025, is that right? Like one of those dots is Chuck Huckleberry, right? We almost lost the County Administrator at the time who was, I believe, standing with a bike. I can't remember exactly what the situation was, but, I mean, it's important to sometimes, you know, the charts and the graphs, but it's people. And with respect, I think it's very difficult to look at the graphs we saw in the beginning with that incredibly awful upward trend in fatalities and casualties and these interactions, these accidents. It's hard to really make, that doesn't quite go. Yes, I think, want to be, we aspire to be a very bike-friendly

community, but we keep running them over and these horrible, these graphs really indicate that we can do better. And one of the best ways to do that is to make sure there's as much of a physical separation between bikes/pedestrians and other traffic of any kind. I'm not lecturing you specifically. I'm just like, so, but you're sitting across from me. So OK, but yeah, I think it's important to definitely put a, sometimes when you can put a name and a face on things. Chuck Huckleberry will never be the same and we're lucky he's not dead. So, but yeah, thank you.

Jeanette DeRenne: Madam Chair and Dr. Heinz. Yeah, you're right. Chuck was one, and as well as many children that are out there that have gotten injured, and we've had a few already this year. One of the things that our web map shows, and I won't share my screen again, but I'm happy to share it with you, is I did throw off the five-lane cross section on the map as well, and you'll see a lot of those yellow hotspots right where that five-lane cross section comes through. And I know the county and the city both have been aggressive at putting in medians and hardscapes to get rid of that five-lane cross section because in a lot of applications, it is quite dangerous.

Supervisor Heinz: Sure. Thank you.

Jeanette DeRenne: With that, I'd go ahead and pass it back.

Paul Casertano

Deputy Director, Department of Transportation
Pima County

[Audio Presentation](#)

Dr. Theresa Cullen

Public Health Director
Pima County

[Audio Presentation](#)

Mayor Romero: Thank you, Dr. Cullen. Thank you so much. Really appreciate the presentations. I want to make sure that we are not duplicating services and that the Pima Association of Governments, as a group, continues digging into the solutions that we need to find to bring down those crashes and fatalities that are happening throughout our streets. Yes, there's engineering. There's also education. And how do we do it in partnership to make sure that this issue is addressed at a regional level versus city of Tucson alone, right? Or Pima County

just doing it on their own. And so that we can find long-term solutions to deal with this public health crisis that's happening in our community. We're also a community that values our dark skies ordinance, you know? So how do we compete in terms of safety and dark skies and the research that's happening at the University of Arizona and within our region in astrology? So, lots of information that is already there. Lots of work that Pima County, City of Tucson, and Pima County Health Department are doing. So, what's next in terms of our communication and the work that we have to continue doing on this?

Michael J. Ortega: Thank you, Madam Chair. I would like to go back to some of the data points, some of the pieces that you saw today. As Dr. Cullen mentioned, some of that's new in terms of their engagement or involvement in the last 18 months or 24 months. But the safety data, the pieces that PAG has been involved and engaged in have been around for a long time. Up to and including helping to form and inform Move Tucson, which is the big master plan for the City of Tucson, helping with the RTA Next plan, and then trying to figure out how best to deploy the resources and deploy that investment. And one of the things that you can consider as you're going through and you're mulling this over, the RTA Next plan, as an example, is a very diverse plan. And so the needs, as you saw from the heat maps, are different in different parts of the region. And so the urban core component, you saw terms like modernization, right? What does that mean? And so, when you start looking at those kinds of investments in the urban core, they're different than in the suburban areas. And so, as we start looking at this, clearly that is an opportunity. We'll call it a next step, no pun intended there, for us to look at what that implementation looks like. And we would obviously look at that after March. But clearly you can see the value and the importance of that safety. But I would leave you with, again, a summary is that \$2.67 billion you all have designated is in fact a safety improvement across the entire region. But we'll keep this on the radar, Madam Chair. And as time goes on, we will come back to this and not only update but also expand some of the conversation to include other corridors and other conversations around the region. Thank you, Madam Chair.

Mayor Romero: I would like Mr. Ortega to make sure that we, you know, whatever committee within PAG or RTA deals with this particular element, safety, pedestrian, bicycle, whatever element or committee deals with this element that they work on this so we can all have the benefit of all of the information that's being put together by Pima County Transportation Department and Pima County Public Health, so that we can bring it to the Regional Council. I don't know, once a quarter or every other month, whenever it is necessary to bring it to us so that it

informs us of the type of investments we have to make. Because I know that we receive federal funds for this type of work. All right, what's around the amount that we receive from the federal government that's coming to our region?

Jeanette DeRenne: Madam Chair, I'm going to, I'm looking at Jamie, because –

Jamie Brown: HSIP One –

Jeanette DeRenne: HSIP One?

Rick Ellis: Madam Chair, the HSIP that Jeanette referenced earlier, that's our primary funding source that addresses this, not the sole one, but that equates to about \$15 million to \$20 million on a, I think it's biannual cycle. So, we're actively competing with that –

Mayor Romero: Every two years?

Rick Ellis: Pardon me?

Mayor Romero: Every two years?

Rick Ellis: Every two years, correct.

Jeanette DeRenne: Madam Chair, if I can add to that, we recently allocated CRP funds that were left over toward these types of projects as well. So, it just depends on where we are with federal funding.

Mayor Romero: I know Chairman Jose had his hand up. Did you want to add?

Chairman Jose: I just wanted to thank everyone for the presentation. It's amazing what data can be pulled and whatnot. I was wondering, and I think I heard it over here, saying that on the day, the day that, can decipher what days fatalities are happening, Friday, Saturday. Because I think that we can work on the roads and everything, and maybe some lighting and everything like that. But I think there are other areas that we can look at to address, because one fatality is way too many. Is it the business around the area? Is it rush hour? You guys do this all the time, but I'm just wondering what other contributing factors could be at those hotspots that are having the fatalities. And maybe it's something that may not be just the road. It may not be. Maybe after, and I know our law enforcement are stretched far and thin, but maybe they need to do an operation where they

need to just focus on that area for visibility. Slow down and things like that. Crosswalks, I mean, people are getting hit crossing the road because there's no crosswalks, and high traffic. So, I mean, there's just so many things outside of that that I think we need to work on. When we talk about this and we think, oh, it's the roads. Yeah, the roads are probably a part of it, but there's so many other things that we can do to address it that may not mean a whole redesign of the road or whatever, but just other things, tools that we could use to hopefully decrease the fatalities out there. That's all I wanted to say, thank you.

Mayor Romero: Mr. Maxwell.

General Maxwell: Thank you, Madam Chair, and thank you for the presentations. Each one of them had its own uniqueness that caught my attention. Seventy percent on the tox test positive on that, that's just scary, and whether it's the driver or the person crossing. But a couple things that I didn't hear on the data, and I'm sure we've probably got them, of the pedestrian deaths, which is what scares me the most about everything we've got there. Do we know how many occurred in either a, because I've heard people be critical even of HAWKs, and I'm going, no, when people are in HAWKs, I think those are safe. I've been on First Avenue when I literally had a car next to me go 50 miles an hour, and the pedestrian that was crossing in a crosswalk was at my left side. I mean, that scared the heck out of that person, it scared the heck out of me. But do we have the data for how many of those pedestrian deaths occur in an actual crosswalk versus outside of it?

Jeanette DeRenne: Madam Chair, yes, we have that data.

General Maxwell: Roughly?

Jeanette DeRenne: Off the top of my head –

General Maxwell: Or if you want to save and get it better, I think it's important for us to understand if they are occurring outside, I mean, the comment, Andrew, that you made about, I was that person in that right-hand lane, and this person didn't stop, and so sometimes I get frustrated when people do stop when it's not in a position you're going to expect somebody to cross, because that's where the danger begins, and that's something we could educate people on, so that was one. And then the other one that I've been hearing a lot through this RTA conversation right now is, are these deaths occurring on roads that have been recently addressed, such as RTA projects, from the first one, which every RTA

project has bike, ped, safety initiatives in it, as well as drainage. We forget that, too, so I mean, there's a lot more to it. People see the safety category, and they go, oh, it's only \$257 million. No, it's closer to \$2.67 billion, as the executive director said, but do we have any data that shows the quality of the road, or the update, the modernization of the road for when we're having more or fewer accidents?

Paul Casertano: I think Jeanette kind of demonstrated that we can look through that lens as well. She demonstrated that we could bring speed data, and origin-destination data. We can also bring the cross-section elements of what types of facilities we're looking at, and when there was reconstruction. We haven't really done that analysis. I can tell you that it's a mix. We see both. It's a very complicated issue, and there are crashes all over the place. Looking at fatalities is one piece, but sometimes a crash and a fatality are simply separated by the health of the occupant, or a seatbelt use, or things of that nature, so we got a lot of complicated factors –

General Maxwell: I understand a lot's going to go into it. The data, though, you have to take it, and nothing's directly comparable, but it builds the case. It's kind of what we talked about at the talk session. It builds the case for what's the problem, what's the human issue that we can change, and I looked at some of the biggest hotspots, and one of them is First, and that's one that hasn't been done yet. It's hopefully going to be done soon, and it's going to bring all those improvements. So, I was just wondering if there was any data from that, because that's part of the conversation we have. The roads just aren't about building new roads. They're about making them safer, making them better, putting enhancements on there and doing that, so thank you, Madam Chair.

Mayor Romero: Yeah, and with the City of Tucson, we have Move Tucson that really focuses on a complete street, what we call, right? That a street is not just for a vehicle. It is for pedestrians and cyclists as well. And so, the commitment that we've made in the City of Tucson and Mayor and Council is that any RTA projects that we commence and finish in the city will be a complete street. We are following our own Move Tucson priorities as we rebuild as well. I know there's a comment over there. I'm going to have to move.

Paul Casertano: I will just add that, you know, the enhancements to the data platform will allow us to do what Andy showed, which is kind of a before and after analysis of 12th Avenue much more easily. We want that to be a pretty simplified process so that we can look at what are the benefits here and continue to

evaluate that. That is a requirement of HSIP funding, and so we're trying to make that a simpler process that we can regularly look at what kind of infrastructure improvements lead to what kind of safety improvements.

Mayor Romero: And we're certainly at this table looking forward to the advice of what it is that we need to do individually as jurisdictions and together as PAG to stop those deaths from happening in our streets. So, looking forward to the continued conversation. Thank you. Alrighty. We're moving on to item 10.

10. Expanding Voting Membership on the PAG Regional Council to Include Officials of Public Agencies Administering Major Transportation Systems in Pima County

[Item #10 Video Link](#)

Mayor Romero: This item was at the request of Supervisor Matt Heinz, Supervisor.

Supervisor Heinz: Thank you. And we talked about this a tiny bit or just referred to it in December, I think, maybe before. And in doing some research, it looks like that there were some, and you can see from the memo, that there were some changes in federal law, I think in 2012, and then set to be implemented by the end of 2014 to ensure that public agencies that run basically a transit system of some kind, have a seat at the table. Different MPOs do things differently. But I do think we should have a discussion about whether or not we should be looking at like the University of Arizona runs Cat Tran, the City of Tucson you have Sun Tran obviously and other agencies or entities that run transportation systems. I would put forward that the Tucson Airport Authority would be an important voice to include in a lot of the conversations we have here. I know that the federal government would not allow for a voting member, but someone that can speak to us as we have our discussions from, say the Air Force base as well as the National Guard that we have, of course, at TIA. So, it just seems to me that we might want to contemplate augmenting the membership whether that's as voting members or non-voting members that might be the preference of the entity being discussed. But I thought it would be a good time to have a discussion about this and hear what my colleagues think as well.

Mayor Romero: I guess for me, my question is exactly what the language means and what are the legal requirements or issues that we have to contemplate before we add any other membership. I know that if we change

PAG, it basically also changes the composition of the RTA. But I like the idea of having a very clear voice being represented in transit. I don't know why it wouldn't be us all bringing that representation to the table, which I have done here at this table and at the RTA table. But what are the legal requirements and implications of a change?

Lisa Anne Smith: That's a multifaceted question. And I know you do have a memo that I wrote to all of you. So at kind of a high level, the statute does allow, as you know, well, it actually says that the MPO will consist of these three categories. One is the local elected officials, which most of you are. One is officials of public agencies that administer major modes of transportation. And then the third is appropriate state officials, which General Maxwell is. I think the real question is that middle one about officials of public agencies that administer major modes of transportation. I think the first thing of any potential additional member is, is it a public agency? Does it administer a major mode of transportation? And those are factual issues that you'd have to dive into for a particular entity that you'd be considering. So the statute does also say though that a representative of a provider of public transportation may also serve as a representative of a local municipality. I think the thing I've heard here the most is Sun Tran, and my understanding has always been, I've seen it written or heard that the Mayor of Tucson represents both entities, which is permissible as I read the statute. So, I think that those three categories are supposed to consist of those three categories. This council does do that, but the law does allow you to add additional seats. So, then the next thing I think is how would you go about it? Well, obviously besides your discussion about what you might want to do and who that might be. But the first thing would be you have to change your bylaws and your articles of incorporation because both of them identify the people who are the entities that are already represented as the members. But those can be amended by this council. And then it could, you have to consider what do you want to do and how to do that. And then I think the third thing you asked was about the RTA and the Arizona statute does say that the RTA Board is co-extensive with the PAG council. So, if you change this council's membership, it will automatically change the RTAs membership. And so that's a second consideration relating to like voting or non-voting members because the RTA statute also says every member has one vote. So, I just heard about this possibility of non-voting members fairly recently and I haven't had a chance to look at it, but I think that's something to take into consideration.

Mayor Romero: Well, I would love a second vote at this table. No, but in all seriousness, the Mayor and Council sit as the board of the Sun Tran system. We

hire a manager, an operator of our transit system, which is Sun Tran, Sun Link. RATP Dev manages and operates, but the mayor and council make the decisions for Sun Tran. So, I represent Tucson on this council, and I'm also the chair of the transit board for Sun Tran. So, like I said, I'd love two votes at this table. We also don't have a transit authority like other MPOs have around the country. Transit authorities usually have an elected board and then the chair of that board usually represents at an MPO, at the local regional MPO. So those are my observations, but I'm glad that you brought the discussion to the table.

Mayor Murphy: Yeah, no, I have lots of thoughts, but I'll try to synthesize them. I think the voices are very important. I think maybe a structure, whether it be subcommittees or other things, probably would be more beneficial. I was thinking of actually transit and you, Mayor, because what if that person who serves disagrees, right, and then votes against you on something like that? And then really how expansive does it get? Because now we talk about quorum and those types of things. And if it's transportation, probably nobody puts more miles than our school districts do. So are we talking about Sunnyside TUSD, Catalina Foothills, all of them? We talk about the airport, you know, Marana has an airport. So, when Marana wants to be on there, I think the voices are very important. But I would think a different structure to include all those voices would be good. And also having an upcoming election, having this conversation in a study session or, more importantly, probably after the election because obviously if RTA passes, the structure looks very vastly different than if RTA doesn't pass. So I think it's a good conversation to have and those are important voices, but I think we're a little premature with the vote coming up and also how that structure looks and is it on this table or working with others like TMC and others to have that input, which I think is very important. Thank you.

Mayor Romero: Any additional comments? Mayor Winfield?

Mayor Winfield: I have a question for Mr. Ortega. So, under our current committee structure, are these different entities or transit and so forth, how are they represented on any of these committees?

Michael J. Ortega: Madam Chair, board member Winfield, the short answer is yes, they are at varying levels. And so, we have our Transit Working Group, which provides feedback, and we have various stakeholders. We have our Transportation Planning Committee or TPC that has –

Mayor Winfield: So, on the Transit Working Group, what is the composition of

that group?

Michael J. Ortega: I want somebody to help me with who the membership is on that? Can you list them for me, please? I don't have them committed to memory, sorry.

Mary Carter: Good afternoon. The Transit Working Group has all of the jurisdictional representatives as part of that membership as well as our operators. Now with Sun Tran, it's the same thing. The City of Tucson representative serves and speaks on their behalf.

Mayor Winfield: But Sun Tran is a part of that.

Mary Carter: Yeah.

Michael J. Ortega: And then the other is the planning committee. Can somebody help me with the membership on that?

Jeanette DeRenne: Yes. Madam Chair, Mayor Winfield, on the Transportation Planning Committee, Sun Tran is also part of that, and the University of Arizona also has a seat at TPC and the gentleman who serves in that role is affiliated with Cat Tran.

Michael J. Ortega: So those are the fundamental committees that exist. Certainly, the TMC, the Technical Management Committee, part of the RTA has opportunity for community members. And we could look at designating some community members that would represent some of those other areas, including the airport. That's an opportunity. What I do know and Jamie, maybe you can help me with this, I know that the airport is included in our TIP, our Transportation Improvement Program. So Jamie, if you don't mind, just give us a quick update on that.

Jamie Brown: Thank you, Mr. Ortega. Members of the Regional Council, that is correct. As Jeanette said that the Tucson Airport Authority is represented on the TPC and they do participate in submitting their projects for inclusion in the regional Transportation Improvement Program.

Mayor Winfield: Thank you, Jamie.

Mayor Romero: Mr. Maxwell.

General Maxwell: Thank you, Madam Chair. I think we've been talking about a lot in the past of how we want these voices heard at this table. I think what we just heard kind of laid out with the different committees and stuff and this is, I think going, I think it's one of your concerns, Supervisor Heinz, is you want to get the experts also giving us their feedback. And I think we're at a point, after the election and we know what we're going to be looking like and what issues we're going to have to deal with, that I think we can really dive into that, whether it's a study session or anything else, and really figure out how, if we're going to have the committees actually report to us on a regular basis. There's a lot of ways we can handle this. I think right now, trying to make this change we've got a big event coming up March 10 that will kind of tell us how we're going to look at least for the next period of time and what we're going to need support wise from folks. So this is one of those ones I'd actually, if Supervisor Heinz was good with it, let's table it, let's bring it back when we've got more information. I think it's worth the conversation as are some other conversations we've had around this board to ensure that there's proper representation. Just right now, I think it's a little premature and there's enough concern. The biggest thing that worried me about Lisa Anne's memo was the fact that we'd have to change our bylaws, and that may require we go back to the Legislature, and there's some other things that we, because remember, we are authorized under that state statute, so we're very specific on what we can and can't be and what we can and can't do. And again, we've got other issues that I think right now are more important but I think the conversation's great to have and we need to continue to have in the future.

Supervisor Heinz: If I may –

Mayor Romero: Supervisor.

Supervisor Heinz: So Lisa Anne, does it change to our bylaws? I thought that we could approve that or that has to go to the Legislature for some sort of sign off?

Lisa Anne Smith I could be wrong. I didn't specifically look at that, but I don't believe that you'd have to go to the Legislature to change PAGs bylaws. The thing that you do have to do, which is in the statutes it's that if the change to PAG—the term is substantial change, which we're familiar with in another context—would materially impact the proportional voting among the members, then you would have to seek a re-designation, which includes the Governor's approval and there's a process for it, which I again, didn't dig deep into but there

is a process, but not every change would necessarily trigger that process.

Supervisor Heinz: OK. And I probably should have put this in my intro but like for metropolitan planning organizations that are working for communities of about 1 million, the average number of board members is between 15 and 30, 15 to 30. I've been looking at other parts of the country to kind of base this on, so it's not just some like random. I feel like some of these voices, the University, a sort of maybe second voice for transit from Tucson, maybe a non-voting voice from our federal partners for the base. Like these are major economic, I mean, the Airport Authority, right? That's \$11 billion in economic activity a year. So, I think having them not like sidelined as subcommittees so much but actually having some of these voices at the table, whether or not they are casting votes or not. And I'm curious as to whether or not do you count the non-voting members as to get to your quorum? I don't know how that works but anyway, yeah, we don't have to make a decision on this now. I just would like my colleagues to be thinking about it, and we can certainly revisit this after March 10. That's fine with me.

Mayor Romero: So, supervisor about 8 to 10 years ago, I asked questions of our city manager, our city attorney, and our Department of Transportation and Mobility to explore the possibility of creating a transit authority with voted members so that people would have to run for the Transit Authority. And at that time, we encountered that there is a state constraint on creating transit authorities that would be much more an appropriate individual that would be an "expert in transit" and would advocate for transit, and we could explore that. I know that MAG, the Maricopa Association of Governments, has a transit authority. I'm not sure how they're put together. I don't know if they vote for their members, but we could do that. When you look to other metropolitan planning organizations or transportation authorities or even transit authorities, every single one around the country looks different. And for example, MAG, right? They have 30 members, but they have weighted votes based on population. We had a two-year discussion at this table about weighted voting, and I couldn't gather the votes to make that change. And then I think we would have to go to the state Legislature to change. We don't know. We could explore. But I hear your interest in terms of bringing important partners in planning, important partners in transit, important partners in even economic development through the U of A and the Airport Authority. But I've often brought the same question to the table like how it is that we have additional voices represented at this table that will bring to our attention much more technical, both investments and interests to this table. The idea of having the different committees report directly to the PAG board and the RTA Board has been put out there before. Maybe that's something that we

should talk about. I know that we've also talked about really streamlining committees because there's many, many committees out there that haven't met because of a lack of quorum. I think that we have to streamline those committees as well and then have those voices, invite those voices to the table. We don't have to change how we run. Maybe we can start exploring but we should invite a member of the Airport Authority. We should have the University of Arizona present here. We should have transit advocates present here to help us make the decisions that we have while we explore how to officially add them, if that's where we're going.

Michael J. Ortega: Madam Chair, and I spoke with Supervisor Heinz about this, and clearly the more information that's provided to a group is better because it gives you the whole realm of possibilities and solution sets, right? So, you end up hopefully with a better solution, even if it's the same solution, but you've had that opportunity to listen to other voices and that. So, I think that's a good thing to just kind of keep in mind. But back to the committee structures, one of the things that I observed, and I think we've talked about this on the RTA, you know, wearing your RTA hats, is that some of the committees were reporting directly to the Executive Director and not to the board directly or to the Regional Council directly. And my suggestion, I've been advocating for them, we've already made some changes to that. Those committees, unless they are advisory to the Executive Director, should be advising the board, quite frankly. And so, I think that as we have a conversation around the reporting structure, if you will, for those committees, all of a sudden it gives you a direct line to have representatives from those committees be here that are informed by those technical experts, Mayor Romero, that you mentioned. And so just give me a little time, and I think we can come back to you with some ideas that would incorporate and ensure and reinforce those members that Supervisor Heinz mentioned, so that we are incorporating and ensuring you have the benefit of those voices and that expertise, quite frankly. Thank you, Mayor.

Mayor Murphy: Yeah. Just to piggyback off of that, Mike, that's really how our towns operate. We have planning and zoning commissions. We have park and rec commissions, right? And they are our advisors, right? And they report to us. And then we have a meeting, how did those go? What was the vote? Those types of things. What were the comments? So that's a structure that I'm more used to, right? But having as wide of a representation, I think, is a positive thing, like you were saying. But I think it's worth discussion and thanks for doing that work because that's kind of how we operate.

Mayor Romero: Mayor Winfield, and then I just wanted to finish off with Supervisor Heinz, just to see exactly where you want us to go with this.

Mayor Winfield: Before we leave the topic, just a point of clarification, Ms. Smith, you prepared this memorandum. It says attorney-client privilege communication. There's been some reference to the memorandum in this meeting. I just want to get a sense of how free we as a board are to have discussions with our staff or others on this topic on the material that's in this memorandum.

Lisa Anne Smith: So I wrote the memorandum as advice to the board. But it's your privilege to maintain or to waive if the board wants to. I don't think there's anything particularly controversial in that memo.

Mayor Winfield: I would agree with that.

Lisa Anne Smith: If the board wants to be able to share it, that would be the board or the council's decision to waive that and be able to share it.

Mayor Winfield: I would make a motion to so that we're not constrained that we can share this with –

Mayor Murphy: Second.

Mayor Romero: There's a motion and a second. Can we vote on this if it's not agendized, or?

Lisa Anne Smith: Well, let's look at the agenda.

Mayor Winfield: Discussion, direction, action. It would be relevant action.

Lisa Anne Smith: It does show potential action on this item, so I think –

Mayor Romero: I just wanted to make sure that we're doing the right thing.

Lisa Anne Smith: I appreciate it.

Mayor Romero: There's a motion and a second. There's discussion on making the memo public and shareable with our staff. OK. If there's no further discussion, all those in favor, please signify by saying aye.

Council Members: Aye.

Mayor Romero: Any against? Motion carries.

Mayor Romero: I just for in the interest of time, I know that some of us have to jump out but did you want to finish the item and see if there's any additional direction to continue with your thoughts?

Supervisor Heinz: Thank you, Chair. I think it sounds like an ongoing conversation. It would be helpful, and I agree we can do that after March 10. So, I'm fine with that.

Mayor Romero: So possibly continue the conversation and bring it after March. All right. So, item 11 is request for future agenda items.

11. Future Agenda Items

[Item #11 Video Link](#)

Mayor Murphy: Madam Chair?

Mayor Romero: Mayor Murphy.

Mayor Murphy: I just wanted to put out there our next meeting is potentially the 25th. And that's not a Thursday because of Rodeo Week. It's about a week and a half before the election, which as we heard today, a lot really rides on that, which direction, how we go. So, I was just thinking if it's OK with my colleagues and having Mr. Ortega maybe surveying us on when, as quickly after the election, that we could have the folks here. I just think it'd be more beneficial time investment-wise if we did it after the election.

Michael J. Ortega: Madam Chair, Mayor Murphy, the current schedule is for March 26, so Feb. 25. And I knew that was going to be a challenge because that's not a Thursday. And we've got you all pretty well roped into Thursdays. The next one was March 26. So, what I'll look at is the week prior to that so that we don't have too long a gap and is closer to the election. And then we may forego the one because we don't have another one until June. So, we'll try that. So just be thinking about the week prior to the 26th so that'd be the 19th. So, March 19th is what we'll shoot for at this point, March 19th. Thank you.

Mayor Romero: Good point. Thank you for doing that. And you'll make sure that you communicate with all of us to find a good date. For me on the future agenda items I think that it would be good. And if you'd like to, I can send a memo, an update and review of PAG Committees to potentially streamline them and make sure that we have correct representation as well as that they're meeting and that we can bring them to report to us if we need to. So, if you'd like I'll send a memo requesting that. Any others? Mr. Maxwell and then Supervisor Heinz.

General Maxwell: Madam Chair, just one final comment. On the third Friday of the month of February, the State Transportation Board meeting will be meeting down here and holding our meeting at the Pima County Board Chambers. For all the members, if you can take a look at the night prior, that Thursday night, third Thursday as a possibility of, there's normally the staff and the other transportation board members. We dine, we try to have a dinner together and talk about the issues. So, I just wanted to put that on everybody's radar. So, thank you.

Mayor Romero: Yeah, if you could share the date and time and location so that we can try to send our, if we can send our staff.

General Maxwell: That's up to Mr. Ortega. He's going to help figure that out.

Michael J. Ortega: Madam Chair, I'm happy to do that. Only I'll mention is if you plan to attend, please let us know so we can post if there's going to be a quorum. OK. Thank you.

General Maxwell: That's good. Thank you.

Supervisor Heinz: So, wait, can I be like a commenting member of the public in my own boardroom?

Mayor Romero: Yes.

Supervisor Heinz: Awesome. OK, get ready. I'm just kidding. So this kind of goes a little bit back to item 6, which maybe I can't talk about, but I do think I would like to actually ask our Executive Director to maybe come back with a future item that we vote on to perhaps establish a subcommittee and some dedicated staffing to kind of track these big kind of projects. I'm not saying that we vote on this right now but for like the next meeting, like some kind of

structure, however many people, just getting the right voices at the table as we said and a subcommittee of this council to focus with the appropriate staff and interact with the federal delegation with our Mexican friends and partners in that. And I just think it'd be good to have a formal, like create that body but again, at a future meeting, hopefully the next one, if that's enough time.

Mayor Romero: All righty. Excellent. If we don't have any others, then we move on to item 12, which is election of officers.

12. Election of Officers

[Item #12 Video Link](#)

Mayor Romero: Article 7, Section 1 of the bylaws of Pima Association of Governments and Section 8 of the Articles of Incorporation state that the following officers shall be elected annually, chair, vice chair, and treasurer. Therefore, it is necessary to elect these officers to serve until January 2027. May I have a motion to approve the suggested slate of officers for 2026?

Mayor Winfield: I move to approve.

Mayor Murphy: Second.

Mayor Romero: There's a motion and a second. Any further discussion.

Supervisor Heinz: Madam Chair, can you reread that for the public, though?

Madam Chair: OK. So the Chair, the recommended slate is Chair, Town of Marana, Vice Chair, Town of Sahuarita, and Treasurer is City of South Tucson.

Michael J. Ortega: Madam Chair, so I just wanted to point out, I also gave you a proposal for the next I think it's five years on what the rotation looks like. So there's no question about that. And by the way, thank you for your patience. Normally, this is the first item on the agenda, but Mayor Post couldn't be here. So, I asked Mayor Romero if she would chair today and then that way –

Mayor Murphy: She's in overtime.

Michael J. Ortega: She's in overtime. She's getting paid overtime now. But I just wanted to call your attention, the rotation is what we'll just go forward. If someone

chooses not to or can't fulfill, then we'll just go to the next person and then we'll just kind of keep going that way. So, it just makes it a lot easier than having to worry about it at this point. OK. I appreciate your patience. Thank you.

Mayor Romero: So for me, I just want to thank everyone for you know allowing me to serve as your PAG chair. It's been fast and I think that we're cleaning up and doing a lot of really important work to get back to the nature of what we should be doing, which is a planning organization. And the items requested by Supervisor Heinz today are a perfect example of what we should be doing as a region. The safety item is another good example of what we should be doing as a planning organization. So, thank you to Mr. Ortega for jumping in and helping us really move in the best direction. So, thank you all so much for allowing me to serve as your chair for one year. And I would like to congratulate Mayor Post and the slate of officers that are accepting. They're choosing to serve as the vice chair and treasurer. Congratulations. Thank you all. Let's vote then. All those in favor of the motion please signify by saying aye.

Council Members: Aye.

Mayor Romero: Any against? Motion carries. Thank you.

Mayor Murphy and Mr. Ortega presented Mayor Romero with an appreciation gift for her leadership as PAG Chair for 2025.

Mayor Romero: We have item 13 which is an Executive Session.

13. Executive Session

[Item #13 Video Link](#)

Pursuant to A.R.S. § 38-431.03 (A)(3) (discussion or consultation for legal advice with the attorney or attorneys of the public body) and (A)(4) (discussion or consultation with the attorneys of the public body in order to consider its position and instruct its attorneys regarding the public body's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation), the Regional Council will meet in a joint executive session with the RTA Board of Directors for legal advice and possible instructions regarding a Notice of Claim from the former executive director and related matters.

3:43 p.m.: Mayor Romero, City of Tucson, recessed the PAG Regional Council meeting. The Regional Council will reconvene with the RTA Board of Directors in closed Executive Session at the end of the RTA Board Meeting.

4:23 p.m.: Motion was made by Mayor Tom Murphy, Town of Sahuarita, seconded by General Ted Maxwell, Arizona State Transportation Board, and unanimously carried that the Regional Council of Pima Association of Governments reconvene in closed in Executive Session with the RTA Board of Directors.

5:09 p.m.: The Regional Council returned from Executive Session.

Motion was made by Mayor Tom Murphy, Town of Sahuarita, seconded by Supervisor Matt Heinz, Pima County, and unanimously carried that the Regional Council of Pima Association of Governments instruct our attorney to proceed as directed in executive session.

14. Adjournment

The meeting was adjourned at 5:10 p.m.

CERTIFICATION

I hereby certify that the foregoing is a meeting summary of the Pima Association of Governments (PAG) Regional Council meeting held on Jan. 29, 2026. 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.



Michael J. Ortega, P.E.
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: [Recorded Meeting \(YouTube\)](#)