

Transportation Planning Committee (TPC) Meeting Summary

Summary of 9 a.m., July 24, 2025, Meeting

The meeting can be viewed in its entirety at: <https://youtube.com/live/0R9u3VKvfbA>

Committee Members

Jose Rodríguez
Town of Oro Valley

Kathryn Skinner
Pima County DOT

Natalie Shepp
Pima County DEQ

Sam Credio
City of Tucson

Fausto Burruel - Virtual
Town of Marana

Galovale Galovale -Virtual
Town of Sahuarita

Committee Members Cont.

Jeremy Moore - Virtual
ADOT – Southcentral District

Josue Licea - Virtual
City of South Tucson

Mikel Oglesby - Virtual
Sun Tran

Scott Robidoux -Virtual
Tucson Airport Authority

PAG Staff Lead
Jeanette DeRenne

Ex-Officio
Jamie Brown, PAG/RTA

1. Call to Order and Introductions

The Chair called the meeting to order at 9:01 a.m., and introductions were made.

2. In-kind Reporting

Staff informed the participants of the in-kind form, and members were asked to confirm their estimated in-kind time for the meeting.

3. Approval of the June 11, 2025, Meeting Summary

[Video Timestamp: 2:38](#)

Action: A motion to approve the June 11, 2025, meeting summary was made by Sam Credio, City of Tucson, seconded by Natalie Shepp, PDEQ, and passed unanimously.

4. Federal Funding Availability and Constraints

[Video Timestamp: 3:02](#)

PAG staff provided members with information regarding Regional Transportation Alternatives Grants (STBG and TAP funds) and Carbon Reduction Program Funds. PAG Program and Policy Analyst Pari Magphanthong provided the members with background information on the terms apportionments and obligation authority (OA), along with their key concepts. Members were informed that apportionments represented the upper annual limit of each fund type and population area suballocation but were subject to the OA amount set annually in the budget bill. Ms. Magphanthong indicated that the OA is generally set to 88-95% at the State level, and the OA for the PAG region is set to 94.7%.

PAG Director of Strategic Planning, Programming and Policy Jamie Brown provided the members with information on the Regional Transportation Alternatives Grants (RTAG). Members were informed that RTAG use federal formula funding matched by RTA transaction privilege tax (TPT) at 5.7% non-federal match to deliver bicycle and pedestrian improvements in the region. Mr. Brown shared with members that federal funds for RTAG projects have included those from the Transportation Alternatives (TA) program and Surface Transportation Block Grant (STBG) program. Members were informed that most federal funding was available by geographic area as defined by the U.S. Census, in which PAG has the following three population areas:

- Greater than 200,000 in population (>200K).
- 5,000 to 49,000 in population (5-49K).
- Other areas of the State with a population less than 5,000 (<5K).

Mr. Brown explained to the members that as per federal requirements a competitive selection process must be used. Another requirement he mentioned is to prioritize project location and impact for high-need areas as defined by the State, such as low income, transit-dependent, rural, or other areas. Members were informed that ADOT staff had been consulted for the 2022 Call for Projects and used the Title VI Analysis low-income population map from the approved TIP. The 2023 Call for Projects used the Disadvantaged Census tracts from the Justice40 screening tool. Mr. Brown indicated that although 2022 federal guidance for the TA program was no longer published on the U.S. DOT website, it is recommended that it still be followed until it is superseded. Members were informed of a potential timeline for awarding funding and looked at fiscal years 2027 and 2028 for the potential programming. Mr. Brown indicated it would be recommended to continue to meet the eligibility criteria for the TA program and Regional Transportation

Authority (RTA) Category #41- greenways, pathways, bikeways, and sidewalks. It was also proposed to combine the funding for the less than 5k and the 5 to 49k STBG into one.

PAG Program and Policy Coordinator Adam Ledford provided the members with an overview of the Carbon Reduction Program (CRP). Members were given examples of eligible projects such as: EV charging stations, multi-use paths, LED lighting and orthophoto feature extraction. Members were informed that it is sub-allocated by population area, into the following three population areas:

- Greater than 200,000 in population (>200K).
- 5,000 to 49,000 in population (5-49K).
- Other areas of the State with a population less than 5,000 (<5K).

Mr. Ledford indicated that there were \$1 million remaining funds after Overall Work Program (OWP) projects were completed from Fiscal Year 2025. Members were informed that OA was already factored in as it had already been authorized in the year prior and would be fully available. Mr. Ledford informed the members the population areas and timeline of fund availability were to be determined. Members were informed that \$2.3 million is estimated for Fiscal Year 2026 apportionments. Mr. Ledford indicated that those new apportionments would be subject to OA and the population sub-allocations. He also discussed potential risk to CRP funding availability beyond FFY 2026 given that the current federal surface transportation bill will expire at the end of FFY 2026. Mr. Ledford also provided the members with an overview of the Transportation Infrastructure Finance and Innovation Act (TIFIA) funding. Members were informed that an extra apportionment had been received through a TIFIA redistribution program and was added to PAG's federal ledger as STBG greater than \$200K. Mr. Ledford indicated that it was received outside of the conventional apportionment cycle and was about \$2 million. Members were informed that the carry forward was available for Fiscal Year 2026 and it does not include any additional OA. Ms. Magphanthong shared with members some of the Federal funding options, walked members through hypothetical situations of OA and apportionments, and showed examples of scenarios.

Kathryn Skinner, Pima County, inquired about the differences between the flow chart and table shared. Members were informed that the flowchart focused on CRP and addressing the \$3.3 million, whereas the table was more comprehensive and included other apportionments and OA.

Natalie Shepp, PDEQ, inquired how CRP was incorporated in the OWP. Members were informed that there were no CRP funds programmed into the FY 2026 and FY 2027 PAG OWP due to the uncertain availability of that fund source and ADOT's recommendation not to program those funds for federally required documents.

The TPC approved a motion (1) recommending that PAG staff initiate a limited call for projects to award Carbon Reduction Program (CRP) funds for federalized bicycle and pedestrian projects that need additional funding and (2) expressing support for continuing with the normal Regional Transportation Alternatives Grants (RTAG) competitive process to award and program those funds. As part of the motion, the TPC expressed a strong desire to utilize funds to help fulfill the RTA program through the RTA bicycle and pedestrian category (#41) rather than using TIFIA apportionments to apply to the roadway element.

5. Adjournment

The meeting was adjourned at 10:14 a.m.