



RTA *next*

Investing in transportation to meet your needs

THE PEOPLE'S PLAN



Rotary Club of Oro Valley | September 7, 2023

Presented by Steve Huffman | Community Affairs Administrator



RTA next WORKING DRAFT FRAMEWORK
I. Roadway (multimodal) Corridor Element
 \$1.45 billion in RTA funding, including \$1.12 billion for new projects and \$0.1 billion for contingencies

RTA Project Dollars* (000s)	Non-RTA Dollars (000s) †	Construction Start Period
\$57,215	\$3,069	Period
\$9,161		Period
\$13,985		Period
\$38,208		Period
\$42,304		Period
\$25,800		Period
\$90,000		Period
\$67,550		Period
\$90,000		Period
\$18,000		Period
\$36,000		Period
\$14,078		Period
\$46,930		Period
\$73,609		Period
\$51,936		Period
\$74,455		Period
\$6,084		Period
\$13,519		Period
\$20,000		Period
\$37,380		Period
\$96,000		Period
\$		Period
\$		Period

A new 20-year plan for public consideration

- A new 20-year plan of the Regional Transportation Authority (RTA) is under development and will require voter approval
- The RTA was established in 2004 as a special taxing district of the state to develop a 20-year regional transportation plan and seek voter approval of the plan and a sales tax to fund it.



History of the RTA

- The current plan and tax were approved by Pima County voters in 2006 and are in effect through June 2026 or until new plan and tax initiatives are passed.
- The RTA has invested more than \$1.5 billion in regional transportation improvements since 2006 to upgrade the region's transportation infrastructure, reduce congestion, enhance multimodal options and improve regional mobility and safety.
- The RTA is governed by a nine-member independent board. Members are from local, county, state and tribal governments.

Regional collaboration is key to developing a well-balanced plan



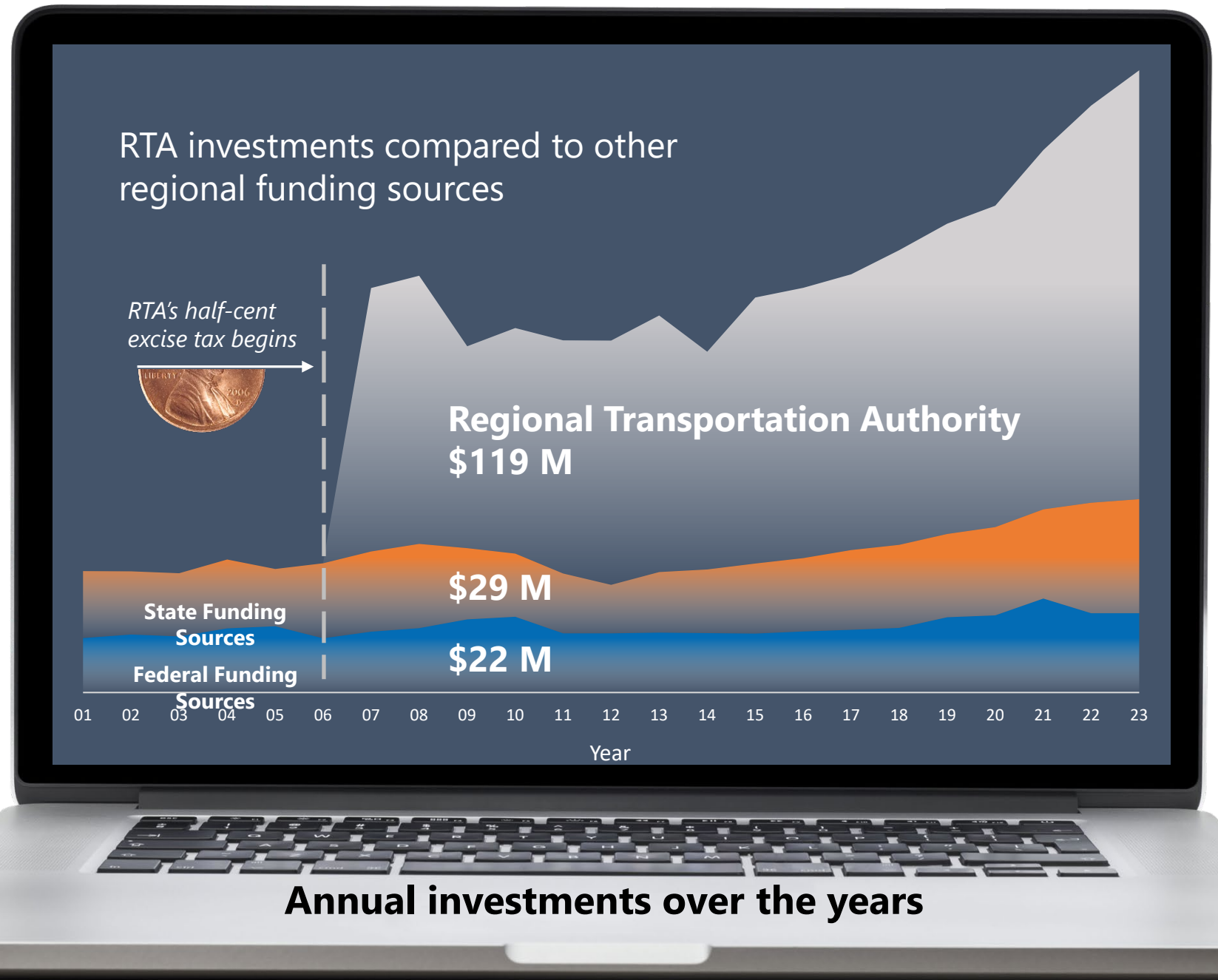
2006 Plan Accomplishments



Benefits of a new 20-year plan

- The RTA is the single largest funder of regional transportation projects annually

NO TAX INCREASE



Annual investments over the years



LESS BANG FOR THE **BUCK**

Due to diminished
purchasing power

Early 2000s



TODAY



Formula Impacts

- Collections of state and federal gas taxes are down
 - More people are driving fuel-efficient vehicles or alternatively fueled vehicles
- High-growth areas receive greater share of revenues
- Earmarks are taken from the top of allocations



Economic benefits of a new 20-year plan



THOUSANDS OF JOBS, primarily construction, were created or maintained over the life of the 2006 RTA plan (\$1.6 billion RTA investment), particularly during and after the 2008 Great Recession



NEW DEVELOPMENT CORRIDORS generating new retail, restaurants, medical facilities and lodging due to major transportation infrastructure such as at the Twin Peaks interchange at Interstate 10 and at the Houghton Road and Mary Ann Cleveland Way intersection



EXPANDED TRANSIT/DIAL-A-Ride More than \$30 million annually supports regional transit enhancements on which low income and other users depend. Without the RTA, other resources will be needed to cover this loss of funding.



\$2 BILLION PLUS LEVERAGE of additional public and private sector investments. A better transportation system builds community pride and is more appealing to visitors and business site selectors.

Flexibility of RTA funding

RTA tax revenues provide a self-funded regional transportation investment from the state-established RTA special taxing district within Pima County.

Funded by you!





Regional Transportation Priorities

RTA funds can be placed on the highest regional transportation needs, as determined by the public.

RTA Next draft plan funding

New RTA 20-year investment: \$2.34 billion

RTA Board-approved budget based on half-cent sales tax ext. and pessimistic revenue estimates set by UA Eller College of Management

Elements: Roadway Corridor, Transit, Safety, Active Transportation and Environmental improvements

Administrative: Bonding capacity, statutory administrative costs, small business assistance

Contingency: To cover potential roadway project cost increases

Deferred projects: four projects from 2006 plan due to scope changes and increased costs call for voter consideration



RTA Next improvement elements – working draft

Named roadway corridors with multimodal improvements

\$1.1 billion

Transit improvements

\$510 million

Safety improvements

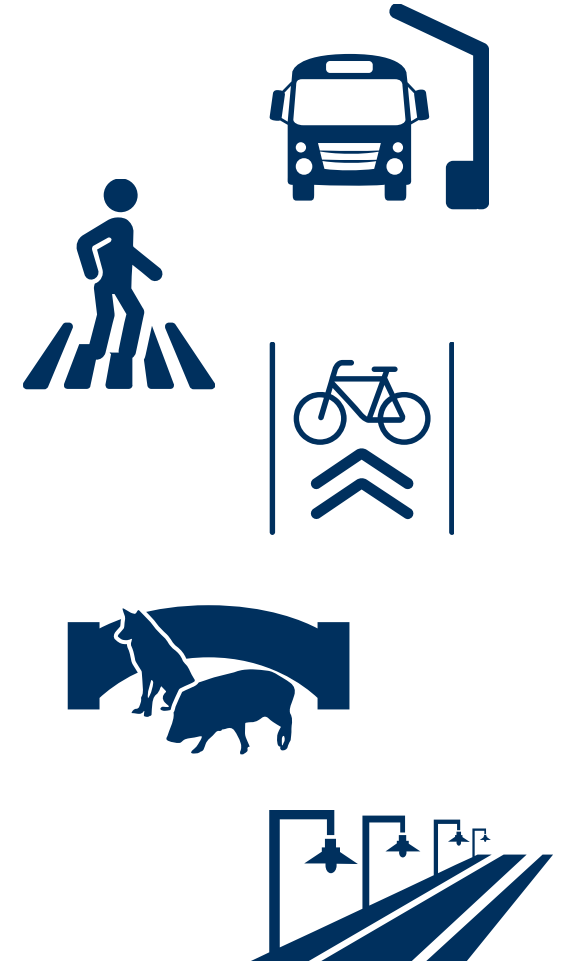
\$150 million

Active transportation improvements

\$90 million

Environmental improvements

\$30 million



RTA Next

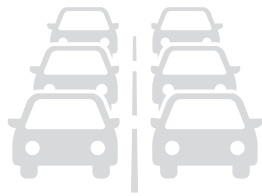
- A citizens' advisory committee is developing a draft plan for RTA Board Review – Dec. 6, 2023, deadline
- Once the RTA Board approves a draft plan, the RTA will conduct regionwide public outreach
- The RTA Board will consider public feedback and possible changes before finalizing the plan
- The RTA Board anticipates an election will be held in May 2025



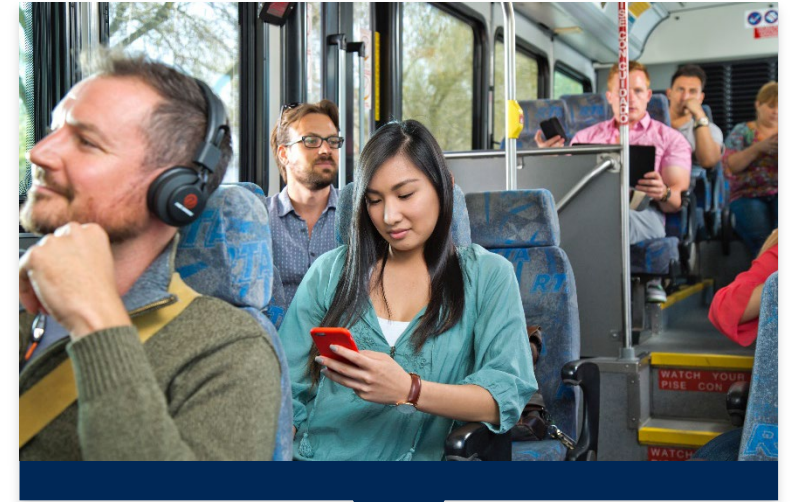
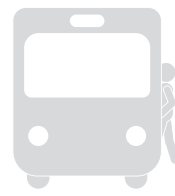
Desired Plan Outcomes



Reduce Congestion



Improve Mobility



Improve Transit Ridership



Desired Plan Outcomes



Reduce Crashes



Safer Bike and Ped Facilities



Improve Air Quality



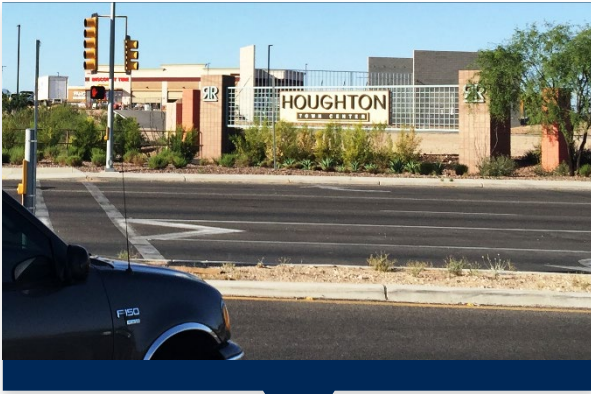
Desired Plan Outcomes



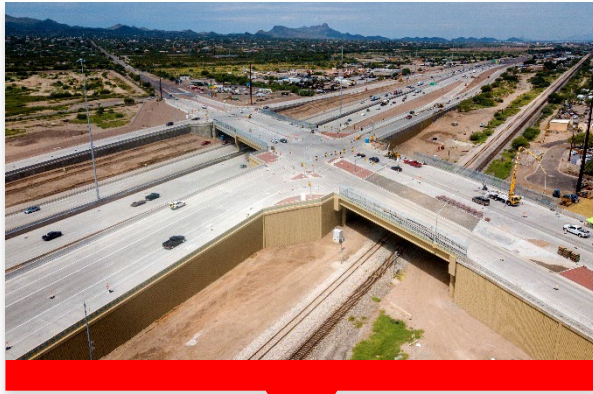
Reduce Wildlife-related Crashes



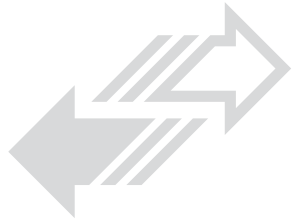
Improve Conditions of Existing Roadways



Improve Access to Workplaces



Add Functionality to Key Corridors





GET INVOLVED

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Questions?

