
2030 REGIONAL TRANSPORTATION PLAN ABSTRACT

The Regional Transportation Plan, known as the RTP, is a long-term vision of our region's transportation needs in response to the challenges created by current needs and continuing growth. It is a planning document for the future – it is not a financial commitment to providing funding to specific projects. The RTP identifies a balanced set of potential multi-modal projects, policies and strategies to help move people and goods efficiently from one place to another and to promote consistency of action among federal, state, regional and local agencies.

The RTP assesses the overall anticipated costs of operating and maintaining the existing transportation system as well as the costs of building, operating and maintaining new capital investments. It compares those costs to anticipated revenues to ensure that the vision for the RTP is a realistic one and to determine the extent to which new transportation revenues may be needed. The RTP is updated at least once every four years to reflect new development, emerging technologies and trends and to extend the planning horizon further into the future. The RTP differs from other regional planning activities like the Regional Transportation Authority (RTA) and Transportation Improvement Program (TIP) that do provide funding commitments for specific projects.

The 2030 Regional Transportation Plan (2030 RTP) was adopted by the Pima Association of Governments' Regional Council on June 29, 2005 and amended on June 29, 2006. The 2030 RTP planning process was guided by an oversight committee, known as the 2030 RTP Task Force. The 2030 RTP Task Force had broad and diverse community representation and met frequently to discuss, review, revise and provide recommendations on 2030 RTP activities. The 2030 RTP includes regional transportation studies, programs, construction projects and other activities such as transit operations.

Both technical analysis and public input were key components of the planning process. The public was engaged in a region-wide community dialogue about transportation and quality of life issues which resulted in a regional Vision and Goals adopted by Regional Council in March 2003. A series of educational forums and workshops were held resulting in the creation of over 800 project ideas that responded to solutions suggested by the 2030 RTP Vision and Goals. A preliminary project list was developed. After a series of meetings with PAG member jurisdictions, interested agencies and 2030 RTP Task Force members, the plan was finalized with updated project descriptions, project timing, costs and assigned funding sources. The 2030 RTP was then amended in June 2006 to include two new projects, the Tortolita Boulevard Interchange on I-10 and the Quail Creek Boulevard Extension, and to incorporate pending TIP and RTA projects and programs. The 2030 RTP, as amended, anticipates adding 1,564 new roadway lane miles, 688 new bikeway miles, 867 miles of new sidewalks, 38 miles of new transit routes and expanding transit service levels and facilities.

From the year 2000 to 2030, vehicle-miles traveled are expected to increase by 52 percent, while vehicle-hours traveled are anticipated to increase by 99 percent. Total average daily travel, including local streets and collectors, for the year 2030 is estimated to be 47,690,000 miles. Travel under heavily congested roadway conditions is expected to increase from 27 percent in 2005 to 28 percent in 2030. Travel under severe congestion is expected to increase from about 13 percent in 2005 to 33 percent in 2030. Modeling of the regional Carbon Monoxide emissions is used for comparative purposes and compliance is determined by monitoring of the existing system. Air Quality Modeling results for the 2030 network estimates Carbon Monoxide Emissions to be 291 tons per day.

Federal rules require that only projects that have projected revenues to support them may be included in the RTP. The 2030 RTP financial plan includes anticipated revenue from federal, state and local sources as well as private dollars dedicated to specific transportation projects. Total system needs through 2030 are estimated at \$14.5 billion; however, only \$11.75 billion is expected to be available for their implementation. The estimated cost of operation and maintenance of the existing system is \$3.9 billion. Projects deemed to be needed within the 2030 timeframe, but which have no identified funding source (Reserve), were also identified.

In May, 2006, the Pima County voters approved the Regional Transportation Plan (RTA) and accompanying excise sales tax. The 2030 RTP Financial Plan included an increase in regional revenues of approximately \$2.1 billion voter approved regional sales tax for transportation. Many of the specific RTA transportation projects were already included in the 2030 RTP; however, the RTA Board, with the RTA Citizen's and Technical Committees, also developed several additional programs and expanded elements of the 2030 long-range plan. The expanded scope of programs and projects approved by the voters have been incorporated into the 2030 RTP in this Amendment.

Long-range transportation plans are updated or amended frequently to reflect changes in regional demographics, land use and future transportation needs. The final approved 2030 RTP, as amended, will be available on the PAG Website at www.pagnet.org as a resource to the jurisdictions and the public.

Pima Association of Governments and the 2030 RTP Task Force extends gratitude and thanks to the many individuals and organizations that participated in the development of the 2030 RTP and the RTA. Special thanks go to the elected officials from each of PAG's member jurisdictions, the volunteers that served as peer facilitators for the community roundtable discussions and the members of the public who provided valuable input on regional transportation issues.

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