What is the 2030 Regional Transportation Plan?
The 2030 Regional Transportation Plan (2030 RTP) for the metropolitan Tucson region and eastern Pima County is a long-range vision of transportation needs in response to the challenges created by current travel demand and continuing growth. It identifies a balanced set of potential multi-modal projects, policies and strategies that would help move people and goods efficiently from one place to another today and in the future. The 2030 RTP was developed through an comprehensive planning process conducted by Pima Association of Governments (PAG). The PAG Regional Council adopted the 2030 RTP on June 29, 2005.

The 2030 RTP serves as a planning tool for the state, the region and local jurisdictions as they work together to develop and implement projects that will create and maintain an efficient and effective public transportation system. Yet the 2030 RTP is not simply a “wish list” of desirable projects. It assesses the costs of building, operating and maintaining the transportation system. Those costs are compared to anticipated revenues to ensure that the vision is a realistic one and to determine the extent to which new transportation revenues may be needed to meet our most critical needs.

Why is it important?
This Plan is important to all of us, since it helps coordinate what our local jurisdictions are doing in transportation. It also helps the state, the region and the local jurisdictions to qualify for a variety of federal and state funds, totaling over $100 million annually.

Although the RTP identifies projects and their costs, it is not a financial commitment that actually provides funding to the identified projects.

Why do we need a new Plan?
As time passes, things change. The number of people living in the region, where they live and work, how and where they travel - these are but some of the things that change over time and impact our transportation needs.

In addition, various laws and regulations require us to plan for a future year (we call it a “horizon year”) that must stay at least 20 years in the future. The region previously had an RTP that planned for 2025; that “old” horizon year must be extended to 2030.

How is the Plan implemented?
The 2030 RTP will help guide future transportation improvements in our region, especially in the next five years. The 2030 RTP does not provide funding for or implement projects. It does identifies needed projects that may be implemented by the appropriate jurisdiction(s), usually through the PAG regional 5-year Transportation Improvement Program (TIP).

How was this Plan developed?
An oversight committee, known as the 2030 RTP Task Force, guided the planning process. The 2030 RTP Task Force had broad community representation and, over a three-year period, met frequently to discuss, review, revise and provide detailed recommendations.
Both technical analysis and public input were key components of the planning process. An important first step was to engage the public in a region-wide community dialogue about transportation and quality of life issues that resulted in a regional Vision and a set of ten goals adopted by the Regional Council in March 2003 (see below).

To further increase public awareness of transportation issues, as well as to involve key stakeholders in the identification of potential solutions, an extensive series of educational forums and workshops was held.

**What information is the Plan based on?**

The latest available population and employment information was used for the RTP technical analysis and resulted in updated computer modeling results. Local government master plans were also included. Our region is growing rapidly, and this fast paced growth creates challenges that our regional transportation system must try to meet.

The Pima County population increased from 449,544 in 1975 to 843,746 in 2000, and is forecasted to reach 1.5 million by 2030. Employment will grow too, with about 45 percent of the people employed, all contributing to our peak hour travel congestion. More than 330,000 students will travel to school each day and 100,000 will be traveling to college campuses including the centrally located University of Arizona. Tourism plays an important role both in our economy and in our future travel demands. Additionally, the region is a retirement destination which brings the challenges of an aging baby boom population.

Ultimately, after review of technical information and public input, the 2030 RTP Task Force developed a list of over 800 specific project ideas that responded to the 2030 vision and goals. Following a series of meetings with PAG member jurisdictions, interested agencies and 2030 RTP Task Force members, a final project list was created with updated project descriptions, project timing, and costs.

**What ‘needs’ do we have to address in the Plan?**

From 2000 to 2030, regional vehicle-miles traveled are expected to increase by 95 percent, while vehicle-hours traveled may increase by 124 percent. Total average daily travel, excluding local streets and collectors, for 2030 is estimated to be 37,760,913 miles. Travel under heavily congested roadway conditions is expected to increase from 23 percent in 2005 to 27 percent in 2030. Travel under severe congestion is expected to increase from about 6 percent in 2005 to 31 percent in 2030.

The plan also needs to address the impacts of proposed transportation improvements on air quality in our region. Approval of the Carbon Monoxide Limited Maintenance Plan for the Tucson Air Planning Area in July 2000 removed the conformity determination requirement. However, modeling of the regional carbon monoxide emissions is used for comparative purposes and compliance.

Air quality modeling for the 2030
network estimates Carbon Monoxide Emissions will be 298 tons per day.

**What are some specific projects included in the Plan?**

To improve our transportation system performance, the 2030 RTP anticipates adding 821 new roadway lane miles, 688 new bikeway miles, 867 miles of new sidewalks and 38 miles of new transit routes to supplement existing transit service levels and facilities.

**Roadway Improvements** The existing regional roadway system has about 4,000 miles of freeways, parkways, major and minor arterials, and collectors. There are 953 bridges, most of which are in satisfactory to good condition. Roadway capacity improvements included in this Plan responded to changes in travel patterns, projections of high growth areas and public input indicating a desire for improved cross-town mobility. Potential new improvement projects identified in the plan include:

- Valencia Road
- Aviation-Barraza Parkway
- Houghton Road
- Tangerine Road
- Oracle Road
- Silverbell Road.
- Interstate 10
- Interstate 19

Potential improvements include widening sections to as many as eight lanes, rebuilding intersections, new Interstate connections and bridge replacements. The map to the left illustrates the major potential new 2030 RTP roadway improvement projects.

Other key potential roadway features include roadway rehabilitation projects, maintenance and preservation of the existing system and safety improvements. Operations and maintenance of both the existing system and the new improvements are critical to the effectiveness of the regional roadway system and help to reduce roadway hazards from disintegration of roadways. In recognition of the need for improved maintenance of our existing roadways, the 2030 RTP includes a 15 percent overall increase in maintenance funding over the previous RTP.

**Alternative Mode Improvements** The 2030 RTP also addresses other components of the transportation system. Each of the transportation modes or programs is guided by specific plans that identify existing facilities, future needs and potential funding sources.

This Plan identifies the need to maintain current **transit service and facilities**, which are expected to continue to serve between 2 percent and 2.5 percent of total person trips regionally. Potential **transit** projects include expansion of service hours and routes on several transit corridors including rapid bus service to Oro Valley, express routes to Marana, Green Valley and Sells. Improved headways, new bus shelters, community circulators and additional para-transit service are part of the long-range vision for future transit improvements.

**Bike Facilities and Programs** are set forth in the adopted **PAG Regional Plan for Bicycling**. Bikeways are expected to almost double from the existing 567 miles. Over 820 miles of new bikeway facilities are planned with a goal of reaching approximately 1,400 miles by 2030. Safety Education Programs are under way, or are coming on line, to reduce deaths and injuries. These programs will be a key part of the approach to providing for and facilitating bicycle travel.
The pedestrian system planning goals come from the adopted PAG Regional Pedestrian Plan. Projects for the 2030 RTP were developed based in part on the recently completed regional pedestrian system inventory.

Development of the nine airports included in the PAG Regional Aviation System is guided by the Regional Aviation System Plan (RASP) adopted in June 2002.

The railroad system in the PAG region provides both passenger and freight service through the region. The adopted PAG Intermodal Management System Plan and the Arizona Rail Plan documents existing rail facilities and conditions and identifies future rail system needs.

A major component of the non-construction improvements is provided by the Tucson Region Intelligent Transportation System (ITS) Strategic Deployment Plan. The application of advanced technologies and the coordination of these systems are already helping, and will continue to help improve the performance and safety of the transportation system.

The PAG region actively supports several travel demand programs intended to help reduce traffic congestion through improved management of vehicle travel demand. These include the Travel Reduction Program, the Rideshare Program and the Clean Cities Program.

**Financial Plan**  The RTP assesses the overall anticipated costs to operate and maintain 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 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.

Providing a transportation system that is fully accessible today and that maintains safe mobility options in the future will require investments from both the public and private sectors. The 2030 RTP estimated system needs through 2030 at $14.37 billion, including the estimated cost of operation and maintenance of the existing system at $3.9 billion. Completion of previously committed projects, such as those in the 5-year TIP or part of an approved bond program, are estimated to cost $5.5 billion.

While the 2030 RTP estimates total system needs to be $14.37 billion, revenues to meet these needs fall short. Anticipated revenue from federal, state and local sources as well as private dollars dedicated to specific transportation projects total $9.57 billion. Revenue estimates have been adjusted to reflect mid-decade adjustments, new revenues sources and new financial projections.

To help address the revenue shortfall, the 2030 RTP Financial Plan proposes an increase in regional revenues of approximately $1.9 billion through a region-wide transaction excise tax, commonly known as a sales tax. This additional revenue source will be sought by the Regional Transportation Authority (RTA) through development of a 20-year capital plan that is taken to the voters for approval. Assuming the addition of these RTA revenues, the 2030 RTP has an estimated $11.47 billion available for potential transportation projects. Other needed projects have been identified for a total of $14.37 billion in needs but these “reserve” projects are not included in the plan.

Remem ber, the 2030 RTP does not provide funding for or implement projects. It identifies needed projects that are implemented by the appropriate jurisdiction(s), usually through the PAG regional 5-year Transportation Improvement Program (TIP).

**Revenue Restrictions**  Virtually all revenue sources available for transportation in the region have restrictions on how the funds can be used. Federal and state laws limit the use of transportation funds for various transportation modes. Local ordinances may specify or further restrict the use of these local revenues. Even private contributions, such as developer impact fees, have legal limitations on where and how those funds can be used.

**What happens next?**

The long-range transportation plan can be expected to be updated or amended as needed on a regular basis to reflect changes in regional demographics, land use and future transportation needs. The adopted 2030 RTP and status of future long-range transportation planning activities can be found on PAG’s Web-site at www.pagnet.org

Specific projects will be selected from the plan for implementation by appropriate PAG member jurisdictions using various funding sources. Funding is frequently determined in the PAG regional 5-year Transportation Improvement Program (TIP) or, if a region-wide transaction excise tax is approved by voters, by the Regional Transportation Authority (RTA).

Upcoming transportation planning activities are expected to focus on the cooperative regional effort of the RTA to identify specific projects that could be implemented if available transportation revenues are increased through voter approval of a region-wide transaction excise tax.

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