

2040 RTP Amendment Overview – December 2011

The 2040 Regional Transportation Plan

The PAG 2040 Regional Transportation Plan (RTP) outlines potential transportation solutions and financial strategies to help guide the region's investment of transportation resources in roadway, bus, pedestrian, bicycle, aviation, freight and rail facilities through the year 2040. As required by federal mandates, the plan is fiscally constrained to match anticipated funding sources. Projects cannot receive federal or state funding through the PAG TIP process unless the specific project or general program element are incorporated in the RTP.

The 2040 RTP was adopted by the PAG Regional Council on July 1, 2010. Extensive public involvement was solicited and acted upon during the two years that the plan was in development. New information or changing conditions and needs may require revisions or amendments to existing plans. RTP amendments follow an abbreviated process that is similar to the original plan approval process.

In October 2011, the Arizona Department of Transportation (ADOT) requested an amendment to the 2040 RTP to include additional widening on Interstate 10 based on new engineering information. In addition, PAG asked the local jurisdictions to review and identify any needed changes or additions to their project lists.

2040 RTP Amendment

The amendment process for the 2040 RTP will include:

- December 2011: RTP Task Force workshop to review content of proposed amendment.
- January 2012: Transportation Planning Committee, the Management Committee, and the Regional Council initial review and comment.
- February 2012: 30-day comment period and public open house to be scheduled.
- March 2012: Transportation Planning Committee, the Management Committee, and the Regional Council review and final recommendation.

The following amendments have been proposed for the 2040 RTP

New Funding Source

The Highway Safety Improvement Program (HSIP) is an existing funding source that aids jurisdictions in addressing priority roadway safety issues. Until recently, the HSIP fund was allocated by the State on a competitive basis. In 2010, ADOT began allocating a set amount of HSIP funds for each region. The PAG region currently receives \$750,000 per year, which is then programmed through the PAG Transportation Improvement Program (TIP). By regulation, projects cannot appear in the TIP unless they are consistent with the RTP.

The existing RTP includes safety projects funding that is consistent with HSIP funding. However, the RTP amendment provides a convenient means to list this source of funding in the RTP. This will make the plan more transparent and provide a more accurate picture of transportation funding in the region.

Specific projects are not listed for the HSIP. However, by listing the funding source in the RTP, projects that qualify for HSIP will therefore qualify as being consistent with the RTP.

Arizona Department of Transportation

Project Name	Amendment	Original Cost	Amended Cost	Difference
I-10 West: Prince to Marana	Change from "Widen to 8 lanes" to "Widen to 10 lanes"	\$350,000,000	\$386,000,000	+\$36,000,000
I-10 West: Marana TI to N. County Line	Change from "Widen to 8 lanes" to "Widen to 10 lanes"	\$30,000,000	\$38,000,000	+\$8,000,000
I-10 West: Sunset Rd TI & RR Grade Separation	Add to RTP: Reconstruct Traffic Interchange with railroad grade separation	\$0	\$49,995,000	+\$49,995,000
SR 83: I-10 to County Line	Add to RTP: widen to 4 lanes, with 8 foot safety shoulders	\$0	\$76,000,000	+\$76,000,000
SR 210: Extension	Revise cost estimate	\$329,000,000	\$309,000,000	-\$20,000,000
SR 210: Traffic Interchange	Revise cost estimate	\$60,000,000	\$50,000,000	-\$10,000,000
High Occupancy Vehicle Lanes	Revise cost estimate: These costs included in the costs of other projects	\$140,000,000	\$5,000	-\$139,995,000
			TOTAL CHANGE	\$0

Pima County:

Project Name	Amendment	Original Cost	Amended Cost	Difference
Corona Road: Tucson Blvd to Alvernon Way	Add to RTP	\$0	\$12,000,000	\$12,000,000
Swan Road: Santa Rita to Valencia	Revise cost estimate	\$146,000,000	\$134,000,000	-\$12,000,000
			TOTAL CHANGE	\$0

Freight Projects: It is reasonable to expect that the region may be able to secure the necessary grants from federal or rail funding sources, such as the Federal Rail Administration.

Project Name	Amendment	Original Cost	Amended Cost	Difference
Wilmot Siding Rail Extension	Add to RTP	\$0	\$19,000,000	+\$19,000,000
West Leg: Downtown Wye	Add to RTP	\$0	\$4,500,000	+\$4,500,000
Passenger Station Tracks: Downtown Rail Depot	Add to RTP	\$0	\$5,000,000	+\$5,000,000
			TOTAL CHANGE	+\$28,500,000