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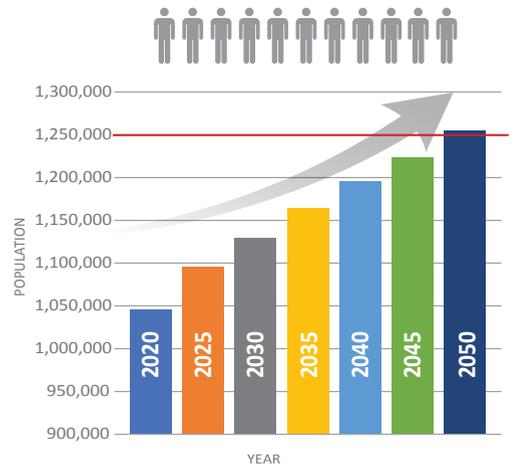
# A plan for everyone

## What is RTA Next?

RTA Next is the Regional Transportation Authority's proposed \$2.67 billion regional transportation plan to continue transportation improvements across the greater Tucson region for another 20 years.

- The RTA - a taxing subdivision of the state within Pima County since 2004 - collects a half-cent sales tax to fund its current 20-year plan approved by voters in 2006. Voter approval is required for a half-cent sales tax to continue funding for another 20 years. The funding continuation, if approved, will not result in a tax increase since the current tax will expire on March 31, 2026.
- The 20-year RTA Next plan and tax initiatives will be presented to the voters at a March 10, 2026, election for consideration. If both initiatives are approved, they would go into effect on April 1, 2026.
- Improvement elements in the RTA Next regional transportation plan include: roadway (multimodal) corridors, pavement rehabilitation, expanded and enhanced transit, environmental, and safety, ADA and active transportation (bicycle and pedestrian).

By 2050, Pima County's population is projected to be 1.25 million.



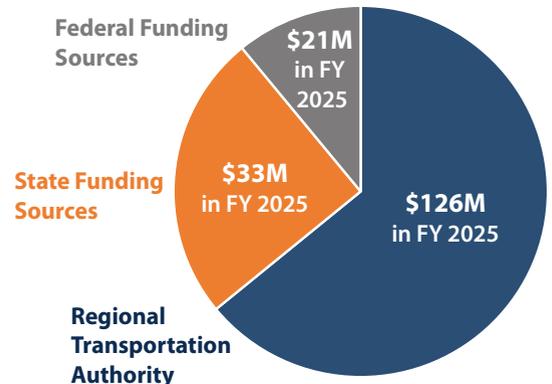
Source: Arizona Office of Economic Opportunity

## Why do we need RTA funding to continue?

The current RTA plan and tax will expire at the end of June 2026. The pie chart to the right shows the annual reliance of RTA revenue to support needed regional transportation improvements. A tax investment, if approved by voters for another 20 years, will ensure our growing region continues to receive this critical regional funding to stretch limited federal and state dollars and keep up with the needs of our transportation network users.

Between July 2006 and June 2025, the RTA half-cent sales tax generated \$1.6 billion in revenue.

### RTA Plan Transportation Funding Comparisons in FY 2025



# What are the benefits of RTA Next?

Developed with Regional Transportation Authority member and public input, a new 20-year regional transportation plan will help to:

Enhance regional mobility and network reliability to ensure we can connect with family, friends and other destinations



Enhance the overall safety and security of our transportation system with measures and infrastructure for passenger and driver safety

Achieve economic benefit of \$3.7 billion over 35 years in new tax base (state, county, cities, towns) and 48,000 additional jobs over 20 years



Continue funding for wildlife linkages along transportation corridors to ensure wildlife and motorist safety within natural habitat areas

Maintain over \$30 million in annual RTA contributions to support expanded evening and weekend transit services on which many have come to depend to get to jobs, school and other destinations



Continue additional and flexible transportation funding through a half-cent sales tax (without a tax increase!)

Improve our active transportation offerings for pedestrians and bicyclists to support healthy lifestyles and clean air



Reduce congestion and improve air quality through the use of alternative transportation modes and overall efficiencies

Stretch local, state and federal dollars for roadway corridor improvements



Distribute projects regionwide, including those that cross jurisdictional boundaries



View RTA Next plan details

Submit questions or comments at [RTAnext.com](http://RTAnext.com)

# RTA *next*

## Roadway Corridor Improvements (multimodal)



See the complete RTA Next plan project list

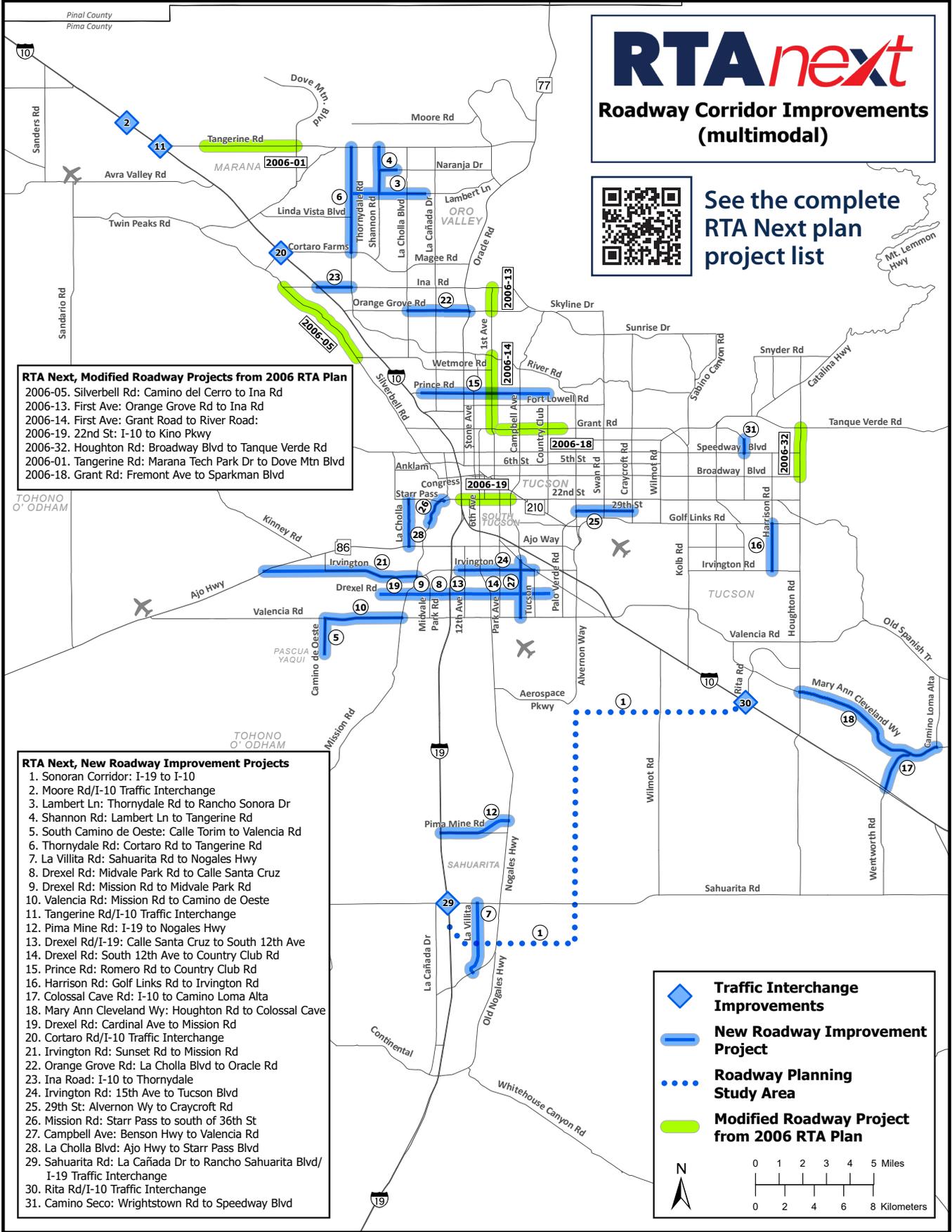
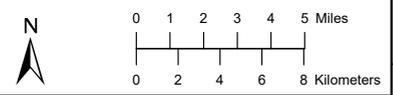
### RTA Next, Modified Roadway Projects from 2006 RTA Plan

- 2006-05. Silverbell Rd: Camino del Cerro to Ina Rd
- 2006-13. First Ave: Orange Grove Rd to Ina Rd
- 2006-14. First Ave: Grant Road to River Road
- 2006-19. 22nd St: I-10 to Kino Pkwy
- 2006-32. Houghton Rd: Broadway Blvd to Tanque Verde Rd
- 2006-01. Tangerine Rd: Marana Tech Park Dr to Dove Mtn Blvd
- 2006-18. Grant Rd: Fremont Ave to Sparkman Blvd

### RTA Next, New Roadway Improvement Projects

1. Sonoran Corridor: I-19 to I-10
2. Moore Rd/I-10 Traffic Interchange
3. Lambert Ln: Thornydale Rd to Rancho Sonora Dr
4. Shannon Rd: Lambert Ln to Tangerine Rd
5. South Camino de Oeste: Calle Torim to Valencia Rd
6. Thornydale Rd: Cortaro Rd to Tangerine Rd
7. La Villita Rd: Sahuarita Rd to Nogales Hwy
8. Drexel Rd: Midvale Park Rd to Calle Santa Cruz
9. Drexel Rd: Mission Rd to Midvale Park Rd
10. Valencia Rd: Mission Rd to Camino de Oeste
11. Tangerine Rd/I-10 Traffic Interchange
12. Pima Mine Rd: I-19 to Nogales Hwy
13. Drexel Rd/I-19: Calle Santa Cruz to South 12th Ave
14. Drexel Rd: South 12th Ave to Country Club Rd
15. Prince Rd: Romero Rd to Country Club Rd
16. Harrison Rd: Golf Links Rd to Irvington Rd
17. Colossal Cave Rd: I-10 to Camino Loma Alta
18. Mary Ann Cleveland Wy: Houghton Rd to Colossal Cave
19. Drexel Rd: Cardinal Ave to Mission Rd
20. Cortaro Rd/I-10 Traffic Interchange
21. Irvington Rd: Sunset Rd to Mission Rd
22. Orange Grove Rd: La Cholla Blvd to Oracle Rd
23. Ina Road: I-10 to Thornydale
24. Irvington Rd: 15th Ave to Tucson Blvd
25. 29th St: Alvernon Wy to Craycroft Rd
26. Mission Rd: Starr Pass to south of 36th St
27. Campbell Ave: Benson Hwy to Valencia Rd
28. La Cholla Blvd: Ajo Hwy to Starr Pass Blvd
29. Sahuarita Rd: La Cañada Dr to Rancho Sahuarita Blvd/I-19 Traffic Interchange
30. Rita Rd/I-10 Traffic Interchange
31. Camino Seco: Wrightstown Rd to Speedway Blvd

- Traffic Interchange Improvements
- New Roadway Improvement Project
- Roadway Planning Study Area
- Modified Roadway Project from 2006 RTA Plan



# What's in the RTA Next plan?

The proposed \$2.67 billion RTA Next plan for voter consideration next March will provide funding for improvements to the region's transportation network across all forms of mobility.

**\$1.2 billion**  
+\$741M in non-RTA funding

## Roadway (Multimodal) Corridors

- 31 corridor improvement projects including 5 freeway interchanges, roadway lane capacity enhancements, bus pullouts, bike lanes, pedestrian facilities, drainage improvements



**\$257 million**  
+\$237M in non-RTA funding

## Roadway project modifications/completions

- 7 projects from the 2006 Regional Transportation Authority plan have revised scope descriptions or funding needs that require voter approval.



**\$254.6 million**

## Safety, ADA and Active Transportation

- **Intersection rehabilitation and modernization:** Traffic signal technology upgrades, bikeways, sidewalks, greenways



**\$177.6 million**

## Pavement Rehabilitation

- Curb-to-curb rehabilitation of regional roadway corridors



**\$50 million**

## Environmental

- **Wildlife linkages to reduce vehicle-animal collisions in highly traveled natural wildlife habitat areas**



**\$726 million**  
+\$228M in non-RTA funding

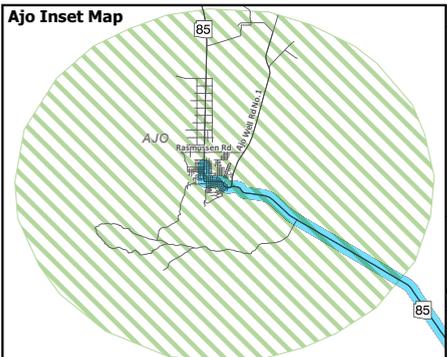
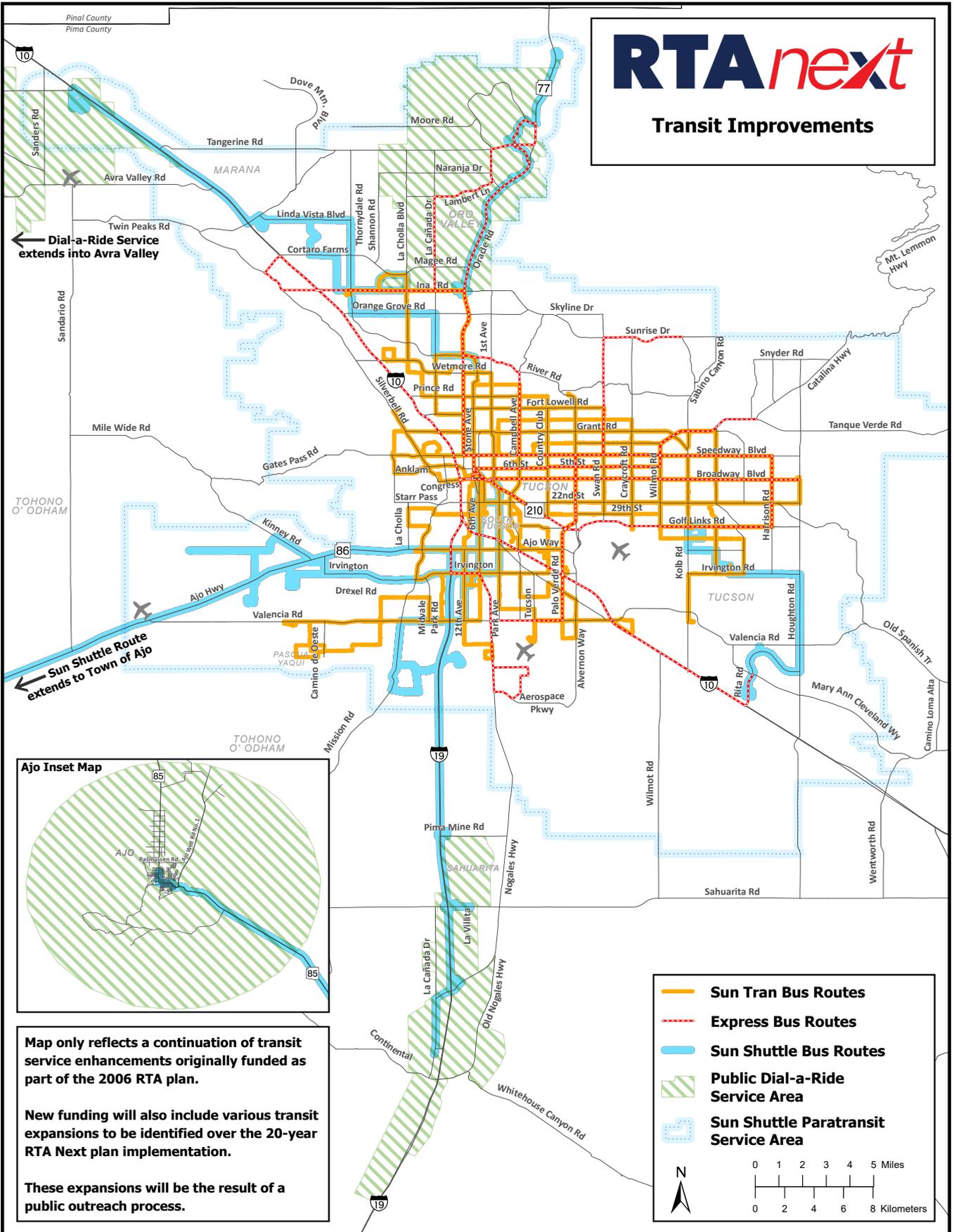
## Transit Expansions

- **Expanded services:** Weekend and evening bus service, increased bus frequency, paratransit/dial-a-ride, neighborhood shuttles to main bus system, express service to employment centers; high-capacity transit development, streetcar operations, safety and security of the regional transit system



# RTA *next*

## Transit Improvements



See the complete RTA Next plan project list

“Our families, employers, commuters and students regionwide depend on a quality transportation network to sustain a vibrant economy and livable communities.”  
– John Carruth, Superintendent of Vail Unified School District



## No tax increase

If the RTA Next plan and tax are approved by voters, the current RTA half-cent sales tax will expire March 31, 2026. The new tax would begin on April 1, 2026. The ongoing investment will not affect the current tax rate.

The half-cent sales tax applies to purchases such as retail sales\*, contracting, utilities, restaurants and bars, and rentals of personal property, and is paid by anyone who shops in Pima County.

\*Excluding groceries, except in South Tucson, and pharmaceuticals.

## What if a new plan and funding for it are not approved by voters?

- Overall, \$2.67 billion in RTA funds will no longer be available to stretch other limited transportation revenue sources.
- This will lead to a loss of approximately \$30 million annually to support currently expanded and enhanced regional transit services, including paratransit and dial-a-ride services.
- As the region grows, many transportation network needs will go unmet.
- Without additional RTA tax revenues over the next 20 years, this supplemental regional funding will no longer be available to improve our quality of life by adding roadway capacity, continuing expanded regional transit services, enhancing bicycle and pedestrian infrastructure, or enhancing the system's transit services, safety features and traffic signal technology.



## Future plan oversight

- The RTA Board can seek citizen oversight of financial management and project delivery.
- The ballot identifies key plan elements, project budgets and a timeline of when project construction will start. RTA dollars can only be spent on projects in the approved plan.
- If the RTA Next plan is approved, any future substantial change in costs to complete plan elements will require voter approval.
- The RTA will annually publish financial and project status or other updates in two newspapers by Jan. 1.
- The state auditor will conduct mandated RTA performance audits every five years.