



Investing in transportation to meet your needs

A \$2.67 billion regional transportation plan

A plan for everyone



RTA Next Presentation

RTA
Regional Transportation Authority

Regional Transportation Authority's funding role

RTA taxing district currently collects \$125 million annually.

RTA Taxing District



RTA members



The overall benefits of RTA transportation investments



How RTA Next will work for you

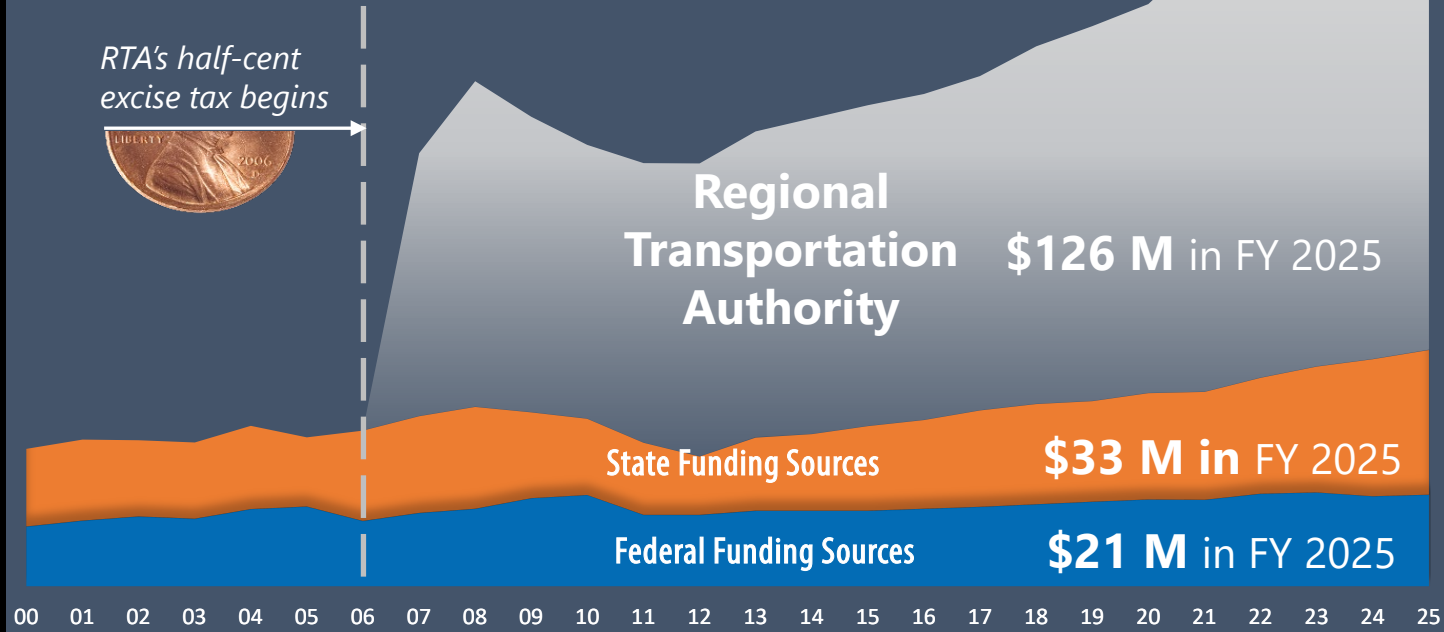


- Help you get to work on time
- Help students and teachers reach school safely
- Keep people connected to life-saving care
- Provide more and accessible transportation choices
- Keep outlying areas and those with other needs connected to essential services

From job centers to medical facilities, RTA Next will keep us moving faster, safer, and more affordably.

We're improving regional mobility, network reliability and efficiency, safety

RTA sales tax revenues compared to other regional transportation funding sources annually



Without
2/3 of
regional
funding

Why does our region need RTA funding?

30 years with

No gas tax increases

Rise of

Fuel-efficient vehicles

Results in

**Decline in
transportation
resources**



Who pays the RTA sales tax?

- Anyone who makes purchases in Pima County
- Tax is assessed in five major categories:
 - ✓ Retail sales*
 - ✓ Contracting
 - ✓ Utilities
 - ✓ Restaurant and Bar
 - ✓ Rental of Personal Property

**Grocery and pharmaceutical items are tax exempt.*



No tax increase

RTA*next* RTA Project List in 2026 dollars (constant)

August 25, 2025

I. Roadway (multimodal) Corridor Element

IA. RTA 1, Project Modifications/Completion Subelement

Scope changes to 2006 RTA projects or their remaining phases. Recommended changes from 2006 voter-approved scopes are performance-focused and based on latest traffic modeling and growth projections. ** Additional funding needed to complete project per 2006 plan description

	RTA Project Budgets (000s)	Committed Non-RTA Dollars (000s) *	Construction Start Period *
2006-05. Silverbell Road: Camino del Cerro to Ina Road Modified Scope (Final Phase) Widen to a 4-lane divided roadway with bicycle, pedestrian and associated drainage improvements. Previously Approved Scope: Widen to a 3- and 4-lane divided desert parkway, drainage improvements and bike lanes	\$70,660	\$64,545	1st Period
2006-13. First Avenue: Orange Grove Road to Ina Road Modified Scope (Whole Project) Modernize existing 3-lane roadway including bicycle, pedestrian and associated drainage improvements. Previously Approved Scope: Widen to 4-lane roadway, bike lanes and sidewalks	\$6,290	\$5,578	1st Period
2006-14. First Avenue: Grant Road to River Road Modified Scope (Whole Project) Reconstruct to a 4-lane divided roadway with bicycle, pedestrian, and associated intersection and drainage improvements. Previously Approved Scope: Widen to 6-lane roadway, bike lanes and sidewalks	\$70,755	\$62,745	1st Period
2006-19. 2nd Street: I-10 to Kino Parkway Modified Scope (Final Phase) Reconstruct to a 4-lane divided roadway with bicycle, pedestrian, and associated drainage improvements and grade separation at the railroad tracks. Previously Approved Scope: Widen to 6 lanes, 6-lane bridge over railroad tracks, bicycle lanes and sidewalks	\$40,632	\$38,601	1st Period
2006-32. Houghton Road: Broadway Boulevard to Tanque Verde Road Modified Scope (Final Phase) Widen roadway to 2+4 lanes with bicycle, pedestrian, and associated intersection and drainage improvements. Previously Approved Scope: Widen to 4- and 6-lane desert parkway, new bridges (washes and rail), bike lanes and sidewalks	\$25,435	\$22,557	1st Period
2006-01. Tangerine Road: Marana Tech Park Drive to Dove Mountain Blvd. (Final Phase) Completion of widening 4-lane desert parkway with bike lanes, drainage and turn lanes	\$7,200	\$6,993	1st Period
2006-18. Grant Road: Fremont Avenue to Sparkman Boulevard (Final Phase) Completion of widening 6-lane arterial, streetscaping, bike lanes and sidewalks	\$36,665	\$36,344	1st Period
RTA 1 Project Modification/Completion Subtotal	\$257,637	\$237,363	
IB. New Roadway Projects Subelement			
1. Sonoran Corridor: I-19 to I-10, New Limited Access Roadway Funding to provide for jurisdictional comprehensive plan updates for right-of-way establishment, along with initial right-of-way acquisition	\$5,000	\$5,000	1st Period
2. Moore Road/I-10 Traffic Interchange Construct new traffic interchange at Moore Road and I-10, including grade separation at railroad tracks. Improvements include additional lanes on Moore Road, plus addition of bicycle and pedestrian improvements	\$30,000	\$90,000	1st Period
3. Lambert Lane: Thornydale Road to Rancho Sonora Drive Widen 4-lane roadway with bicycle, pedestrian and associated drainage improvements	\$55,175	\$1,100	1st Period
4. Shannon Road: Lambert Lane to Tangerine Road including Naranja Drive to Pinewood Ridge High School Construct new 3-lane roadway with new pedestrian, bicycle and associated drainage improvements	\$25,773	\$1,100	1st Period
5. South Camino de Oeste: Calle Torin to Valencia Road Improve roadway to provide all-weather access (drivable in all-weather conditions)	\$20,936	-	1st Period
6. Thornydale Road: Cortaro Road to Tangerine Road Widen to a 4-lane roadway including bicycle, pedestrian and associated drainage improvements	\$97,870	-	1st Period

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Roadway, transit, bicycle, pedestrian, and safety improvements for the next 20 years at no additional cost to you

RTA Next plan elements

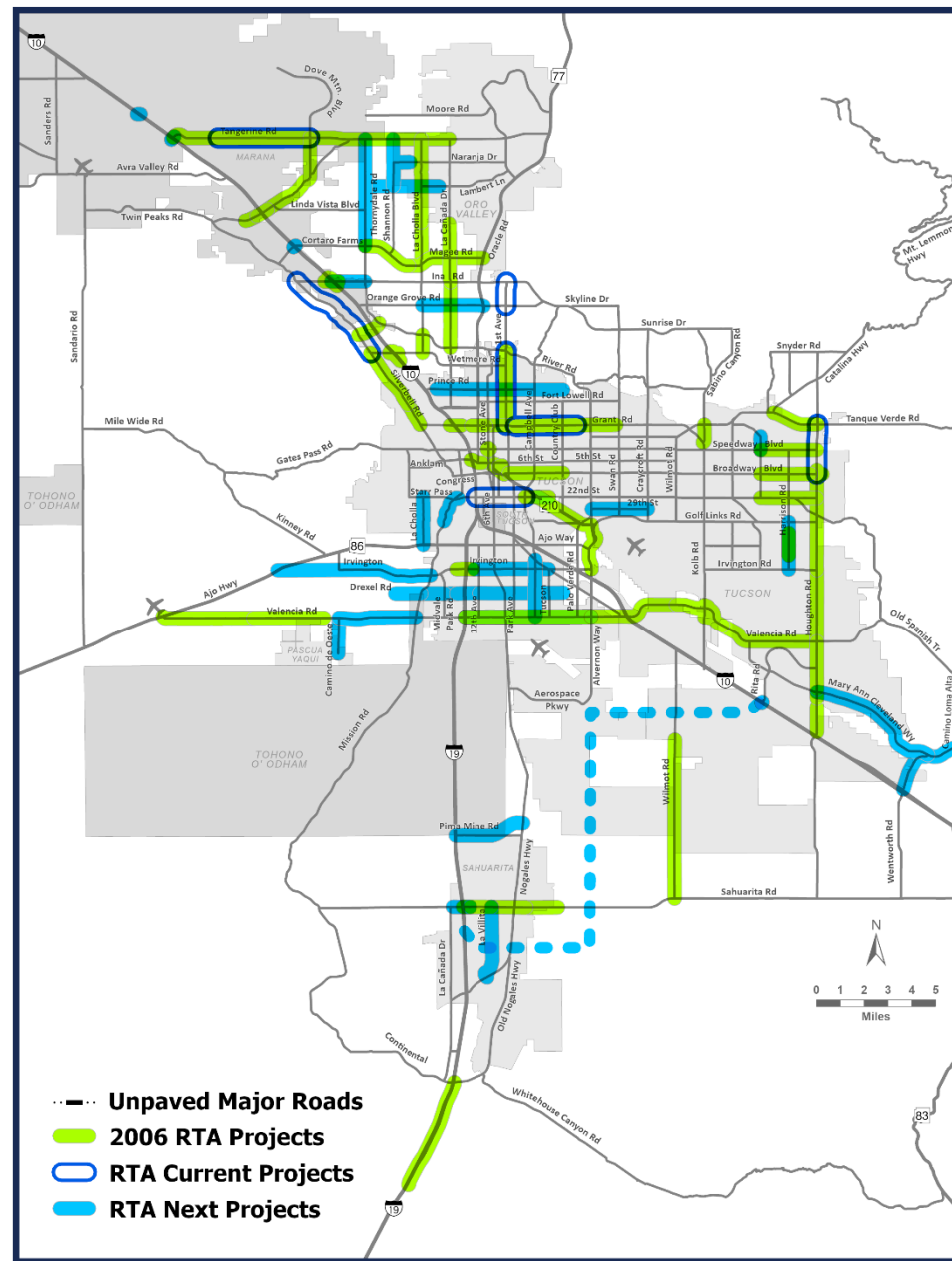
- Roadway (multimodal) corridors
- Safety, ADA and active transportation
- Arterial and Collector Roads, Pavement Rehabilitation
- Environmental (wildlife linkages)
- Transit (including paratransit)



**Your feedback
makes a
difference**



Building the region's network



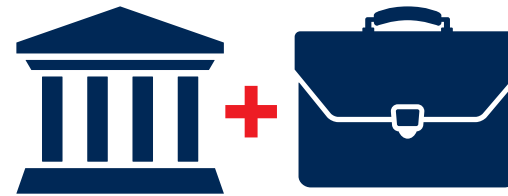
2006 RTA plan successes over 20 years

**More than
1,000 RTA plan
improvements
completed**

**RTA directly invested
\$1.6 billion in
the region**

**More than \$3 billion
in public/private
investments total**

**40,000
permanent
jobs created**



RTA Next investment will lead to more economic benefit, new jobs

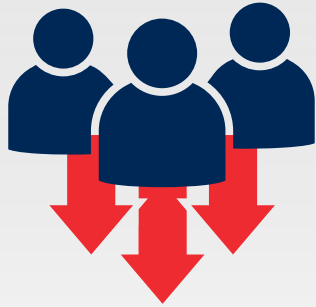


48,000+
~additional jobs



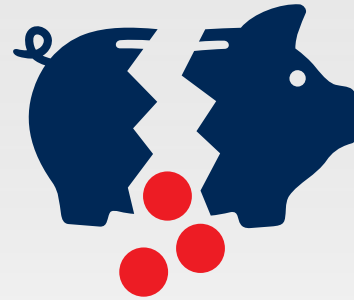
\$3.7 billion+
total economic benefit

Impacts of no RTA Next investment



-54,000

~job loss



-\$3.5 billion

~economic loss

Without RTA Next investment, your every day life could be affected

- Transit riders could see a major cut in services
- Patients could lose access to life-saving care
- Traffic congestion will get worse
- Commute times will increase
- Vulnerable and outlying communities would be left behind

Why count on the RTA?

- ✓ RTA uses conservative revenue targets in planning to better align budget with anticipated revenues
- ✓ RTA demonstrates proven financial accountability and project delivery
- ✓ RTA member and public input help set transportation priorities
- ✓ Voters have final say



No matter your destination

RTA Next improvements benefit you,
wherever you live or work in the region



A plan for everyone

