



2040 RTP Update/Amendment Overview – February 2012

The 2040 Regional Transportation Plan

Pima Association of Governments' 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 unless the specific project or general program element is incorporated into 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 during plan development. New information or changing conditions and needs may require updates 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. The additional jurisdiction projects also have been incorporated into the 2040 RTP amendment.

2040 RTP Update/Amendment

The current RTP update/amendment process for the 2040 RTP will include:

- December 2011: RTP Task Force workshop to review content
- 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 information is proposed to update the 2040 RTP:

New Funding Source

The Highway Safety Improvement Program (HSIP) is an existing funding source that is available for jurisdictions to address 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 is eligible to receive \$750,000 per year, which can be 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 are consistent with HSIP funding. However, the RTP amendment provides a convenient means to list this source of funding in the RTP, providing 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 qualify as being consistent with the RTP.

Brief Description of Potential New or Amended Projects

A: I-10 West: Prince to Marana: This project is currently listed in the 2040 RTP. As listed, the project will increase the number of lanes on I-10 between Prince Road and Marana Road from 6 lanes to 8 lanes. Recent engineering studies, however, indicate that an increase to 10 lanes is warranted. This item will therefore amend the 2040 RTP to allow for this increase.

B: I-10 West: Marana TI to N. County Line: This project is currently listed in the 2040 RTP. As listed, the project will increase the number of lanes on I-10 between Marana Road and the Pinal County line from 6 lanes to 8 lanes. Recent engineering studies, however, indicate that an increase to 10 lanes is warranted. This item will therefore amend the 2040 RTP to allow for this increase.

C: I-10 West: Sunset Rd TI & RR Grade Separation: This is a new project that is not currently listed in the 2040 RTP. The RTA project on Sunset Road and the proposed widening of I-10 to 10 lanes would necessitate additional treatments when Sunset Road crosses I-10, including a new traffic interchange and a railroad grade separation.

D: SR 83: I-10 to County Line: This is a new project that is not currently listed in the 2040 RTP. The proposed highway project would widen SR 83 for 22 miles south of the Interstate 10 junction in phases over approximately 30 years from two lanes to four lanes based on the needs of the highway to accommodate the expected increase in traffic from various sources including population increases, private development, etc. The proposed phased improvements include passing lanes, wider shoulders, bus pullouts, drainage improvements, and ultimately accommodating four lanes with shoulders. The timing of these phased improvements will be based on the needs of the highway, and funding available, and are not planned for any specific timeframe.

E: SR 210: Extension: This project is currently listed in the 2040 RTP as a late period project. The cost estimate for the project is being revised downward.

F: SR 210: Traffic Interchange: This project is currently listed in the 2040 RTP as a late period project. The cost estimate for the project is being revised downward.

G: High Occupancy Vehicle Lanes: This project is currently listed in the 2040 RTP. However, the costs of the project are being double-counted—once in the individual highway widening projects, and again as part of the HOV lanes project. Once I-10 and I-19 have achieved maximum build-out, converting lanes into HOV lanes is no longer a matter of new construction, but rather one of signing and striping. The cost estimates are revised downward, but not removed completely, to serve as a reminder of the ultimate goal of HOV lanes through the region.

H: Corona Road: Tucson Blvd to Alvernon Way: This is a new project that is not currently listed in the 2040 RTP. The project would widen Corona Road between Tucson Boulevard and Alvernon Way from 2 lanes to 4 lanes. The project is part of a larger suite of projects intended to improve the connections and economic potential of the area south and east of Tucson International Airport.

I: Swan Road: Santa Rita to Valencia: This project is currently listed in the 2040 RTP. The amendment revises the cost estimate of the project downward, and re-aligns a portion of the project as it swings east around Tucson International Airport and planned airport improvements.

J: Wilmot Siding Rail Extension: This is a new project that is not currently listed in the 2040 RTP. The project will extend the Wilmot Siding Rail (located between Wilmot Road and Rita Road) to allow trains to exit the main line at full speed, thus increasing the capacity of the region's rail system. This project will be built only if grants or other funding become available from the Federal Rail Administration or other sources.

K: West Leg: Downtown Wye: This is a new project that is not currently listed in the 2040 RTP. The project will construct a quarter mile track near Toole Ave, between 16th Street and 13th Street. The track will allow for greater mobility of trains moving to and through the region. This project will only be built if grants or other funding become available from the Federal Rail Administration or other sources.

L: Passenger Station Tracks: Downtown Rail Depot: This is a new project that is not currently listed in the 2040 RTP. The project will construct two dedicated tracks of approximately 1,800 feet each for passenger trains in downtown Tucson, thus increasing the capacity of the region's rail system. This project will only be built if grants or other funding become available from the Federal Rail Administration or other sources.

2040 RTP Update/Amendment Summary

Arizona Department of Transportation

	Project Name	Amendment	Original Cost	Amended Cost	Difference
A	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
B	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
C	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
D	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
E	SR 210: Extension	Revise cost estimate	\$329,000,000	\$309,000,000	-\$20,000,000
F	SR 210: Traffic Interchange	Revise cost estimate	\$60,000,000	\$50,000,000	-\$10,000,000
G	High Occupancy Vehicle Lanes	Revise cost estimate: These costs included in the costs of other projects	\$140,000,000	\$5,000	-\$139,995,000
				NET CHANGE	\$0

Pima County:

	Project Name	Amendment	Original Cost	Amended Cost	Difference
H	Corona Road: Tucson Blvd to Alvernon Way	Add to RTP	\$0	\$12,000,000	\$12,000,000
I	Swan Road: Santa Rita to Valencia	Revise cost estimate	\$146,000,000	\$134,000,000	-\$12,000,000
				NET 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
J	Wilmot Siding Rail Extension	Add to RTP	\$0	\$19,000,000	+\$19,000,000
K	West Leg: Downtown Wye	Add to RTP	\$0	\$4,500,000	+\$4,500,000
L	Passenger Station Tracks: Downtown Rail Depot	Add to RTP	\$0	\$5,000,000	+\$5,000,000
				NET CHANGE	+\$28,500,000