The RTA gives us choices. The Regional Transportation Authority has funded more than 855 regional transportation projects, including roadway improvements, transit service expansion, bike lanes/paths and signalized pedestrian safety crossings to help us get around more efficiently. However, we have calls for even more regional projects that require a long-term funding source to ensure project delivery.

The current RTA plan provides a funding solution to meet our transportation needs. Voters approved the RTA’s 20-year, $2.1 billion plan and half-cent excise tax in 2006 to fill a transportation funding gap through June 2026. The RTA is now the largest transportation funder in the region. The RTA’s local excise tax helps us meet our regional transportation needs while state and federal resources do not keep pace with inflation. A continuation of RTA tax revenues can complement and leverage other limited resources to stretch dollars for investing in needed transportation projects.

RTA revenues* compared to other regionally available transportation funds

<table>
<thead>
<tr>
<th>2000</th>
<th>2006</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Funding Sources</td>
<td>$83 M</td>
<td>$23 M</td>
</tr>
<tr>
<td>Federal Funding Sources</td>
<td>$19 M</td>
<td>$23 M</td>
</tr>
</tbody>
</table>

A healthy economy depends on a quality transportation system. Improving our regional transportation system has supported new commercial and residential development in downtown Tucson, as well as in areas across our region, such as near the Twin Peaks interchange and at the intersection of Houghton Road and Old Vail Road. The need for reliable and affordable transportation for all people and goods increases as our region grows.
**ECONOMIC IMPACTS**

RTA’s revenue collection was impacted by the 2008 Great Recession and its prolonged recovery period (See chart on reverse side). The RTA Board, in 2014, addressed the decline in RTA revenues by allocating unprogrammed federal and state dollars distributed to the region to deliver voter-approved RTA projects as promised. Federal and state transportation funding sources also face harsh realities as shown below.

A decline in purchasing power for transportation projects is from a combination of factors: State and federal gas taxes have not changed since the early '90s and, therefore, do not keep pace with inflation. In addition, vehicles that are more fuel efficient result in fewer gas tax collections. Transportation construction costs also are on the rise.

For every 3 transportation projects funded by the gas tax in 2000*, only 2 projects are funded today.

**TACKLING OUR FUNDING CHALLENGES**

Pima Association of Governments and the RTA have formed a citizens advisory committee to identify future transportation projects that could be included in a new 20-year RTA plan for eventual voter consideration.

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