

# RTA Celebrating 10 years of regional success

FY 2015-16 ANNUAL REPORT  
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Regional Transportation Authority



Better Roads



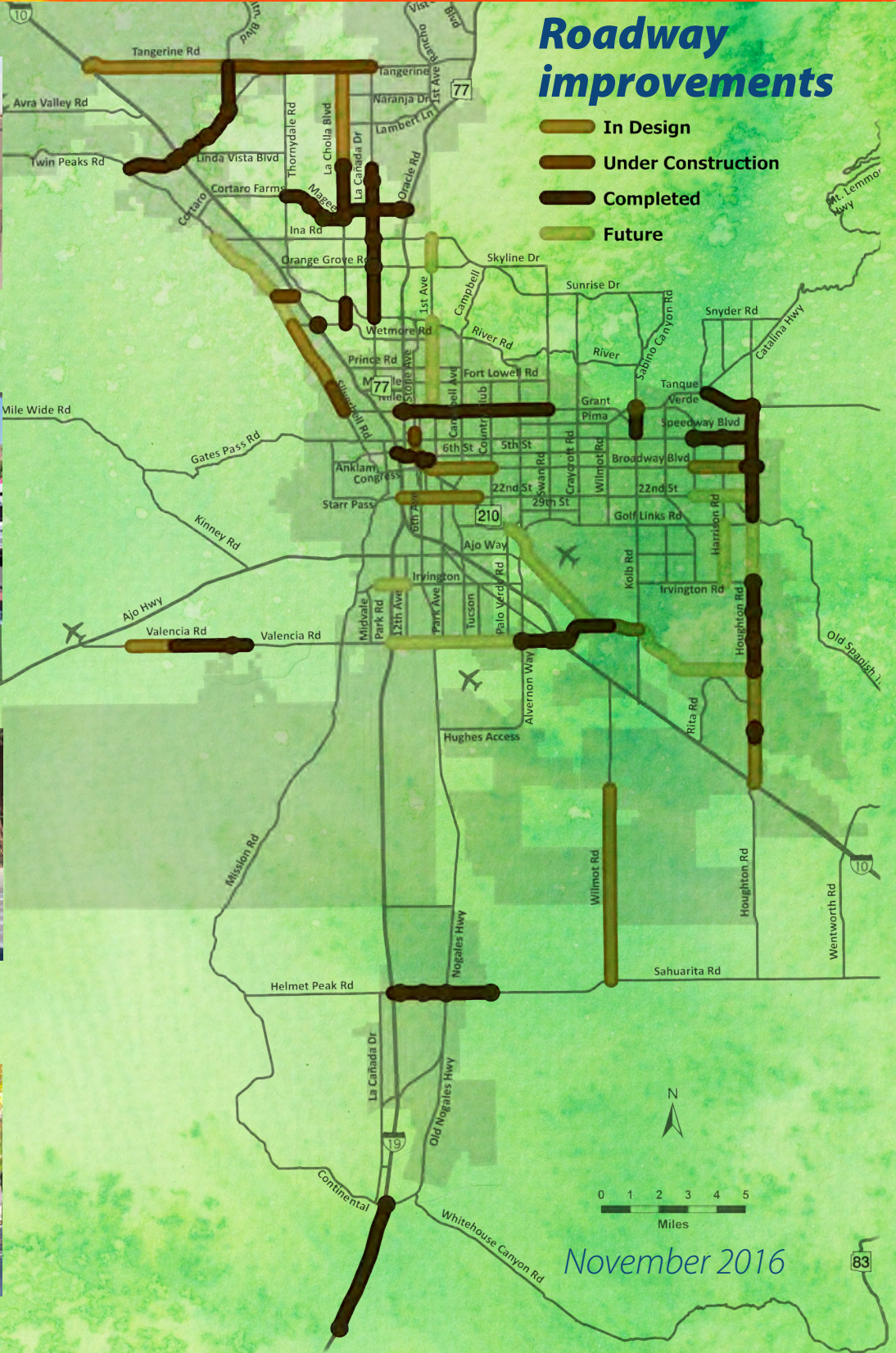
Better Transit



Better Choices



A Better Future



## 2016 RTA Board

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**Ed Honea**

*Town of Marana Mayor*

*RTA Vice Chair*

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*Town of Sahuarita Mayor*

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*City of South Tucson Mayor*

**Ramón Valadez**

*Pima County Board of  
Supervisors*

**Mike Hammond**

*Arizona State  
Transportation Board  
Member*

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**Farhad Moghimi**

*Executive Director of  
Pima Association  
of Governments/Regional  
Transportation Authority*

## Where would we be without the RTA?

The 2015-16 fiscal year was one of celebration for the Regional Transportation Authority. In fall of 2015 and spring of 2016, the RTA held several "Countdown to 10" ribbon-cutting events with member partners leading up to the May 2016 10-year anniversary of the RTA plan approval by Pima County voters.



*Ed Honea*

More than 300 RTA stakeholders joined us to celebrate this milestone at a luncheon event, which recounted the milestones and accomplishments ([video](#)) of the RTA over the past decade. The RTA now has completed more than 770 transportation improvements.

What is really amazing about the RTA plan implementation is how engaged our member jurisdictions are in helping us to deliver the plan as promised to our voters. I must complement my fellow RTA Board members and their respective jurisdictions for helping us to deliver projects on budget and schedule.

We also have had consistent oversight by our Citizens Accountability for Regional Transportation (CART) Committee over the years and we appreciate their interest, their questions and their due diligence in watching over our performance.

During my presentation at the RTA 10-year celebration, I asked the question of where would our region be without the projects and funding approved by the voters in May 2006.

We would not have the Twin Peaks interchange to help regional mobility. We would not have the Sun Link streetcar that has revitalized our region's largest urban center. We would not enjoy all the new bike paths and bike lanes that provide better multimodal connections. We would not have enhanced transit services or the benefit of the neighborhood Sun Shuttle service. We would not have safe wildlife crossings. We would not have as many signalized pedestrian crossings to provide added safety to our walking community. These improvements save lives.

Without all these improvements, totaling over \$1 billion in investments across our region to date, we would not have seen all the economic development enhancements that come with transportation infrastructure improvements, as well as thousands of jobs created or maintained during one of our worst economic recessions.

Thanks again to our member jurisdictions, community stakeholders and citizens for your roles and support over the past decade. The RTA's success is a mark of true regional collaboration. Let's continue along this collaborative path as we address future transportation needs to provide safe, reliable and efficient mobility to meet everyday lifestyle needs.

Ed Honea, 2016 CHAIR  
*Mayor, Town of Marana*



### 2016 Technical Management Committee

#### JURISDICTION REPRESENTATIVES:

**Chuck Huckelberry**  
Pima County

**Joel Gastelum**  
City of South Tucson

**Maria Arvayo**  
Pascua Yaqui Tribe

**John Bernal**  
Pima County

**Keith Brann**  
Town of Marana

**Steve Tipton**  
Tohono O'odham  
Nation

**Michael Ortega**  
City of Tucson

**Jose Rodriguez**  
Town of Oro Valley

**Rod Lane**  
Arizona Department  
of Transportation

**Daryl Cole**  
City of Tucson

**Kelly Udall**  
Town of Sahuarita

#### PRIVATE SECTOR REPRESENTATIVES:

**Bob Iannarino**  
**Chet Davis**  
**Frank Thomson**  
**Jim Schoen**  
**Paul Cella**  
**Roger Caldwell**  
**Steve Shepherd**  
**William Carroll**

# Letter from the 2016 CART Committee Chair, Steve Huffman

The oversight role of the Citizens Accountability for Regional Transportation (CART) Committee is something that all of the CART members take seriously. In the past year, we again have received and reviewed detailed reports from the Regional Transportation Authority on project and financial updates.



Steve Huffman

Delivering our promise is not just a slogan for the RTA. The RTA and all member jurisdictions are fully committed and hold themselves and each other accountable to that promise.

We appreciate the transparency of the RTA and informing all of us of the progress of implementation of the 20-year plan. As the RTA has completed the first 10 years of the regional transportation improvement plan, we can affirm that the RTA has been accountable and delivered on its promises to voters by delivering more than 770 transportation improvements to date.

A few CART Committee highlights from FY 2015-16 include:

We received an update on the Kolb Road project, connecting Kolb Road to Sabino Canyon Road, including recent changes to funding sources that allowed a speedier delivery timeline. We also received several updates on the Broadway Boulevard project, including the design recommendation for bus pullouts between Country Club Road and Euclid Avenue to accommodate corridor performance approved by the Tucson City Council and the RTA Board. Staff also provided updates on contracted transit services for Sun Shuttle and Sun Shuttle Dial-a-Ride.

In March 2016, we elected new officers. I am joined by Amber Smith, Vice Chair, and Pamela Traficanti, Secretary. Thanks to Bill Sheldon for serving as the 2015 CART Committee Chair.

In April 2016, the RTA took CART Committee members on a bus tour to see projects completed or underway in the south and southwest area of the region. The annual tours have enlightened all of us by showing what a difference the many RTA projects are making across the region to improve our mobility, safety and transportation reliability.

In May 2016, a contingency of CART Committee members joined TMC members to attend the RTA 10-year celebration. The success of the RTA is indeed cause for major celebration. The RTA has invested more than \$1 billion in transportation improvements in our region and this effort would not be without the commitment of the RTA Board, the RTA member jurisdictions and the RTA staff. On behalf of the CART Committee, we sincerely appreciate the ongoing regional collaboration and commitment from all RTA stakeholders to deliver projects as promised to voters in 2006.

## 2016 Citizens Accountability for Regional Transportation (CART) Committee

**Amber Smith**  
**Armando Rios Jr.**  
**Charlene Robinson**  
**Chris Albright**  
**David Heineking**  
**Douglas Mance**  
**James Barber**  
**Joseph Oliva III**  
**Kennton Grant**  
**M. Joe Yee**  
**Pamela Traficanti**  
**Roger Cracraft**  
**Sami Hamed**  
**Steve Huffman**  
**William Sheldon**

### JURISDICTION REPRESENTATIVES:

**Kendell Elmer**  
*Pima County*

**Vacant**  
*City of Tucson*

**Herman Lopez**  
*City of South Tucson*

**Kelle Masyln**  
*Town of Marana*

**Tom Bush**  
*Town of Oro Valley*

**Vacant**  
*Town of Sahuarita*

**Charles Mendonca**  
*Pascua Yaqui Tribe*

**Gerald Fayuant**  
*Tohono O'odham Nation*



Sahuarita Rd./Nogales Highway intersection



Oracle Rd. wildlife crossing bridge



Euclid Ave./5th St. pedestrian crossing



Kolb Rd. connection to Sabino Canyon Rd.

## Projects Completed in FY 2015-16

Magee Road, from La Cañada Drive to Oracle Road  
Sahuarita Road, from La Villita Drive to Country Club Road

Valencia Road, from Mark Road to Wade Road

Valencia Road, from Alvernon Way to Wilmot Road

22nd Street/Kino Parkway intersection

Nogales Highway/Old Nogales Highway intersection

Rancho Vistoso Blvd./Vistoso Highlands intersection and sidewalk improvements

### ***Pedestrian crossing signals at:***

22nd Street/Avenida Serio

Euclid Avenue/5th Street

Broadway Boulevard/Treat Avenue

Palo Verde Boulevard/Alvord Street

Palo Verde Boulevard/Milton Street

Manzanita Elementary School Safe Routes to School

Elephant Head Road bridge superstructure replacement

Sabino High School bicycle safety improvements

Campbell Avenue sidewalks

State Route 77 wildlife crossings

State Route 86 wildlife fencing

## Major Projects under Construction in FY 2015-16

Kolb Road Connection to Sabino Canyon Road

Silverbell Road, from Grant Road to Goret Road

Houghton Road, from Broadway Boulevard to 22nd Street

Sunset Road, from Silverbell Road to Interstate 10, including a bridge over the Santa Cruz River

Tangerine Road, from Dove Mountain Boulevard to La Cañada Drive

Duval Mine Road bridge over the Santa Cruz River

## Other projects under construction or starting construction during calendar year 2017

Ina Road interchange reconstruction and Union Pacific Railroad overpass

Grant Road, Stone Avenue to Park Avenue

Houghton Road/Union Pacific Railroad crossing

Valencia Road, Wilmot Road to Kolb Road

Broadway Boulevard, Camino Seco to Houghton Road

Colossal Cave Road at Union Pacific Railroad and Success Drive

Stone Avenue/Drachman Road intersection

Oracle Road bus pullouts

### ***Pedestrian crossing signals at:***

Campbell Avenue/9th Street

Grant Road/Sahuara Avenue

Nogales Highway/Olive Street

Craycroft Road/Fort Lowell Park

Mary Ann Cleveland Way/Kush Canyon

22nd Street/El Paso & Southwestern Greenway

Old Vail Middle School Safe Routes to School

Summit View Elementary Safe Routes to School

Camino de la Tierra bike lanes, Rillito Riverpark to CDO Riverpark

Park Avenue pedestrian improvements, Speedway Boulevard to Fort Lowell Road



Current Houghton Rd./Union Pacific railroad crossing



Sunset Rd./Santa Cruz River bridge

## FY 2007-16 RTA PROJECTS COMPLETED

PLAN ELEMENT	
<b>ROADWAY</b>	
<b>Total Roadway</b>	<b>26</b>
<b>SAFETY</b>	
Intersection	171
Elderly & Pedestrian	142
Bus Pullouts	109
Railroad Bridge	11
Signal Technology	72
<b>Total Safety</b>	<b>505</b>
<b>ENVIRONMENTAL &amp; ECONOMIC VITALITY</b>	
Greenways, Bikeways, Pathways & Sidewalks	140
Transportation-related Critical Wildlife Linkages	14
<b>Total Environmental &amp; Economic Vitality</b>	<b>154</b>
<b>TRANSIT</b>	
Weekday Evening	21*
Weekday Service	23
Bus Frequency & Overcrowding Relief	9**
Park 'n Ride Transit Centers	7***
Neighborhood Circulator	12****
High Capacity Streetcar	1
Express Service	7
Special Needs	3
Maintenance Storage Facilities	3
<b>Total Transit</b>	<b>86</b>
<b>Grand Total</b>	<b>771</b>

\* 21 routes received weekday evening service, fully implementing this service expansion

\*\* 9 routes received overcrowding relief or expansion

\*\*\* Includes completed temporary lots

\*\*\*\* Includes services absorbed from Pima County Rural Transit

## FY 2015-16 RTA FINANCIAL REPORT

REVENUES		(000s)
Sales Tax	\$	75,799
Program	\$	6,070
Grants	\$	1,540
Bond/Investment	\$	1,400
<b>Total Revenues</b>	<b>\$</b>	<b>84,809</b>
<b>EXPENDITURES</b>		
<b>ROADWAY IMPROVEMENTS</b>		
<b>Total Roadway</b>	<b>\$</b>	<b>80,053</b>
<b>SAFETY IMPROVEMENTS</b>		
Intersection	\$	2,403
Transit Corridor Bus Pullouts	\$	715
Elderly & Pedestrian	\$	650
At-grade Rail/Bridge Deficiencies	\$	3,764
Signal Technology	\$	324
<b>Total Safety</b>	<b>\$</b>	<b>7,856</b>
<b>ENVIRONMENTAL &amp; ECONOMIC VITALITY IMPROVEMENTS</b>		
Greenways, Bikeways, Pathways & Sidewalks	\$	1,731
Transportation-related Critical Wildlife Links	\$	1,103
Small Business Assistance	\$	646
<b>Total Environmental &amp; Economic Vitality</b>	<b>\$</b>	<b>3,480</b>
<b>TRANSIT IMPROVEMENTS</b>		
Transit Operations	\$	23,225
Sun Link Streetcar	\$	1,907
Park & Rides	\$	1,379
<b>Total Transit</b>	<b>\$</b>	<b>26,511</b>
<b>Administration Expenses*</b>	<b>\$</b>	<b>28,440</b>
<b>Total Expenditures</b>	<b>\$</b>	<b>146,340</b>
<b>Surplus/(Deficit)</b>	<b>(</b>	<b>\$61,531)</b>
<b>Beginning of Year Fund Balance</b>	<b>\$</b>	<b>192,604</b>
<b>Year-end Fund Balance</b>	<b>\$</b>	<b>131,073</b>

\* Includes bond principal, interest and administration costs

## RTA Revenue Collections

Regional Transportation Authority excise (sales) tax collections grew modestly during the 2015-2016 fiscal year, with total collections of \$75,035,200. This represents a revenue growth of 1.62 percent from the prior fiscal year and, notably, the first time RTA revenues have exceeded pre-recession collections in fiscal year 2007-2008.

The slow rate of recovery is expected to continue in FY 2016-2017, as the Pima County region trails both the national economic recovery and the statewide recovery. RTA collections have increased at the following rates:

FY 2011-2012	4.81%
FY 2012-2013	4.40%
FY 2013-2014	3.17%
FY 2014-2015	1.69%
FY 2015-2016	1.62%

By comparison, excise tax collections have grown at annual rates between 3.84 percent and 7.03 percent in Maricopa County over the same 5-year period. The RTA has budgeted revenue growth of 2 percent for FY 2016-2017.

The RTA conducted formal reviews of its revenue projections in 2010 and again in late 2013, based upon estimates prepared by the University of Arizona, Eller College of Management. As a result of these reviews, the Regional Council of Pima Association of Governments, which manages the RTA and is the region's metropolitan planning organization, has voted to commit regional discretionary funding to the RTA, to ensure the full funding of RTA projects at the amounts identified in the RTA plan. The RTA will conduct another revenue review in FY 2016-2017.

## RTA Plan – Element Highlights

### ROADWAY ELEMENT

The multimodal Roadway Element is the largest funding element of the RTA plan, with 26 projects delivered through the end of calendar year 2016, providing congestion and mobility relief to travelers along key travel corridors. Work continues in this element, with major corridor work either completed or underway.

Construction of the first phase of **Tangerine Road (RTA #1)** was initiated in early 2016, starting with the widening of 5 miles of the road between Dove Mountain Boulevard and La Cañada Drive to a 4-lane, divided roadway with all-weather access, multi-use paths and wildlife crossings.

The first phase of **Silverbell Road (RTA #5)** reconstruction started in June 2015. The first phase of construction widens and improves the Grant Road/Silverbell Road intersection, and extends the fully improved 4-lane roadway through the Goret Road intersection. This project is concluding in December 2016. This multi-phase project includes extensive archaeological work as well as major flood control improvements, with the first phase anchoring the southern end of the project.

Also in 2016, initial work began on the interchange reconstructions serving northern Pima County. The **Ina Road Interchange (RTA #6)** will be reconstructed by the Arizona Department of Transportation to provide a grade separation between the Union Pacific Railroad's Sunset Route and Ina Road, in addition to a complete reconstruction of the Ina Road interchange and ramps. In a coordinated effort, Ina Road also will be reconstructed and widened between Silverbell Road and I-10, including the replacement of the flood-vulnerable Ina Road bridge over the Santa Cruz River. In early 2017, the work on this project will accelerate with full closure of Ina Road at Interstate 10 as the interchange is reconfigured.

**Sunset Road (RTA #8)** improvements were launched with the first phase of construction in February 2016. The first phase will connect the existing Sunset Road interchange on Interstate 10 to Silverbell Road by way of a new bridge over the Santa Cruz River. This reestablishes a roadway linkage to the Tucson Mountains that was lost through flooding in 1983. It also will provide a multi-use path, sidewalk and bike lane connection to the Santa Cruz Linear Park. Project completion is anticipated in early 2017.

**Magee Road (RTA #12)** is part of a multi-phase project to improve the Cortaro Farms/Magee Rd. corridor between Oracle Road and Interstate 10. The final RTA phase of this project was completed by Markham Contracting for the original contractors bonding company in October 2015, following a

suspension of work in late 2014. Pima County anticipates initiating construction of the final phase of the corridor, between Thornydale Road and Camino de Oeste in 2017, finalizing the corridor improvements.

**Grant Road (RTA #18)** from Oracle Road to Park Avenue was prepared for construction during FY 2015-2016, with extensive right-of-way acquisition and utility relocation efforts. The project construction bids were opened on Nov. 10, 2016, and construction is expected to begin in early 2017.

In December 2015, the ribbon cutting for **Valencia Road (RTA #24)**, from Alvernon Way to Wilmot Road was celebrated, marking the conclusion of the widening of the corridor from 4 lanes to 6 lanes, together with access improvements to Interstate 10, the new Wilmot Road Gate to Davis-Monthan Air Force Base and Desert View High School. The final phase of this project, reconstructing the intersection of the Valencia Road/Kolb Road intersection is slated to move into construction during 2017.

**Valencia Road (RTA #21)** from Wade Road to Mark Road was completed the following spring (April 2016), providing a continuously widened roadway, plus bike lane, multi-use pathway and sidewalk improvements extending west of the Casino del Sol and Camino Verde intersection.

**Kolb Road Connection (RTA #26)** is nearing completion and a ribbon cutting is scheduled for Jan. 5, 2017. This project, directly connecting Kolb Road to Sabino Canyon Road, will allow traffic to bypass the heavily congested Grant Road/Kolb Road/Tanque Verde Road intersection. This final phase of the project, begun in 2011, includes bridges over the Pantano Wash and the Vincent Mullins Landfill.

**The Houghton Road (RTA #32)**, Broadway Boulevard to 22nd Street, project was completed in the latter half of 2016, widening the existing 2-lane roadway to a modern 6-lane roadway, together with bike lanes, sidewalks and a multi-use path. The next phase of the Houghton Road project is the replacement of the weight-restricted, 2-lane bridge over the Union Pacific Railroad, just north of I-10 with a pair of 3-lane bridges. Construction bids for this project were opened in November 2016, with

construction to begin after the first of the year.

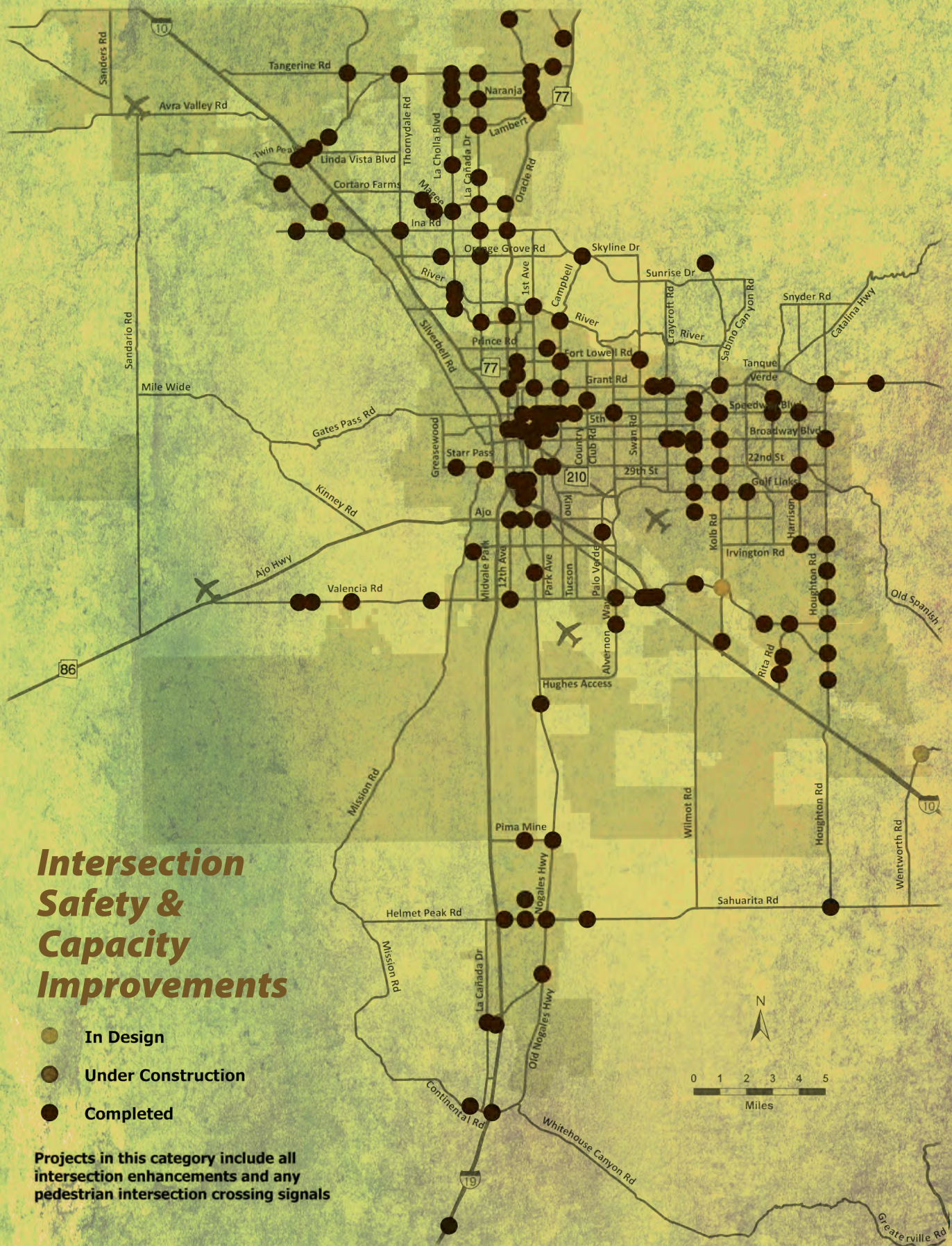
The multi-phase **Sahuarita Road (RTA #34)** project was concluded with a ribbon-cutting ceremony held on Sept. 24, 2015. This project upgraded the existing 2-lane road to an urban, 4-lane divided arterial road with bike lanes, sidewalks and other amenities, including a new bridge over the Santa Cruz River and a relocation of the Nogales Highway to reduce railroad related delays.

### **SAFETY, ENVIRONMENTAL & ECONOMIC VITALITY AND TRANSIT ELEMENTS**

Safety projects started or completed during the 2015-2016 fiscal year include intersection work (**RTA #36**) at **Stone Avenue** and **Drachman Street**; **Colossal Cave Road and Success Drive**, and the **Tanque Verde Road/Pima Road/Wilmot Road** intersections. New pedestrian signals (**RTA #37**) were installed at the **Nogales Highway/Olive Street, Craycroft Road/Ft. Lowell Park, Sahuara Avenue/Grant Road and Campbell Avenue/9th Street**, as well as on **Palo Verde Road** at the Alvord Street and Milton Street intersections. Bus pullouts (**RTA #38**) were installed on **Oracle Road** at the Prince Road and Glenn Street intersections. Bridge reconstruction improvements (**RTA #39**) were made to the **Pima Mine Road** and **Elephant Head Road bridges** south of the Tucson metropolitan area.

Pedestrian improvements (**RTA #41**) to the **Campbell Avenue** and **Park Avenue** corridors were completed during fiscal year 2015-2016, and Safe Routes to School projects were initiated along Mary Ann Cleveland Way and near Summit View Elementary School. Of the larger projects completed during the year, one of the most prominent was the wildlife crossing (**RTA #42**) bridge improvement built on **Oracle Road** south of the community of Catalina. This safety project continues with fencing projects being built beyond the highway to divert wildlife toward the crossings.

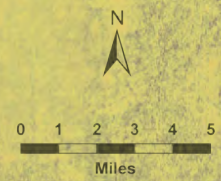
RTA-funded transit services (**RTA #44-50**) continue, though ridership has fallen due to low fuel prices and the lingering effects of the 2015 transit strike. Ridership is expected to slowly recover, and the RTA and its service delivery partners continue to seek ways to optimize routes, while continuing to deliver needed service to fixed-route, streetcar and dial-a-ride customers.



# Intersection Safety & Capacity Improvements

- In Design
- Under Construction
- Completed

Projects in this category include all intersection enhancements and any pedestrian intersection crossing signals







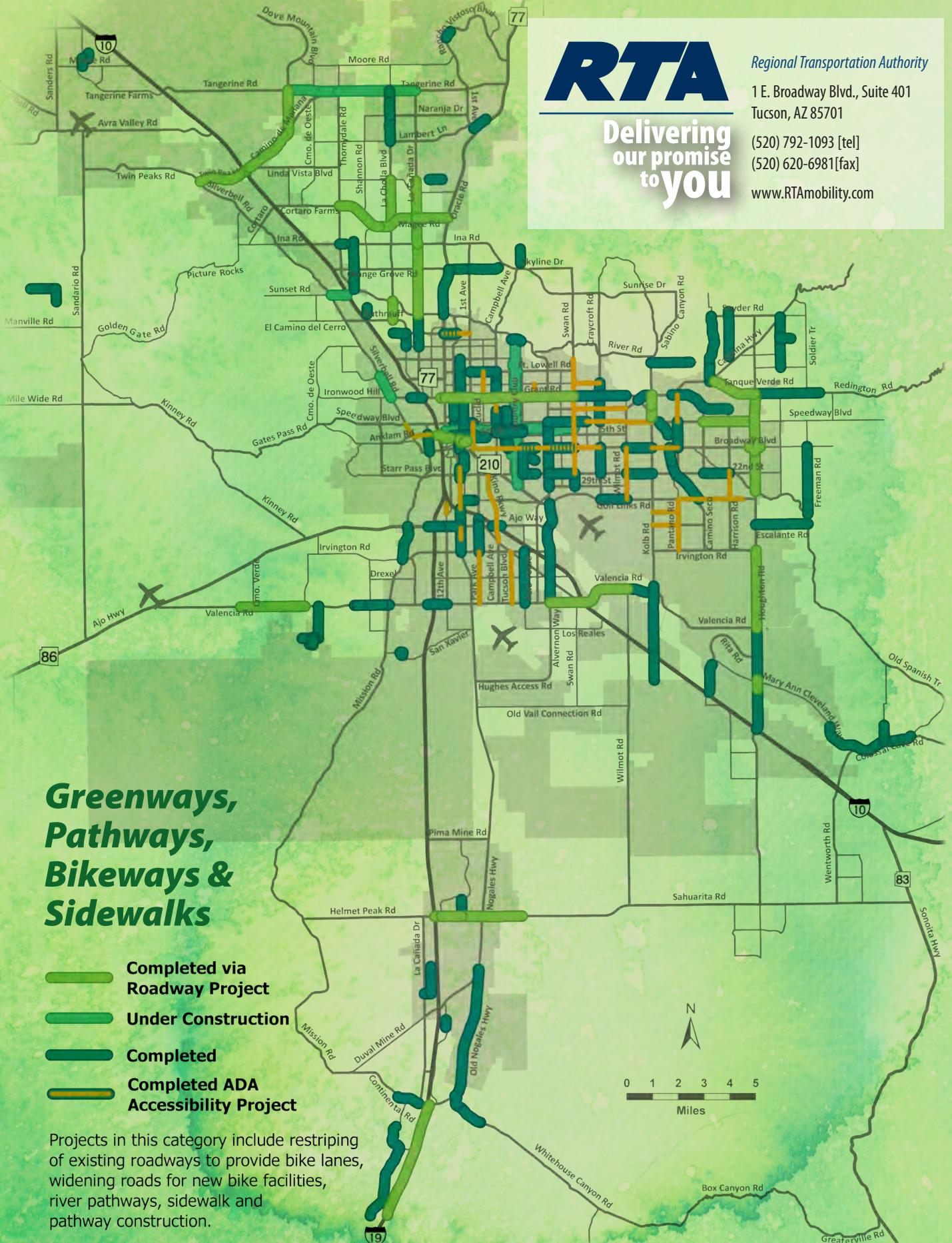
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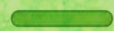
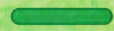
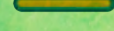
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# Greenways, Pathways, Bikeways & Sidewalks

-  Completed via Roadway Project
-  Under Construction
-  Completed
-  Completed ADA Accessibility Project

Projects in this category include restriping of existing roadways to provide bike lanes, widening roads for new bike facilities, river pathways, sidewalk and pathway construction.