



RTA
Regional Transportation Authority

A WINNING PERFORMANCE

FY 2016-17 ANNUAL REPORT

Houghton Road
Bridge over Union
Pacific Railroad

A message from the Board Chair

On the heels of the Regional Transportation Authority's 10-year anniversary of its 20-year regional transportation plan, the state Auditor General conducted a required performance audit of the first decade of plan implementation.



Tom Murphy

In April 2017, the completed audit shared that "the RTA plan partners are generally delivering the projects as envisioned within budget and on schedule."

The auditors commented that if current practices continue, it is likely that the plan partners will be able to deliver the remaining projects within the time envisioned by voters. More importantly, the auditors identified that "if anticipated revenues fall short of projections" then the RTA has a plan in place to redirect other available regional funds to supplement RTA project costs.

Overall, this marks a winning performance for the RTA and our region. We have all worked together collaboratively since the development of the RTA plan. The RTA Board and RTA members understand the importance of these strong working relationships. In fact, as RTA Board members and members of the Regional Council of Pima Association of Governments, which manages the RTA, we approved a resolution in May 2017 and signed a pledge to celebrate our regional unity.

We have less than a decade of projects to implement and we are committed to delivering projects that we promised in 2006. In November 2017, we refunded bonds to improve our cash balance and currently are operating on a pay-as-you go basis. This gives us more flexibility to deliver priority projects that are shovel ready.

As part of the audit recommendations, we are fine-tuning our delivery and reporting processes for added efficiencies and advanced reporting of our results to the public. For more information on the audit, please see page 9.

We are encouraged by new business developments across our region that were triggered, in part, by RTA transportation infrastructure improvements.

Looking ahead, we will soon prepare a timeline for a public process to develop a second RTA plan that expands upon the current plan's success and extends its funding source. The current RTA plan expires in fiscal year 2027 and we'll need to act before then to provide a smooth transition to a future plan, a plan that will further support a winning performance for our growing region.

*Tom Murphy, Sahuarita Mayor
RTA Board Chair*

What is the RTA?

The Regional Transportation Authority is the fiscal manager of a 20-year regional transportation plan approved by voters in May 2006. Projects in the fiscal year 2006-2027 RTA plan are primarily implemented by RTA members, including Pima County, the cities of South Tucson and Tucson, the towns of Marana, Oro Valley and Sahuarita, the Pascua Yaqui Tribe, the Tohono O'odham Nation and the Arizona Department of Transportation. Roadway, safety, transit, environmental and economic vitality improvements are made across the region to improve reliable and safe mobility and to expand travel options. The RTA is managed by Pima Association of Governments, the region's metropolitan planning organization, through a memorandum of understanding. The RTA plan is funded by a 20-year, half-cent countywide sales tax also approved by voters in 2006.

2017 RTA Board

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Ed Honea
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*Pima County Board
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Farhad Moghimi
*Executive Director of
the Regional
Transportation Authority*



Airmen Memorial Bridge, linking Kolb Road and Sabino Canyon Road



Amber Smith

Letter from the CART Committee Chair

As chair of the Regional Transportation Authority's Citizens Accountability for Regional Transportation (CART) Committee, it is my pleasure to convey to the broader community that the Regional Transportation Authority continues to perform as promised to the voters of Pima County and has delivered 798 projects through June 30, 2017.

These projects are improving the safety and reliability of our transportation system through more than 100 new bus pullouts, more than 50 signalized pedestrian crossings, nearly 200 intersection improvements, plus expanded evening and weekend transit service, and widened or new roadways that include new drainage features, sidewalks and improved signal technology.

The RTA's outstanding performance was further acknowledged in the past year by the state Auditor General as part of a 10-year audit of project delivery.

This performance is a testament to the foundation of the RTA and the ongoing governance model established early on that supports one vote per member to achieve regional consensus and focus. The leadership of the RTA Board has further ensured public transparency and accountability for project delivery and public involvement. The RTA continues to be an effective model of regional collaboration that is centered on moving our region forward.

The RTA thoroughly addresses questions presented by our oversight committee and is always prepared to give us updates on the status of project delivery and finances. We look forward to another year of RTA investment in our region's transportation system and economic vitality.

Amber Smith, 2017 Chair

2017 Citizens Accountability for Regional Transportation (CART) Committee

- Amber Smith
- Armando Rios Jr.
- Charles Mendonca
- Chris Albright
- David Doscher
- David Heineking
- Gerald Fayuant
- Herman Lopez
- James Barber
- Joseph Oliva III
- Kelle Maslyn
- Kendall Elmer
- M. Joe Yee
- Pamela Traficanti
- Roger Cracraft
- Sami Hamed
- Steve Huffman
- Tom Bush
- William Sheldon

2017 Technical Management Committee

- Andrew Korchmaros
- Bob Iannarino
- Carmine DeBonis
- Chet Davis
- Chuck Huckelberry
- Daryl Cole
- Gilbert Davidson
- Frank Thomson
- Jamsheed Mehta
- Jim Schoen
- Kelly Udall
- Michael Ortega
- Paul Cella
- Paul Keesler
- Rod Lane
- Roger Caldwell
- Sixto Molina
- Steve Shepherd
- Tom Wilson
- William Carroll



Signalized pedestrian crossing at Mary Ann Cleveland Way and Kush Canyon Road

RTA Revenue Collection

Regional Transportation Authority (RTA) revenue collection during fiscal year 2016-17 improved modestly, with total transaction privilege tax (half-cent sales tax) deposits of \$76,492,995.55 received from the State of Arizona, 1.95 percent greater than the deposits received during fiscal year 2015-16.

The RTA updates its long-range revenue forecast every three years. In March 2017, the RTA received an updated revenue forecast from the Economic and Business Research Center of the University of Arizona's Eller College of Management. The updated forecast projects that a total of \$1.598 billion will be collected by the RTA over the 20-year life of the RTA plan through FY 2027. This forecast can be seen at: <http://www.rtamobility.com/documents/pdfs/RTABOARD/2017/RTABoard-2017-05-25-Item-3jD-FINAL-REPORT-RTA-2017-03-28.pdf>

Forecast prior to the recession of 2008, the expected collections originally were \$2.1 billion. To ensure that all major projects in the RTA plan will be funded at the levels shown in the 2006 voter-approved regional transportation plan, the Regional Council of Pima Association of Governments (PAG), which manages the RTA, has dedicated to RTA projects other federal and state funding sources appropriated for the region.

RTA Plan Element Highlights

Roadway Element

The RTA and the City of Tucson held a ribbon-cutting ceremony for the completion of the **Kolb Road Connection** project (RTA Project No. 26), connecting Sabino Canyon Road to Kolb Road, on Jan. 5, 2017. The new corridor includes a four-lane roadway, sidewalks, bike lanes, a new bridge over the Pantano Wash, a new bridge over the old Vincent Mullins Landfill and public art.

In February 2017, the city completed project improvements to **Silverbell Road, from Grant Road to Goret Road**, (RTA Project No. 5). This project included drainage improvements, landscaping, a raised median and widened the roadway to four lanes. During February, Pima County celebrated the completion of the **Sunset Road** bridge and new three-lane roadway (RTA Project No. 8) with bike lanes and multi-use paths. This project was completed in time to provide relief to the public affected by the reconstruction of the Ina Road interchange with Interstate 10 (RTA No. 6).

FY 2006-17 RTA PROJECTS COMPLETED

PLAN ELEMENT	
ROADWAY	
Total Roadway	36
SAFETY	
Intersection	173
Elderly & Pedestrian	145
Bus Pullouts	113
Railroad Bridge	12
Signal Technology	72
Total Safety	515
ENVIRONMENTAL & ECONOMIC VITALITY	
Greenways, Bikeways, Pathways & Sidewalks	148
Transportation-related Critical Wildlife Linkages	16
Total Environmental & Economic Vitality	164
TRANSIT	
Weekday Evening	21*
Weekday Service	23
Bus Frequency & Overcrowding Relief	9**
Park 'n Ride Transit Centers	7***
Neighborhood Circulator	7
High Capacity Streetcar	1
Express Service	3
Special Needs	3
Maintenance Storage Facilities	3
Total Transit	77
Grand Total	798

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

** 9 routes received overcrowding relief or expansion

*** Includes completed temporary lots

The second project for the widening of **Grant Road** (RTA Project No. 18) began in early 2017 and includes widening between Stone and Park avenues, a \$14.5 million project. The full corridor project, when completed, will run from Oracle Road to Swan Road. Funded by the RTA, the project is managed by the City of Tucson. Grant is being widened to six lanes and will include sidewalks, signalized crossings, bike lanes, landscaping and drainage features. Indirect left turns are being constructed at Stone and First avenues. The first phase included the first indirect left intersection and public art at Grant and Oracle.

On the far east side of Tucson, construction on the Houghton Road bridge over the Union Pacific Railroad started in March 2017 as part of the **Houghton Road** widening project (RTA Project No. 32). The city-managed project includes a three-lane northbound bridge, which is expected to be completed in the spring, and a three-lane southbound bridge. When traffic is shifted off the old bridge to the northbound bridge, the old bridge will be demolished to make way for the new southbound bridge. Nearly 12,000 vehicles cross the bridge over the UPRR every day. When the first new bridge is completed, new bat boxes on the old bridge will be moved to the new structure to encourage resident bats to migrate to the new site.

In October 2016, the RTA and City of Tucson marked the completion of the widening of Houghton Road, between Broadway Boulevard and 22nd Street, as part of the Houghton Road corridor project. This section includes a public art sculpture of horses, known as Mare and Foal. Other improvements include sidewalks, bike lanes, a multiuse path and drainage.

In the northwest, construction on **Tangerine Road** (RTA Project No. 1), between Twin Peaks Road and La Cañada Drive is expected to be completed by late summer 2018. The project, managed by the Town of Marana, will eliminate the dip crossings which are often impassible after storms, replacing them with new drainage structures. The four-lane widening project will include a new landscaped median, bike lanes, sidewalks, multiuse paths, turn lanes and wildlife crossings. Project construction cost is \$60 million.

Intersection improvements to **Valencia and Kolb roads** (RTA Project No. 24) are expected to get underway in spring 2018. The \$20 million



Intersection at Valencia and Kolb roads, where improvements are expected to begin in spring 2018

improvement will feature a new parkway-at-grade intersection that uses on-ramps in place of left turns. The city-managed project will feature signalized indirect left turns, bike lanes and sidewalks.

Safety, Environmental & Economic Vitality, and Transit Elements

The Colossal Cave Road improvement project, which improved two existing railroad crossings and access to schools, churches and businesses, included bike lanes funded by the RTA. Pima County, the RTA and the Vail community celebrated project completion on Sept. 9.

Bus pullouts continue to be a priority of the RTA, with new or improved pullouts completed along First Avenue and Sabino Canyon Road. Additionally, work began on a new combination of bus pullouts and a signalized pedestrian crossing at Oracle Road and Las Lomitas Road, the site of multiple pedestrian fatalities.

The RTA continues to work with land owners farther north on Oracle Road on game fencing projects, to prevent wildlife from reaching the highway and directing animals to the recently completed wildlife underpass and overpass. This combination of crossings is being monitored by Arizona Game and Fish. Their studies have documented an increasing number of wildlife using these features, as well as a reduction of wildlife collisions with automobiles.

The completion of a new park-and-ride transit center (RTA Project No. 51) at the intersection of Houghton Road and Broadway Boulevard was celebrated in October 2016 with the City of Tucson and Sun Tran.

In October 2016, the RTA received a \$669,000 mobility-on-demand grant from the Federal Transit Administration to help augment transit services that address the “first-mile and last-mile” gaps. The project will target Rita Ranch as a pilot area for long-term application in the region. The project will address congestion by incorporating share ride-on-demand services, integrated open payment systems and advanced traveler information systems in collaboration with grant partners, Tucson-based Metropia and Tempe-based RubyRide.

PROJECTS COMPLETED IN FY 2016-17

Silverbell Road, Phase 1, Grant Road to Goret Road
Sunset Road, Phase 1, Silverbell Road to Interstate 10
Kolb Road Connection to Sabino Canyon Road
Wilmot Road, north of Sahuarita Road

INTERSECTION SAFETY AND CAPACITY:

Colossal Cave Road and Success Road
Stone Avenue and Drachman Road

ELDERLY AND PEDESTRIAN SAFETY:

Mary Ann Cleveland Way and Kush Canyon Pedestrian Signal*
Old Vail Middle School Safe Routes to School project*
Summit View Elementary - Safe Routes to School project*
Ft. Lowell Park at Craycroft Road Pedestrian Signal
Nogales Highway at Olive Street Pedestrian Signal
Campbell Avenue at 9th Street Pedestrian Signal
Grant Road at Sahuara Avenue Pedestrian Signal

TRANSIT CORRIDOR BUS PULLOUTS:

Oracle Road at Prince Road (northbound)
Oracle Road at Prince Road (southbound)

AT-GRADE RAILROAD SAFETY/BRIDGE DEFICIENCY:

Duval Mine Road Bridge Replacement at the Santa Cruz River

GREENWAYS, PATHWAYS, BIKEWAYS AND SIDEWALKS:

Park Avenue Pedestrian Improvements, Speedway to Ft. Lowell Road*

MAJOR PROJECTS INITIATED IN FY 2016-17

Tangerine Road, Phase 1, Dove Mountain Blvd. to La Cañada Drive
Railroad Overpass at Ina Road Interchange
Grant Road, Phase 2, Stone Avenue to Park Avenue
Houghton Road, Phase 5, Union Pacific Railroad Bridge Replacement

ELDERLY AND PEDESTRIAN SAFETY:

Oracle Road Pedestrian Signal at Las Lomitas Road

TRANSIT CORRIDOR BUS PULLOUTS:

Oracle Road at Las Lomitas Road (northbound)
First Avenue at Ft. Lowell Road (southbound)

GREENWAYS, PATHWAYS, BIKEWAYS AND SIDEWALKS:

Camino de la Tierra Bike Lanes, Rillito Riverpark to CDO Riverpark*
Camino de la Tierra - Riverpark Bridge*

TRANSPORTATION-RELATED CRITICAL WILDLIFE LINKAGES:

State Route 77 (Oracle Road) Off-highway Wildlife Fencing

PROJECTS TO BE INITIATED IN 2018

La Cholla Blvd., Overton Road to Tangerine Road
Downtown Links, Phases 3 & 4, Broadway Blvd. to St. Mary's Road
Valencia Road, Wade Road to Ajo Highway (State Route 86)
Valencia Road, Wilmot Road to east of Kolb Road
Broadway Blvd., Camino Seco Road to Houghton Road
Houghton Road, Phase 6, Union Pacific Railroad Bridge to Interstate 10

ELDERLY AND PEDESTRIAN SAFETY:

El Paso and Southwestern Greenway Pedestrian Signal
Robison Elementary School Safety Improvements*
Rio Vista Elementary School Safety Improvements*

TRANSIT CORRIDOR BUS PULLOUTS:

South Sixth Avenue - Bus Pullouts
North Stone Avenue - Bus Pullouts

GREENWAYS, PATHWAYS, BIKEWAYS AND SIDEWALKS:

Glenn Street - Pedestrian Path*
University of Arizona/2nd Street Improvements*

*Local funding match for federal grants



Multi-use path at La Cañada Drive and Naranja Drive

RTA 10-year Performance Audit Highlights

The RTA plan's 10-year performance audit, as required by Arizona Revised Statutes (A.R.S. 41-1279.03.A.6), was conducted by Sjoberg & Evashenk on behalf of the Office of the Arizona Auditor General. The statutes require a performance audit after the 10th year of the RTA plan, covering fiscal years 2006 through 2016. The statutes also require future performance audits in 2022 (covering FY 2017-21) and 2027. The objective of the audit was to establish the efficiency, effectiveness and performance of the RTA plan.

The audit results showed that the RTA plan partners are "generally delivering the projects as envisioned within budget and on schedule."

The RTA was commended for establishing a "robust framework and oversight structure" to help ensure the RTA plan is implemented as envisioned by the voters. This framework was identified as: guiding policies and procedures, intergovernmental agreements, and a collaborative and "dedicated tone" among RTA leadership.

The audit validated that the RTA is conducting its practices and spending funds according to applicable Arizona Revised Statutes, RTA plan provisions, and RTA policies and procedures.

The state audit identified that it is likely the RTA will deliver the remaining projects within the time envisioned by the voters, and that the RTA has plans in place to address any shortfalls by using other regional funding that comes from sources such as state and federal gas taxes.

The audit provided the RTA with several recommendations going forward that will comply with more recent federal transportation requirements for PAG's 2045 long-range transportation plan, which includes RTA projects.

The complete audit may be reviewed at: <http://www.rtamobility.com/documents/pdfs/RTACART/2017/RTACART-2017-05-01-RTA-PerformanceAudit.pdf>.

FY 2016-17 RTA FINANCIAL REPORT

	(Audited)	(000s)
REVENUES		
	Sales Tax	\$ 77,139
	Program	\$ 6,163
	Grants	\$ 1,511
	Bond/Investment	\$ 399
	Total Revenues	\$ 85,212
EXPENDITURES		
ROADWAY IMPROVEMENTS		
	Total Roadway	\$ 80,367
SAFETY IMPROVEMENTS		
	Intersection	\$ 1,936
	Transit Corridor Bus Pullouts	\$ 795
	Elderly & Pedestrian	\$ 317
	At-grade Rail/ Bridge Deficiencies	\$ 156
	Signal Technology	\$ 347
	Total Safety	\$ 3,551
ENVIRONMENTAL & ECONOMIC VITALITY IMPROVEMENTS		
	Greenways, Bikeways, Pathways & Sidewalks	\$ 1,716
	Transportation-related Critical Wildlife Links	\$ 948
	Small Business Assistance	\$ 564
	Total Environmental & Economic Vitality	\$ 3,228
TRANSIT IMPROVEMENTS		
	Transit Operations	\$ 22,928
	Sun Link Streetcar	\$ 3,813
	Park & Rides	\$ 108
	Total Transit	\$ 26,849
Administration Expenses*		\$ 28,954
Total Expenditures		\$ 142,949
Surplus/(Deficit)		(\$57,737)
Beginning of Year Fund Balance		\$ 131,072
Year-end Fund Balance		\$ 73,335

* Includes bond principal, interest and administration costs



Sunset Road Bridge construction

A photograph of the Sunset Road Bridge in Tucson, Arizona. The bridge features a modern design with a concrete and metal railing system. A dark car is driving on the bridge. In the background, there are mountains under a clear blue sky. The RTA logo and slogan are overlaid on the top right of the image.

RTA Delivering
our promise
to **you**
Regional Transportation Authority

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Sunset Road Bridge