

June 2020

Our Mobility

Improvements are headed your way.



RTA
Regional Transportation Authority



Working together to meet your expectations.

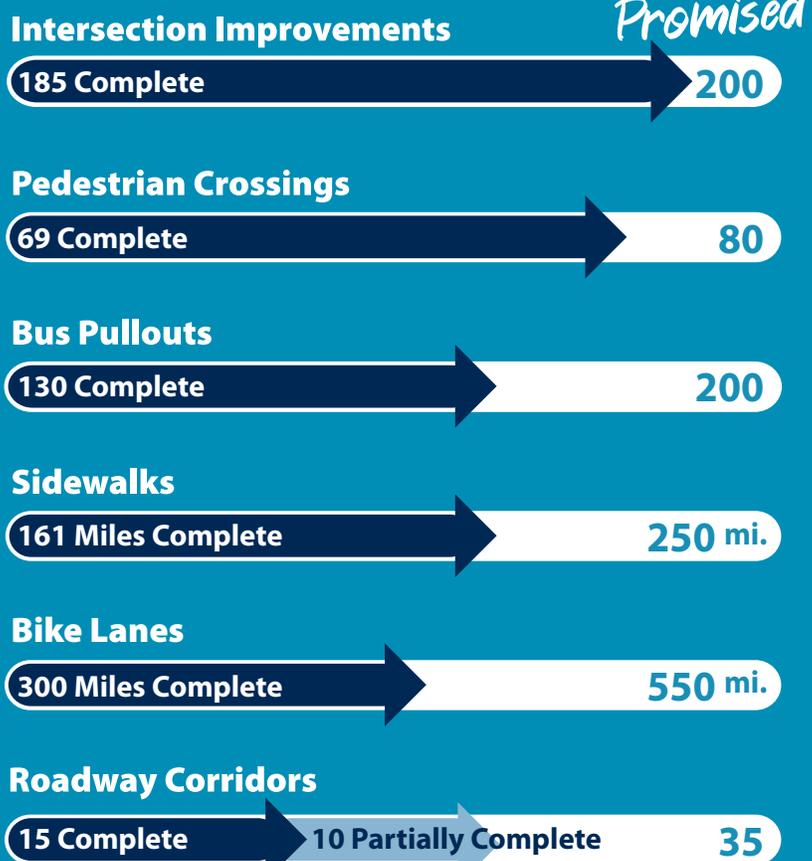


Houghton Road bridge to Interstate 10 improvement ribbon cutting, November 2019

RTA Project Delivery >>

More than 860 Regional Transportation Authority plan projects have been completed through March 2020 to widen roadways, expand transit services, improve safety, and enhance our environment and economic vitality. The RTA plan includes 35 roadway corridor projects over the 20-year plan, allowing time for planning, design and construction for sections of each corridor. Of the 35 corridors*, 15 projects have been completed and 10 additional corridor projects are partially complete or under construction.

2006 2016 2026



*RTA Project Delivery chart numbers are based on FY 2018-19 results



Transportation improvements are an integral part of our future.

The Regional Transportation Authority was established on the premise that the development of a successful regional transportation plan would require the building of public trust. The RTA Board also promised to meet voter expectations by delivering the projects identified in the 20-year plan, which was approved by voters in 2006.

As the RTA is about to enter the 15th year of plan implementation, it's clear that the RTA leadership has met those great expectations with more than 860 projects completed through March 2020.

This dedication, supported by RTA members and RTA staff, is built on the pledge and promise to deliver.

Meeting this promise requires ongoing leadership from the RTA Board. Board members also serve on the Regional Council of Pima Association of Governments, the region's metropolitan planning organization. The Regional Council committed additional federally designated regional dollars to ensure project completion following the economic impact of the Great Recession.

When Pima County voters approved the plan in 2006, it was developed using extensive public input to ensure priority transportation needs across the region would be met over the 20-year period.

Voters also approved a half-cent tax from the RTA's state-established taxing district within Pima County to fund the plan. The tax, which is effective through June 2026, provided a needed financial boost to advance regional priorities.

During the remaining six years of plan delivery, the RTA is committed to meeting public expectations and spending dollars that were specifically identified in the plan.

This commitment to the voters requires working together, which is the foundation of the RTA. As we have seen recently, great things can happen when people come together in our communities to get things done.

Thanks to the voting public for believing in the RTA. We will work to continue to meet your expectations.



You can count
on more great
projects heading
your way soon.



RTA PROJECT LIST In 2006 dollars (constant)

I. Roadway Improvement Element	RTA Project Budgets★ (000s)	Committed Non-RTA Revenues↗ (000s)	Construction Start Period◆
1 Tangerine Rd., I-10 to La Cañada Dr.: Widen to 4-lane divided desert parkway, bike lanes, drainage and turn lanes	\$ 45,325	\$ 28,890	2nd, 3rd & 4th Periods
2 Camino de Mañana**, Tangerine Rd. to Linda Vista Blvd.: New 2- and 4-lane roadway, bike lanes and drainage	\$ 6,185	\$ 9,500	1st Period
3 Twin Peaks Rd., Silverbell Rd. to I-10 (including I-10 traffic interchange): Bridge over Santa Cruz River, new 4-lane roadway connecting to I-10	\$ 30,752	\$ 45,670	1st Period
4 La Cholla Blvd., Tangerine Rd. to Magee Rd.: Widen to a 4-lane desert parkway, bridge over Cañada del Oro wash, bike lanes and drainage	\$ 42,233	\$ 6,100	2nd & 4th Periods
5 Silverbell Rd., Ina Rd. to Grant Rd.: Widen to 3- and 4-lane divided desert parkway, drainage improvements and bike lanes	\$ 42,653	\$ 14,400	2nd & 4th Periods
6 Railroad Overpass at Ina Rd. east of I-10: Roadway and railroad separation, eliminates at-grade rail crossing	\$ 34,218	\$ 20,165	2nd Period
7 Magee Rd./Cortaro Farms Rd., La Cañada Dr. to Thornydale Rd.: 4-lane divided arterial, eliminates jog at La Cholla Blvd., bike lanes and sidewalks	\$ 29,570	\$ 3,700	1st Period
8 Sunset Rd., Silverbell Rd. to River Rd.: New 3-lane arterial, bridge over Santa Cruz River and bike lanes	\$ 12,764	\$ 10,000	3rd Period
9 Ruthrauff Rd. at I-10 and UPRR Overpass: Roadway and railroad separation, eliminates at-grade rail crossing	\$ 59,364	\$ -	3rd Period
10 La Cholla Blvd., River Rd. to Ruthrauff Rd.: Widen to 6-lane desert parkway, new bridge at Rillito River, bike lanes and sidewalks	\$ 14,760	\$ -	1st Period
11 La Cañada Dr., Calle Concordia to River Rd.: Widen to 4-lane arterial roadway, equestrian trail, drainage and multi-use lanes	\$ 27,665	\$ 14,066	1st Period
12 Magee Rd., Oracle Rd. to La Cañada Dr.: Widen to 4-lane arterial roadway, bike lanes and sidewalks	\$ 5,850	\$ 3,750	2nd Period
13 1st. Ave., Orange Grove Rd. to Ina Rd.: Widen to 4-lane arterial roadway, bike lanes and sidewalks	\$ 6,556	\$ 700	4th Period
14 1st. Ave., River Rd. to Grant Rd.: Widen to 6-lane roadway, bike lanes and sidewalks	\$ 71,398	\$ 3,000	3rd Period
15 UPRR Underpass at Grant Rd.: Expand railroad underpass east of I-10 to accommodate 6 lanes	\$ 37,382	\$ 319	3rd Period
16 Downtown Links/I-10 to Broadway Blvd.: New 4-lane urban linkage, enhanced multimodal features, drainage and noise mitigation	\$ 76,134	\$ 8,540	2nd & 3rd Periods
17 Broadway Blvd., Euclid Ave. to Country Club Rd.: Widen roadway to 6-lane arterial, plus 2 dedicated bus lanes [±] , bike lanes and sidewalks	\$ 42,125	\$ 29,222	2nd Period
18 Grant Rd., Oracle Rd. to Swan Rd.: Widen to 6-lane arterial, streetscaping, bike lanes and sidewalks	\$ 160,850	\$ 6,000	2nd, 3rd & 4th Periods
19 22nd. St., I-10 to Tucson Blvd./Barraza-Aviation Pkwy.: Widen to 6 lanes, 6-lane bridge over railroad tracks, bicycle lanes and sidewalks	\$ 104,952	\$ 3,000	2nd & 3rd Periods
20 Barraza/Aviation Pkwy., Palo Verde Blvd. to I-10: Advanced right-of-way funding for future connection of parkway with I-10	\$ 19,600	\$ -	Design & Right-of-way only
21 Valencia Rd., Ajo Highway to Mark Rd.: Widen to 4-lane desert parkway, bike lanes and sidewalks	\$ 15,057	\$ 23,100	2nd Period
22 Irvington Rd., Santa Cruz River east of I-19: Improve intersections, provide access management, bike lanes and sidewalks	\$ 9,800	\$ -	4th Period
23 Valencia Rd., I-19 to Alvernon Way: Access management improvements, safety improvements and intersection improvements	\$ 9,800	\$ -	4th Period
24 Valencia Rd., Alvernon Way to Kolb Rd: Widen to 6-lane desert parkway, bike lanes and sidewalks	\$ 43,298	\$ 3,000	2nd Period
25 Valencia Rd., Kolb Rd. to Houghton Rd.: Widen to 6-lane desert parkway, bike lanes and sidewalks	\$ 25,882	\$ 9,000	3rd Period
26 Kolb Rd., Connection to Sabino Canyon Rd.: New 4-lane roadway connecting Sabino Canyon Rd. with Kolb Rd., bike lanes and sidewalks	\$ 9,115	\$ -	1st Period

RTA PROJECT LIST In 2006 dollars (constant)

I. Roadway Improvement Element	RTA Project Budgets★ (000s)	Committed Non-RTA Revenues♦ (000s)	Construction Start Period◆
27 Tanque Verde Rd., Catalina Hwy. to Houghton Rd.: Widen to 4-lane roadway, bike lanes and sidewalks	\$ 12,833	\$ -	1st Period
28 Speedway Blvd., Camino Seco to Houghton Rd.: Widen to 4-lane arterial, bike lanes and sidewalks	\$ 14,127	\$ 3,000	1st Period
29 Broadway Blvd., Camino Seco to Houghton Rd.: Widen to 4-lane arterial, bike lanes and sidewalks	\$ 6,571	\$ 3,000	3rd Period
30 22nd. St., Camino Seco to Houghton Rd.: Widen to 4-lane arterial, bicycle lanes and sidewalks	\$ 6,066	\$ 3,000	4th Period
31 Harrison Rd., Golf Links Rd. to Irvington Rd.: New bridge over Pantano Wash, drainage improvements	\$ 6,158	\$ -	4th Period
32 Houghton Rd., I-10 to Tanque Verde Rd.: Widen to 4- and 6-lane desert parkway, new bridges, bike lanes and sidewalks	\$ 95,342	\$ 65,300	1st & 3rd Periods
33 Wilmot Rd., north of Sahuarita Rd.: New 2-lane roadway connecting Sahuarita Rd. with existing paved facility (6 miles north)	\$ 9,800	\$ -	2nd Period
34 Sahuarita Rd., I-19 to Country Club Rd.: Widen to 4-lane divided arterial bike lanes and sidewalks	\$ 30,785	\$ 10,000	1st Period
35 I-19 Frontage Rd., Canoa Ranch Rd. to Continental Rd.: New 2-lane roadway	\$ 3,920	\$ 8,000	1st Period
Subtotal	\$1,168,889	\$334,422	
II. Safety Element	RTA Project Budgets★	Committed Non-RTA Revenues♦	Construction Start Period◆
36 Intersection Safety and Capacity Improvements	\$ 100,000	\$ -	All Periods
37 Elderly and Pedestrian Safety Improvements	\$ 20,000	\$ -	All Periods
38 Transit Corridor Bus Pullouts	\$ 30,000	\$ -	All Periods
39 At-grade Railroad Safety/Bridge Deficiencies	\$ 15,000	\$ -	All Periods
40 Signal Technology Upgrades to Improve Intersection Traffic Flow	\$ 15,000	\$ -	All Periods
Subtotal	\$ 180,000	\$ -	
III. Environmental and Economic Vitality Element	RTA Project Budgets★	Committed Non-RTA Revenues♦	Construction Start Period◆
41 Greenways, Pathways, Bikeways and Sidewalks	\$ 60,000	\$ -	All Periods
42 Transportation-related Critical Wildlife Linkages	\$ 45,000	\$ -	All Periods
43 Small Business Assistance*	\$ 10,000	\$ -	All Periods
Subtotal	\$ 115,000	\$ -	
IV. Transit Element	RTA Project Budgets★	Committed Non-RTA Revenues♦	Construction Start Period◆
44 Weekday Evening Bus Service Expansion	\$ 37,717	\$ -	1st Period
45 Weekend Bus Service Expansion	\$ 19,169	\$ -	1st Period
46 Bus Frequency and Area Expansion (includes Maintenance Storage Facility)	\$ 178,232	\$ -	1st Period
47 Special Needs Transit for Elderly and Disabled Citizens	\$ 108,836	\$ -	1st Period
48 Neighborhood Circulator Bus Systems	\$ 24,859	\$ -	1st Period
49 Express Service Expansion	\$ 62,561	\$ -	1st Period
50 Downtown/University High-Capacity Transit (Streetcar)	\$ 87,727	\$ 75,000	1st Period
51 Park & Ride transit centers	\$ 14,700	\$ -	1st Period
Subtotal	\$ 533,800	\$75,000	
Grand Total	\$1,997,689	\$409,422	

* The RTA Board revised the description to state: "with bus pullouts to meet project functionality" instead of "plus 2 dedicated bus lanes."

★ Cost reflects RTA portion of the project. Cost estimates are in 2006 constant dollars.

♦ Non-RTA revenues include development impact fees, federal funds, and regional funds that are committed for projects.

◆ The 20-year plan is divided into four periods: FY 2007 through FY 2011, FY 2012 through FY 2016, FY 2017 through FY 2021, and FY 2022 through FY 2026. Assumes revenues begin July 2006.

* RTA's MainStreet Business Assistance Program has logged over 51,255 business outreach and construction liaison visits to more than 9,072 businesses located on more than 60 regional transportation improvement projects. More than 1,216 companies have taken advantage of MainStreet's confidential business consulting services.

** Renamed Twin Peaks Road by Marana Town Council

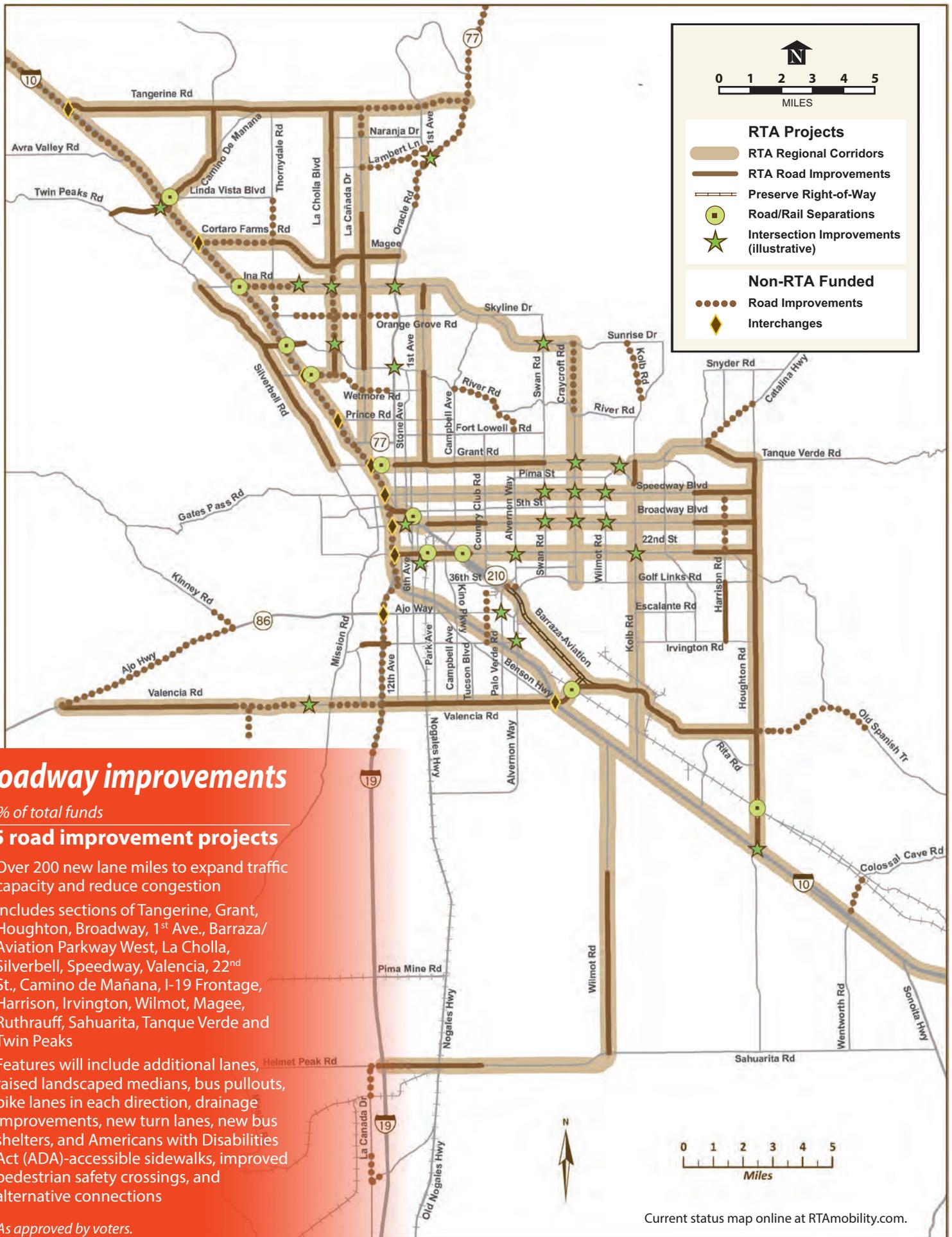
Notes: The large roadway construction projects are broken into several segments; hence, construction may start in multiple periods. The Safety Element and the Environmental and Economic Vitality Element reflect construction/expenditures in each period. The Transit Element began service in the first period with continuous operations through FY 2026.

» I-10: Ruthrauff Road Traffic Interchange

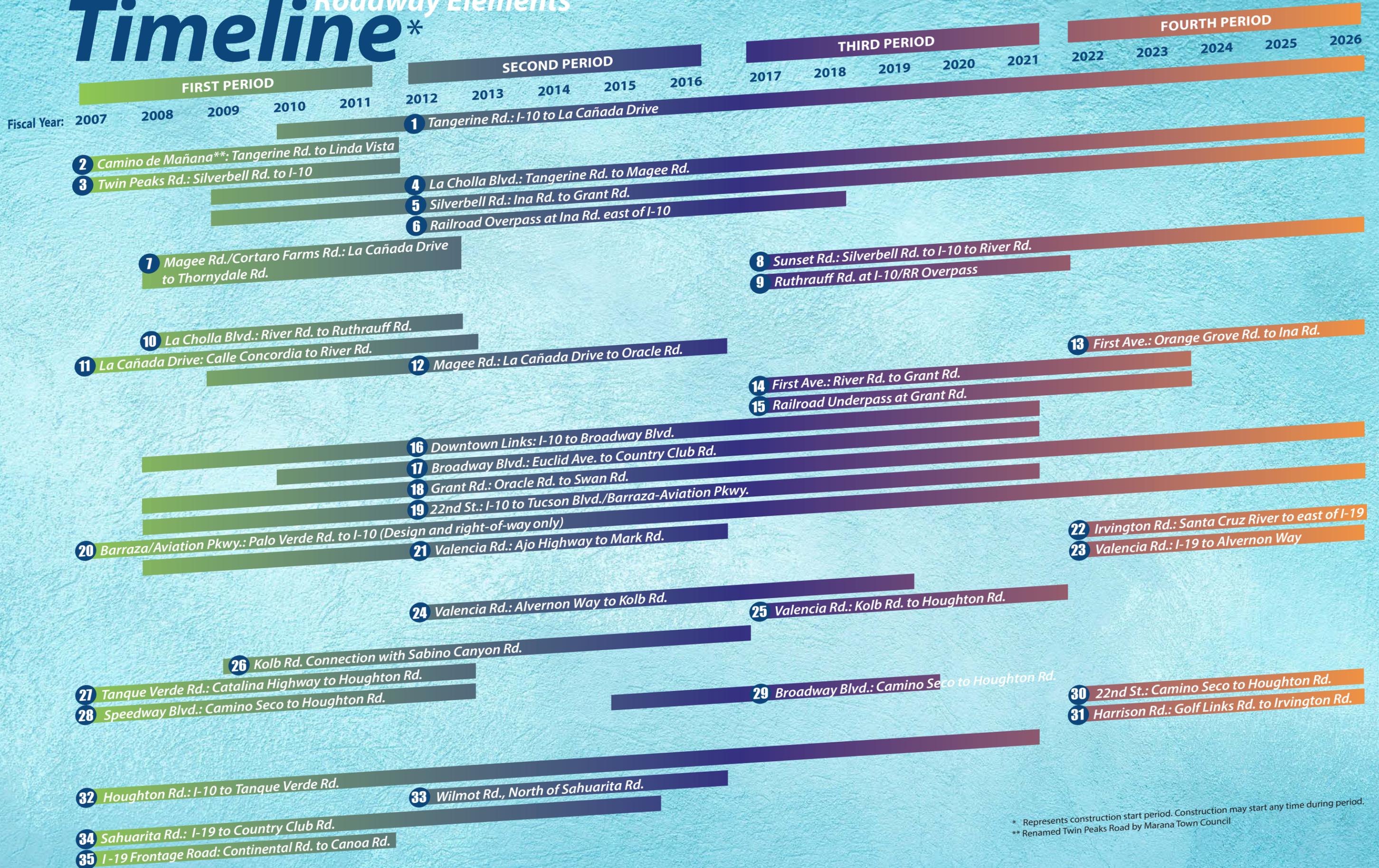
Construction is underway on the Interstate 10 and Ruthrauff Road interchange and Union Pacific Railroad overpass. When completed, the widening and capacity improvement project will eliminate the at-grade railroad crossing. The RTA plan project is managed by the Arizona Department of Transportation and is expected to be completed in late 2021.



*Photo credit: Arizona
Department of Transportation*



Timeline* *Roadway Elements*

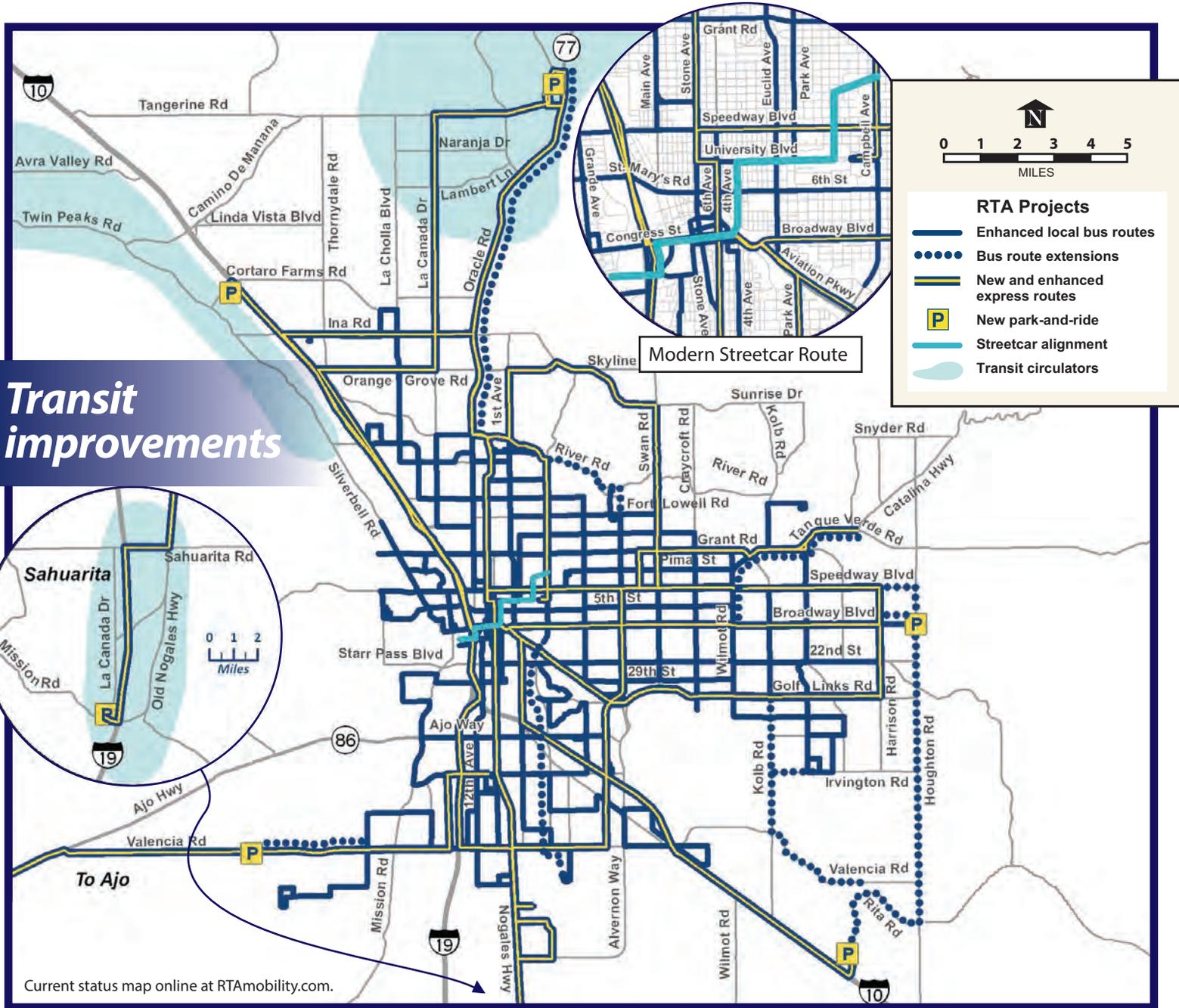


* Represents construction start period. Construction may start any time during period.
 ** Renamed Twin Peaks Road by Marana Town Council

» Valencia at Kolb

The new Valencia Road and Kolb Road intersection, which opened in August 2019, features indirect left turns and two bypass loops to alleviate traffic on what was one of the most congested intersections in the region. The RTA plan project construction was managed by the City of Tucson.





Transit improvements

The transit element of the RTA plan includes a high-capacity streetcar to serve the central area of the region. Approximately 10 percent of the residents of the Tucson metropolitan area live, work or attend school within walking distance of the streetcar route and are considered to be the primary users of the streetcar. The streetcar system helps to reduce the number of vehicle trips in the downtown area, thus reducing congestion.

Transit improvements

27% of total funds

- Expanded weekday and evening service
- Expanded weekend service
- Improved bus frequencies
- Expanded special needs service
- 4 new neighborhood bus circulators
- Expanded express bus service
- New high-capacity streetcar system from the University of Arizona to downtown
- 6 new park-and-ride centers

Safety improvements

9% of total funds

- 200 intersection improvements
- 80 new and improved pedestrian crossings
- 200 new bus pullouts
- New and improved railroad crossings with 10 over/underpasses
- Signalization and technology improvements

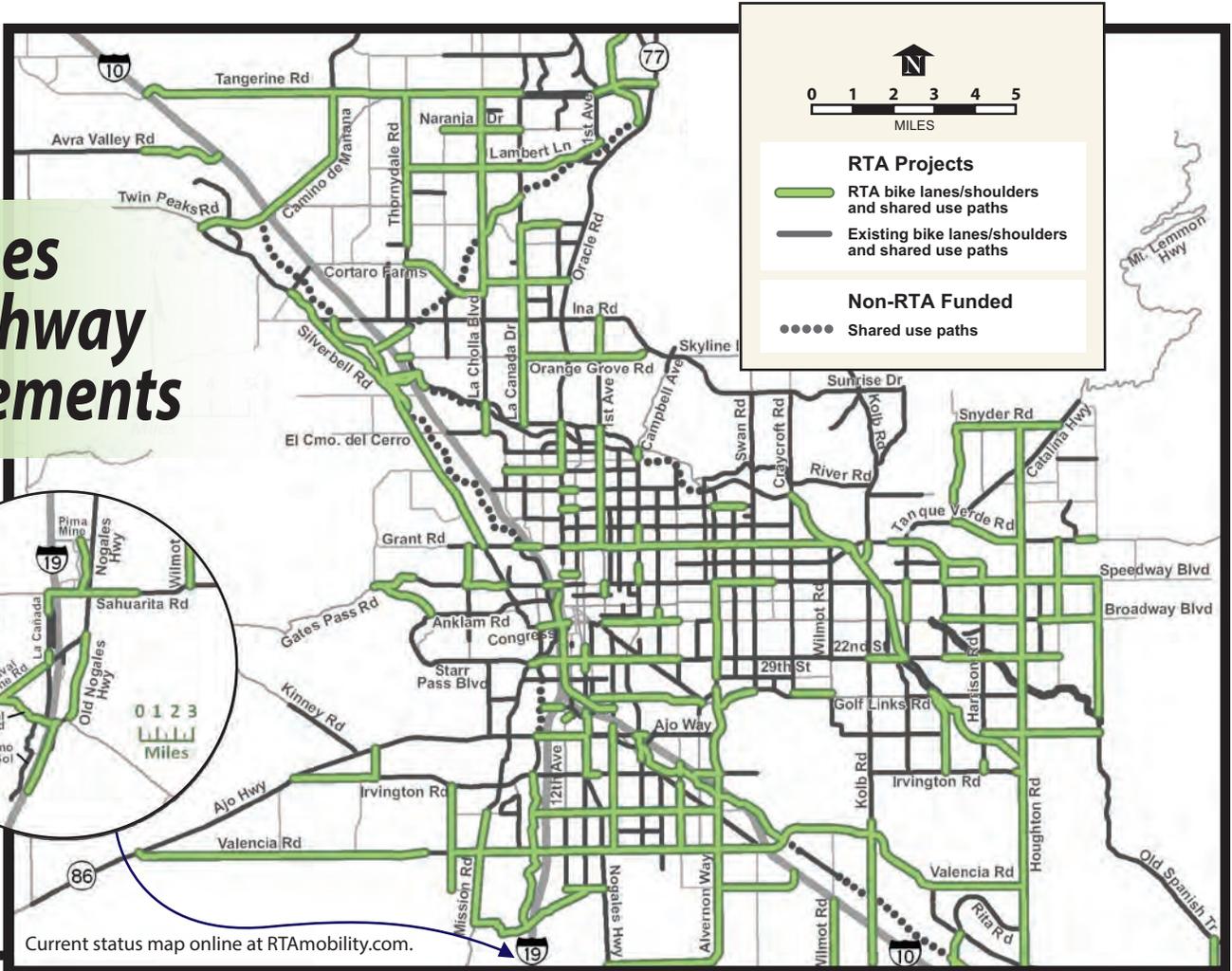
As approved by voters.



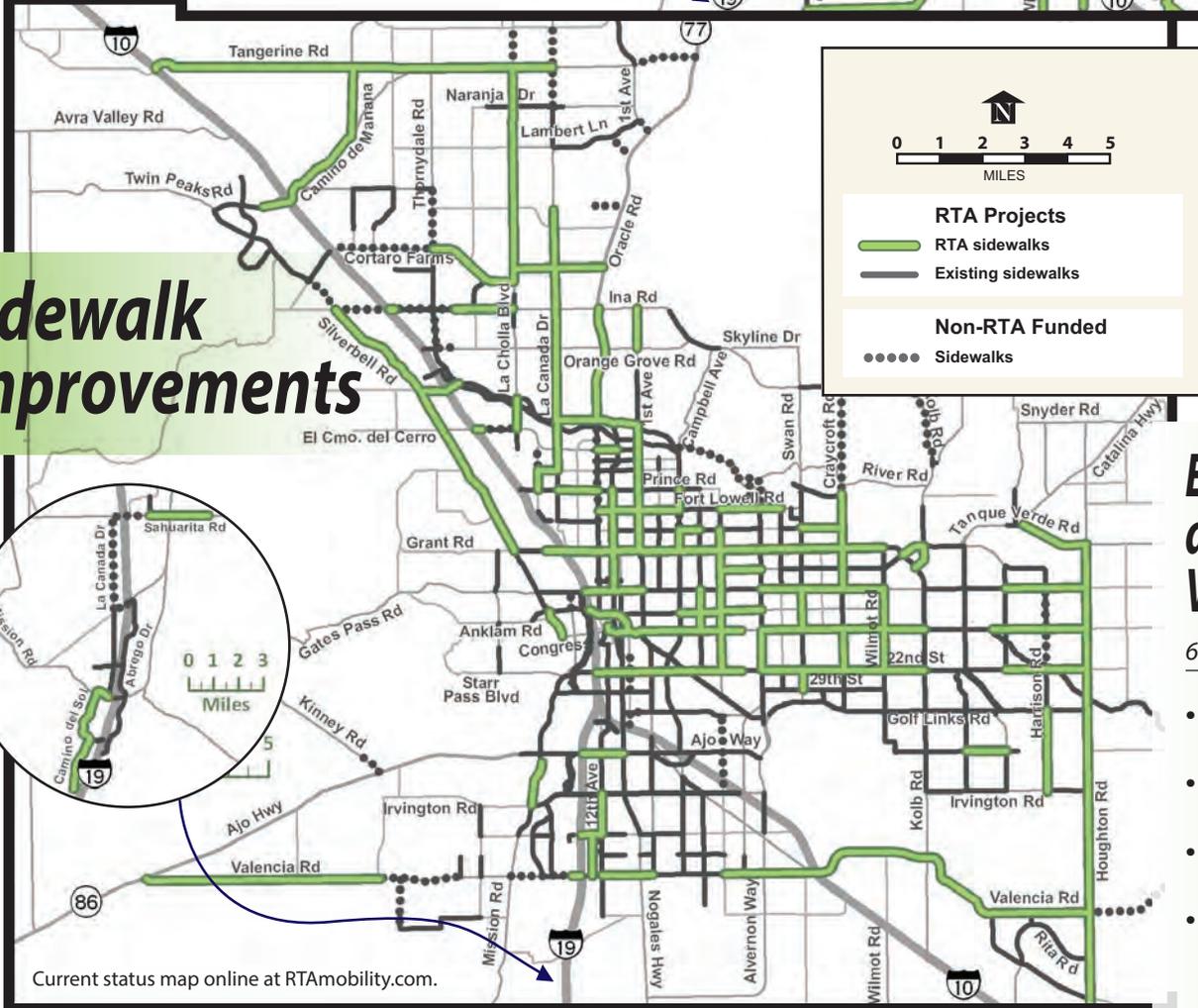
Broadway East

Safety is an important feature of all RTA projects. The completed Broadway Boulevard, Camino Seco to Houghton Road, project includes bicycle and signalized pedestrian crossing safety enhancements. Completed in spring 2020, the widening project also includes bike lanes and sidewalks. The RTA plan project was managed by the City of Tucson.

Bike lanes and pathway improvements



Sidewalk improvements



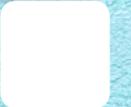
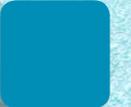
Environmental and Economic Vitality

6% of total funds

- 550 miles of new bike lanes and paths
- 250 miles of new sidewalks
- \$45 million for critical wildlife linkages
- \$10 million for small business assistance

As approved by voters.

Working together



to meet your expectations.

Projects at a Glance



RTA PROJECTS COMPLETED THROUGH FY 2018-19

PLAN ELEMENT	
ROADWAY	
Total Roadway	39
SAFETY	
Intersection	182
Elderly & Pedestrian	153
Bus Pullouts	128
Railroad Bridge	12
Signal Technology	72
Total Safety	547
ENVIRONMENTAL & ECONOMIC VITALITY	
Greenways, Bikeways, Pathways & Sidewalks	162
Transportation-related Critical Wildlife Linkages	18
Total Environmental & Economic Vitality	180
TRANSIT	
Weekday Evening	21*
Weekday Service	23
Bus Frequency & Overcrowding Relief	9**
Park-and-Ride Transit Centers	8***
Neighborhood Circulator	7
High Capacity Streetcar	1
Express Service	3
Special Needs	3
Maintenance Storage Facility	3
Total Transit	78
Grand Total	844

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

** 9 routes received overcrowding relief

*** Includes completed temporary lots

FY 2018-19 RTA FINANCIAL STATEMENT YEAR ENDED JUNE 30, 2019

(000s)

REVENUES

Sales Tax	\$ 86,850
Program	\$ 6,402
Grants	\$ 1,711
Bond/Investment	\$ 2,147
Total Revenues	\$ 97,110

EXPENDITURES

ROADWAY IMPROVEMENTS

Total Roadway \$ 35,938

SAFETY IMPROVEMENTS

Intersection	\$ 3,318
Transit Corridor Bus Pullouts	\$ 904
Elderly & Pedestrian	\$ 377
At-grade Rail/ Bridge Deficiencies	\$ 1
Signal Technology	\$ 189
Total Safety	\$ 4,789

ENVIRONMENTAL & ECONOMIC VITALITY IMPROVEMENTS

Greenways, Bikeways, Pathways & Sidewalks	\$ 591
Transportation-related Critical Wildlife Links	\$ 312
Small Business Assistance	\$ 378
Total Environmental & Economic Vitality	\$ 1,281

TRANSIT IMPROVEMENTS

Transit Operations	\$ 22,536
Sun Link Streetcar	\$ 1,200
Park & Rides	\$ 0
Total Transit	\$ 23,736

Administration Expenses* \$ 20,357

TOTAL EXPENDITURES \$ 86,101

Surplus/(Deficit) \$ 11,009

Beginning of Year Fund Balance \$ 87,553

Year-end Fund Balance \$ 98,562

* Includes bond principal, interest and administration costs
Audited financial information.

Local, flexible funds bring results

What is the Regional Transportation Authority?

Established by the Arizona Legislature, the Regional Transportation Authority is governed by a nine-member board that began meeting in August 2004 to develop a regionally funded transportation plan. Board members represent:

- Cities of South Tucson, Tucson
- Towns of Marana, Oro Valley, Sahuarita
- Pima County
- Pascua Yaqui Tribe
- Tohono O'odham Nation
- Arizona State Transportation Board

Pima Association of Governments, the region's metropolitan planning organization, manages the RTA through a memorandum of understanding. The RTA is the fiscal manager of a voter-approved, 20-year regional transportation plan.

What is the RTA plan and how is it funded?

Pima County voters approved a \$2.1 billion, 20-year multimodal plan on May 16, 2006. The plan, which includes roadway, transit, safety, environmental and economic vitality improvements, is funded by a half-cent excise (sales) tax collected from the RTA taxing district within Pima County. The voter-approved tax became effective July 1, 2006, and will continue through June 30, 2026.

Residents and visitors alike contribute toward the tax. The average monthly household cost is \$18. The average household size is 2.5 persons. Groceries, prescription drugs and rental housing are not taxed. Supplemental funding includes jurisdiction-collected impact fees, local jurisdiction transportation allocations and regionally designated federal dollars.

Why is using a local transportation tax beneficial?

Federal and state dollars (derived from gas taxes and other fees) that come into the region often have limitations on when and how they can be spent. The RTA's half-cent tax is budgeted to address regional priority transportation needs as determined through extensive public input. Voters OK'd the 20-year RTA budget when they approved the plan.

RTA funding supplements federal and state funding, which has remained flat since the early 1990s. The RTA has contributed more than \$1.2 billion to date toward more than 860 regional transportation improvements. In addition, regionally designated federal dollars will be used to help complete the remaining RTA projects.

Who benefits from RTA plan improvements?

Residents, businesses and visitors alike benefit from the regional transportation improvements due to reduced congestion, improved safety and mobility, increased travel options and efficiencies, and new economic development activity along project corridors throughout the region. (See maps inside.)

Who oversees RTA plan improvements?

The RTA Board established a Citizens Accountability for Regional Transportation Committee in 2006 to oversee plan implementation. The committee, which is represented by diverse stakeholders, meets at least twice a year. The RTA Board also has pledged to deliver the voter-approved projects.



Regional Transportation Authority

Si necesita ayuda con traducción, llame por favor al 792-1093 y comuníquese con Nathan Barrett.

