



# Delivering our promise to you

FY 2008-09 ANNUAL REPORT

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*Ed Honea, Chairman  
RTA Board of Directors*

Dec. 16, 2009

In its third fiscal year, the Regional Transportation Authority placed a strong emphasis on transit with the introduction of a regional seamless transit concept in January 2009. The concept encompasses a rebranding of regional transit systems, incorporating "Sun" from Sun Tran and including Sun Van, Sun Express, Sun Shuttle and Sun Rideshare.

In May 2009, the RTA announced new transit circulator service in the communities of Marana, Oro Valley/Catalina and Green Valley/Sahuarita. The neighborhood circulators connect to the main Sun Tran system and allow customers to reach new destinations.

During FY 2008-09, the RTA also entered the arena of project management. The RTA is now directly managing the planning and design and construction of 40 bus pullouts.

Once again, the RTA Board encouraged the RTA and member jurisdictions to accelerate projects, particularly as cost estimates dropped in the wake of our economic downturn. The RTA actually expended more on construction and services than it collected during the fiscal year, but this was anticipated, and the RTA closed the year with a healthy fund balance of nearly \$107 million. As we progress into FY 2009-2010, we plan for the RTA fund balance to further be reduced, as we construct important improvements, provide needed transit services and stimulate our own local economy.

As part of this investment in our local economy, the RTA commenced work on the first two Roadway Element Projects during FY 2008-2009. The Twin Peaks interchange will provide much needed additional interstate access in the northwest part of our region, and a new grade separated railroad crossing, and the I-19 Frontage Road project in Green Valley will greatly improve mobility in the southern end of Green Valley. Another seven major roadway projects are expected to break ground in FY 2009-2010. By the fourth anniversary of the RTA passage, nine of the 11 first implementation period projects will be under construction.

Safety, Environment and Economic Vitality, and Transit improvements are occurring all over this region, improving our quality of life, reducing our costs of travel, and enhancing our environment.

Sincerely,

Ed Honea, Chairman, RTA Board of Directors

## 2009 RTA BOARD

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*Arizona State  
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## 2009 CART COMMITTEE

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*Kelle Maslyn, Chair  
 CART Committee*

## CART finds the RTA runs on track for FY 2008-09

The Citizens Accountability for Regional Transportation (CART) Committee meets quarterly to review the activities of the Regional Transportation Authority toward implementing the projects and services approved by Pima County voters on May 16, 2006.

As we look back on FY 2008-09 activities of the RTA and member jurisdictions, we find that they are on track with the RTA plan. We are pleased that the RTA is encouraging the jurisdictions to accelerate projects and we applaud the RTA for taking on the role of directly managing project implementation, including 40 bus pullouts.

We also received reports on the financial status of the RTA, and the CART Committee members believe the fiscal and operational performance in the past fiscal year meets the obligations as spelled out in the RTA plan.

We encourage you to visit the RTA's new Web site at [www.RTAmobility.com](http://www.RTAmobility.com) to check on project updates and bulletins.

## 2009 TECHNICAL MANAGEMENT COMMITTEE

### JURISDICTION REPRESENTATIVES

John Bernal, Pima County  
 Gilbert Davidson, Town of Marana  
 Jim Glock, City of Tucson  
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## A year in review

Substantial milestones occurred in FY 2008-09, most notably the commencement of construction on the first of the 35 Roadway Element projects.

In May, two RTA Roadway projects broke ground. Houghton Road (project No. 32) improvements commenced at the intersection of Old Vail Road, kicking off a series of improvements on that corridor. The Twin Peaks Interchange (project No. 3) then broke ground in the Town of Marana. This \$81 million interchange project will create a new access point to the Continental Ranch area of Marana as well as a future connection to the Tortolita Mountains foothills by way of the RTA's forthcoming Camino de Mañana project.

The Green Valley community also saw the groundbreaking of the Interstate 19 eastside frontage road (project No. 35) in June. Five other Roadway Element projects broke ground in 2009. Other major milestones for the RTA include the approval of roadway alignments for Grant Road, Downtown Links and 22nd Street, between Tucson Boulevard and Park Avenue.

Progress in the Safety Element included the commencement of construction of the Grant and Craycroft intersection, one of the 10 most congested intersections in the region, as well as completion of 19 high-intensity actuated cross-walk (HAWK) pedestrian crossings. Thirteen new bus pullouts also were constructed at high transit use locations along major corridors.

Environmental & Economic Vitality Element activities included the construction of new sidewalks throughout the region as well as the establishment of new bike lanes. The RTA's MainStreet small business assistance program provided substantial pre-construction assistance to businesses located within areas influenced by RTA roadway projects.

Many new transit improvements occurred during the 2009 fiscal year. The RTA helped purchase 55 new buses for Sun Tran, rolled out a re-branding program to fully integrate all of the region's public transit services into a seamless service, with a single point of information for the public. May of 2009 also marked the commencement of a new transit service for the region, Sun Shuttle, which uses smaller vehicles to serve the growing communities of Green Valley/Sahuarita, Oro Valley/Catalina, and Marana with neighborhood transit services, offering opportunities to travel within those communities, as well as to connect to the Sun Tran routes serving the region's core.

While the revenues collected by the RTA were negatively affected by the economy, bids on new construction have been very competitive, erasing the recent spike in costs of roadway construction.







**FY 2008-09**  
**RTA Project Status**

**ROADWAYS IN CONSTRUCTION**

- Twin Peaks, Silverbell to I-10 (including Interchange)
- Houghton & Old Vail Intersection
- I-19 Frontage Road, Continental to Canoa Road

**IN PLANNING AND DESIGN**

- Camino de Mañana, Linda Vista to Tangerine
- Magee/Cortaro Farms, La Cañada to Thornydale
- La Cholla Blvd., River to Ruthrauff
- La Cañada, Calle Concordia to River
- Broadway, Euclid to Country Club
- Grant Road, Oracle to Swan
- 22nd. Street, I-10 to Tucson Blvd.
- Valencia, Ajo to Mark Road
- Tanque Verde, Catalina Hwy. to Houghton
- Houghton, I-10 to Tanque Verde
- Sahuarita, I-19 to Country Club
- Magee, La Cañada to Oracle
- Downtown Links, I-10 to Broadway
- Silverbell, Ina to Grant
- Speedway, Camino Seco to Houghton
- Tangerine, I-10 to La Cañada
- Kolb, extension to Sabino Canyon
- La Cholla, Magee to Tangerine
- Valencia, Alvernon to Kolb

<b>FY 2008-09 PLAN ELEMENT</b>	<b>Projects Completed as of 6-30-09</b>	<b>Projects In Construction as of 6-30-09</b>
<b>ROADWAY</b>		
<b>Total Roadway</b>	<b>0</b>	<b>3</b>
<b>SAFETY</b>		
Intersection	42	18
Elderly & Pedestrian	29	2
Bus Pullouts	22	1
Signal Technology	9	4
<b>Total Safety</b>	<b>102</b>	<b>25</b>
<b>ENVIRONMENTAL &amp; ECONOMIC VITALITY</b>		
Greenways, Bikeways, Pathways & Sidewalks	8	5
Transportation-related Critical Wildlife Linkages	1	2
<b>Total Environmental &amp; Economic Vitality</b>	<b>9</b>	<b>7</b>
<b>TRANSIT</b>		
Weekday Evening	21*	0
Weekend Expansion	23	0
Bus Frequency & Overcrowding Relief	7**	1**
Special Needs	2	0
Neighborhood Circulator	8	3
High Capacity Streetcar	0	1
<b>Total Transit</b>	<b>61</b>	<b>5</b>

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

\*\* 7 routes received overcrowding relief; construction of a bus maintenance facility was under way on 6-30-09



## FY 2008-09 RTA FINANCIAL REPORT

REVENUES		(000's)
Sales Tax	\$	66,927
Investment Income	\$	4,575
<b>Total Revenues</b>	<b>\$</b>	<b>71,502</b>

### EXPENDITURES

<b>ROADWAY IMPROVEMENTS</b>		
<b>Total Roadway</b>	<b>\$</b>	<b>24,796</b>

#### SAFETY

Intersection	\$	10,010
Transit Corridor Bus Pullouts	\$	1,413
Elderly & Pedestrian	\$	3,150
At-grade Rail/ Bridge Deficiencies	\$	-
Signal Technology	\$	1,213
<b>Total Safety</b>	<b>\$</b>	<b>15,786</b>

### ENVIRONMENTAL & ECONOMIC VITALITY

Greenways, Bikeways, Pathways & Sidewalks	\$	2,367
Transportation-related Critical Wildlife Links	\$	27
Small Business Assistance	\$	398
<b>Total Environmental &amp; Economic Vitality</b>	<b>\$</b>	<b>2,792</b>

#### TRANSIT

Sun Tran Services Expansion	\$	20,644
Special Needs	\$	2,600
New Buses & Maintenance Facilities	\$	2,912
Neighborhood Circulator	\$	529
Modern Streetcar	\$	5,305
<b>Total Transit</b>	<b>\$</b>	<b>31,990</b>

**Administration Expenses** \$ 626

**Total Expenditures** \$ 75,990

**Surplus/(Deficit)** \$ (4,488)

**Year-end Fund Balance** \$ 106,946

## RTA PROJECTS EXPECTED TO COMMENCE CONSTRUCTION IN FY 2009-10

### ROADWAY IMPROVEMENTS

Camino de Mañana, Tangerine to Linda Vista  
La Cañada, Ina-Calle Concordia  
La Cholla, River to Ruthrauff  
Sahuarita Road, I-19 to La Villita  
Speedway, Camino Seco to Houghton  
Tanque Verde, Catalina Highway to Houghton

### SAFETY - INTERSECTION

Campbell & Ft. Lowell  
Wilmot & Golf Links  
Wilmot & Park Place  
Starr Pass & Mission  
Camino Verde & Valencia  
Alvernon & Los Reales  
Continental & Camino del Sol

### SAFETY - BUS PULLOUTS

Various Locations, Regionwide

### ENVIRONMENTAL & ECONOMIC VITALITY

Provide MainStreet Small Business Assistance Program  
Restriping for Bike Lanes, Regionwide  
New Sidewalks, Regionwide  
Arroyo Chico Greenway  
Pantano River Park

### TRANSIT SERVICES TO BE IMPLEMENTED IN FY 2009-10

Enhanced Sun Shuttle Service in Marana  
Incorporation of Pima Rural Transit into Sun Shuttle





## FY 2008-09 RTA and Plan Highlights

**REGIONAL SEAMLESS TRANSIT** – In January 2009, the Regional Transportation Authority unveiled plans for a regional seamless transit system. The regional seamless transit concept began with voter approval of \$533 million in transit service improvements as part of the RTA plan.

In order to ensure that all of the new transit services work together as efficiently as possible, the RTA formed a working group in 2006 to discuss the best way to retain and attract riders to the growing regional system. The working group included all the transit partners from the jurisdictions to develop the regional approach. On Jan. 31, 2008, the RTA Board approved the group's recommendation for a seamless transit system and the funding needed to implement the improvements.

The seamless concept began with a newly branded look and family of names for all regional transit vehicles. Colors for the new image are a mix of metallic silver, blue, yellow, and white for all the vehicles to provide a unified look.

Neighborhood transit circulators started service in outlying areas of the region in May and the Sun Shuttle vehicles carry the regional transit branding. Sun Shuttle is funded and managed by the RTA.

Passengers can transfer between Sun Shuttle and Sun Tran easily, with no fare increase.

Plans are in the works to use new fare payment technology via a "smart card" that customers may use on Sun Tran, Sun Express and Sun Shuttle. This will simplify the process of transferring from one transit vehicle to another, including the modern streetcar.

The regional concept also includes new signage for bus

stops and transit centers that will be installed in the future to provide improved information about the integrated system, connection information and maps.

**GRANT ALIGNMENT** – The Grant Road Improvement Project citizens' task force adopted a Grant Road alignment, which was approved by the Tucson City Council on Jan. 13, 2009. The Tucson Department of Transportation used

a context sensitive solutions' approach during its public outreach efforts to help reach consensus for the alignment. The task force is scheduled in early 2010 to begin to develop recommendations for streetscape design. The \$167 million Grant Road project, the largest road project in the RTA plan, will add one new travel lane in each direction and will include a new left turn function that will have drivers go through the intersection, enter a left turn lane, make a U-turn back to the intersection and then turn right - also referred to as an indirect left turn. The indirect left turn will dramatically improve mobility on the roadway by avoiding traffic backups that occur with traditional left turns. For more information and schematics, visit [www.grantroad.info](http://www.grantroad.info).

### FIRST ROADWAY ELEMENT PROJECTS BREAK GROUND

– The first two of the 35 Roadway Element projects in the RTA Plan broke ground in the spring of 2009. The long anticipated Twin Peaks Interchange was started in Marana, as well as the I-19 Frontage Road in Green Valley. All 11 first implementation period projects are expected to be under construction by the end of the first five years of the RTA Plan, as promised. In fact, 22 of the 35 Roadway Element projects were in some form of planning or development during FY 2008-2009.

The Regional Transportation Authority posts the following project status maps online:

- Road Project Status Map
- RTA Bus Pullouts Map
- RTA Park-and-Ride lots
- Intersection Improvements Map (Safety)
- Elderly and Pedestrian Safety Improvements (Safety)
- Greenways, Pathways, Bikeways, Sidewalks (Bike and Ped)
- Pedestrian Crossings Map (Bike and Ped)

[www.rtamobility.com/RTAPlan/RTAPlanDocumentsandMaps.aspx](http://www.rtamobility.com/RTAPlan/RTAPlanDocumentsandMaps.aspx)





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