



Regional Transportation Authority

ADDENDUM MATERIAL

DATE 3-7-23

ITEM NO. ADD 2

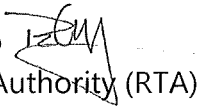
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RTAmobility.com

MEMO

Date: March 6, 2023

To: Pima County Supervisor Rex Scott

From: Chairman Peter Yucupicio 
Regional Transportation Authority (RTA)

Cc: RTA Board
RTA Executive Director Farhad Moghimi
RTA Counsel Thomas Benavidez
Pima County Board of Supervisors

Subject: RTA Next Draft Sample Ballot Inquiries

Thank you for your questions. You will find responses below related to each question in the attached inquiry.

First, though, I would like to reiterate that as the RTA Chairman and one of the longest serving members of the PAG Regional Council and RTA Board, I am proud of our collaborative nature along with the dedicated, professional staff we have in place to deliver our promises to the voters.

We are fortunate that RTA staff are fully aware of the RTA's governing laws and Board policies to ensure that our organization continually meets the law and the policies we ourselves have established.

As a board, we place our trust in the RTA staff and we value their work, especially when coordinating with nine entities with differing priorities and perspectives. This includes taking the time to educate and respond to the members of multiple committees to help

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them reach consensus on recommending a new draft regional transportation plan for the next 20 years.

Over time, Pima Association of Governments' and the RTA's collaborative approach to addressing regional transportation priorities has proven to serve in the best interest of the public.

The attached working draft of the RTA Next plan in the form of a sample ballot is designed to show all those involved in developing the draft where we are in the process.

At this stage, as requested by the RTA Board, the CAC has provided us with a list of recommended named projects. We will have our first opportunity to discuss these recommendations at our upcoming board meeting.

At the committee level, the CAC Transit Element Subcommittee has recommended percentages for each of the Transit subelements and continues to work on a recommendation for the full CAC to consider regarding transit, based on the overall transit budget parameters set by the RTA Board.

The CAC continues to work on preparing a recommendation of a full draft plan by July 1, 2023, as we directed them to do.

The attached working draft in the form of a sample ballot also includes the budget framework for RTA Next, which is still going through an iterative process to be fiscally constrained with anticipated RTA Next revenues.

The following responses, prepared in consultation with RTA staff, follow the same order as the questions in the attached memo.

1. The CAC continues to work on developing a draft of the next RTA plan. To date, the CAC has voted on using the same elements and subelements as in the current RTA plan, subject to further adjustments as needed. The CAC has voted to recommend a list of named roadway/multimodal corridor projects after multiple meetings and obtaining feedback from the Technical Management Committee.

The RTA Board voted on establishing a working plan budget of \$2.34 billion based on anticipated revenue and voted on the funding amount for the CAC to consider for each plan element.

2. The recommended draft named project list of roadway/multimodal corridor projects totals roughly \$1.4 billion. This is approximately \$300,000 over the \$1.12

billion budget set by the RTA Board for the named projects. Separately, the Board set aside funding for several deferred projects from the current RTA plan.

As similarly identified in the 2006 plan, the TMC currently is working on identifying matching non-RTA contributions from member jurisdictions to leverage RTA funds. Such contributions would close the funding gap. The TMC also could recommend removing projects which did not rank as well by the CAC and TMC.

Balancing the budget for this element will continue to be an ongoing iterative process between the CAC and TMC.

3. The RTA anticipates a higher revenue collection over a future 20-year plan period based on a \$2.34 billion revenue estimate provided by George Hammond from the University of Arizona Eller College of Management. This estimate was reviewed and endorsed by Jim Rounds, a well-known and respected economist in Arizona.
4. The RTA Board voted to establish the main elements of the next plan. It also has reserved the option to discuss other possible elements after the CAC has had an opportunity to submit its recommendations to the Board on the subelements.
5. The RTA Board has been discussing "future proofing" the next RTA plan and will address this policy topic prior to finalizing the plan. The RTA tax, which currently generates about \$100 million annually for regional transportation projects, is the largest revenue source for the region compared to \$25 million from the state and \$26 million from federal sources. The RTA's flexible funding provides supplemental funds to leverage local, county, state and federal dollars.
6. Safety improvements are integrated into all named projects and will be part of the other elements as well. During planning and implementation of each project in the next RTA plan, safety issues and features will be identified and addressed.
7. The 2006 RTA plan's projected revenues did not anticipate the 2008 Great Recession, the long economic recovery period or the recent spike in construction costs.

For the next plan, the RTA is using the UA Eller College's more conservative revenue estimate of \$2.34 billion. This estimate has built-in economic downturns and a range of revenues, based on a mix of pessimistic and optimistic projections. As the RTA Board has done so for the current RTA plan, the Board also will review and adjust based on the economic conditions over the next 20-year period.

The CAC and TMC advisory process continues to be iterative until the draft plan is completed. The working draft of the plan in the form of a sample ballot continues to be subject to change.

As it may consider any committee recommendations, the RTA Board remains the sole authority to approve a regional transportation plan for public review and feedback.

ADDENDUM MATERIAL

DATE 3/7/23

ITEM NO. ADD 2

DR. MATT HEINZ

Supervisor

District 2



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district2@pima.gov

Pima County Board of Supervisors

To: Melissa Manriquez, Clerk of the Board

From: Matt Heinz, Supervisor, District 2

A handwritten signature in black ink, appearing to read "MH".

Date: March 3, 2023

RE: Addendum item 3/7/23 from Sup. Scott: Review of the initial draft RTA Next sample ballot (draft framework)

Supervisor Scott,

Thank you for bringing this item to the Board's attention. After reviewing the initial draft RTA Next sample ballot provided by the RTA's executive director on 2/24/23, I have a few questions that I believe can help guide us toward a successful RTA Next outcome. These questions are based on my staff's close observations of the entire RTA Next process to date, as well as feedback from many of our constituents in District 2 and across the county.

- 1) The Citizen's Advisory Committee – the committee tasked with making recommendations to the RTA Board for what the RTA Next package should include – has been pleading with RTA staff for many months now to have a *broader* conversation about the various elements that will make up the RTA Next package, and how those elements will support the Guiding Principles that the CAC adopted in August, 2022 (attached) after painstaking and in-depth discussions about our community's needs and shared values. They were told by staff repeatedly over months that their first task was *only* to review Roadway Corridor Element projects. It was just last month that they were allowed to *begin* discussing Transit and other plan elements – once the Roadway Element had been nearly finalized. Additionally – even within the Roadway Element itself – individual projects have been *introduced and added* last minute, and others taken out, in the past few weeks, all with little to no discussion by the CAC. Clearly, when the RTA's executive director says in his memo that this draft framework incorporates "the CAC's recommendations," that depends on whom you ask. **The CAC as a body has not approved the draft framework you see before you.** In effect, the CAC has been prevented from having that broader, big picture conversation that they have been asking to have for an entire year now. **How has this process, so far, led to the formation of recommendations that we can be confident the public can get behind at the ballot box? If we're not confident of that, what must change and by when?**
- 2) The draft framework appears to be over-budget by \$330M, with the amount of the RTA1 Deferred Projects being \$230M of that total. Has the CAC or the Technical Management Committee had the opportunity yet to discuss which Roadway Element projects must go? How will that discussion proceed? What metrics will be used to decide, and how will the CAC's guiding principles and measurable priorities be utilized to help make these decisions?
- 3) The overall anticipated sales tax revenue for RTA Next, according to this draft framework, is \$2.34 billion. This represents a 25% increase over expected total revenues for the initial 20 years of the RTA. How is this a prudent assumption? Shouldn't we incorporate our knowledge that there will in fact be future recessions, and that sales tax revenues take a big hit during recessions as consumers hold

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Supervisor Heinz

Re: 3/7/23 Addendum: Review of the initial draft RTA Next sample ballot (draft framework)

Date: 3/3/2023

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back? Why, despite direction from the Technical Management Committee to get a second opinion, are the current anticipated RTA Next revenues based solely on the economic projections of one entity?

- 4) So far in this framework, there is nothing regarding ongoing maintenance of existing and future RTA facilities/infrastructure – including lane miles and bike paths. Is this wise? How much would a new element to account for ongoing maintenance of RTA-built infrastructure cost? How would the Roadway Corridor Element or others need to be cut to accommodate this?
- 5) So far in this framework, there is no talk of how the RTA Next package will be *flexible enough* to be able to adapt to changing circumstances, needs, mobility patterns, technological advances, etc., over the next 20 years. In the original RTA plan, it turns out some of the roadway corridors that we thought would need additional capacity back in 2006 based on traffic projections from the time, didn't. The increased demand did not materialize, but we effectively locked ourselves into some widening projects that were unnecessary and ultimately vehemently opposed by neighboring businesses and residents. A lose-lose scenario. How will the priority of *flexibility* and *adaptability* to be able to respond to up-to-date data, be built into the package before we send it to the voters?
- 6) The way our current buckets are set up, we are inadequately responding to the number one issue affecting quality of life for all residents – safety. According to PAG's Regional Mobility and Accessibility Plan (RMAP 2045), our region is failing to meet our own safety goals to reduce fatalities and serious injuries due to vehicle-to-vehicle crashes, vehicle-pedestrian crashes, and vehicle-bicycle crashes. In 9 out of the 13 safety measures in RMAP 2045, we are showing no progress or even getting worse, in achieving our 2045 goals. The people want safety. How are we going to deliver that?
- 7) Finally, with the original RTA Plan, the RTA Board voted in 2014 to sweep all available non-Roadway Corridor funds to try to complete the Roadway Corridor projects, as it was apparent then that the RTA would fall well short of revenue projections. Even with these fund sweeps -- that limited our ability to deliver on our promise to voters on other categorical elements of the RTA Plan *and* hurt our ability to improve regional infrastructure with other non-RTA regional funds that got diverted – we still have come up short. How do we ensure we don't set ourselves up to make the same mistake again?

Thank you for considering these questions and challenges, and for raising them with both the RTA staff and your colleagues on the RTA Board of Directors. I truly believe that if the RTA Board ensures these tough conversations are had – and diverse viewpoints heard and incorporated – we will be able to come up with an RTA Next plan that can garner majority public support.

Citizens Advisory Committee's Regional Framework for RTA Plan Development

Revisions Adopted on Aug. 15, 2022

The Regional Transportation Authority's Citizens Advisory Committee (CAC) is responsible to work in tandem with the RTA Technical Management Committee to develop a well-balanced regional transportation plan that meets the needs and expectations of all the communities served by the RTA's taxing district located within Pima County. Having a well-defined plan is important and allows for accountability long after the plan is established. Following a discussion on what it will take to develop a plan that will be publicly supported, the following guiding principles to be considered for development of a regional transportation plan were updated based on feedback from CAC members.

A future RTA plan will prioritize:

- improving the performance of the regional network, and will prioritize regionally impactful projects, and focus on regional needs and goals
- identifying an implementation budget based on projected excise tax revenues, local funding commitments, and other funding sources including maintenance funding commitments secured from each responsible jurisdiction in the RTA taxing district prior to plan approval
- enhancing safety and the regional transportation system's overall ability to improve mobility, accessibility, livability, and economic and cultural vitality
- providing equitable services and equitable growth by making investments in historically underserved and disinvested areas and populations
- addressing the impacts of climate change and enhancing the region's environmental sustainability and resilience
- addressing future land use, travel patterns, mode choices and technological advances
- including an implementation timeline, identifying specific projects and categorical elements, and a process to reasonably respond to changing circumstances, conditions, new knowledge, and information over the life of the plan

Additionally, the following transportation goals have been discussed as measurable priorities in a well-balanced RTA plan:

- manage and reduce congestion by using strategies and tools such as travel demand management and intelligent transportation systems
- provide safe, reliable, healthy, and efficient regional mobility
- improve transit ridership
- reduce crashes among vehicles, bicycles, pedestrians, and others
- reduce wildlife-related crashes and provide wildlife connectivity
- improve the conditions of existing infrastructure for all transportation modes
- provide safer, more connected bicycle and pedestrian facilities, and enhance health through active transportation options
- improve quality of air, water and wildlife habitat, and reduce greenhouse gas emissions and vehicle miles traveled
- improve multimodal performance and access to key destinations including, but not limited to, activity centers, workplaces, medical care, educational facilities, and grocery stores
- add multimodal functionality to key corridors



Regional Transportation Authority

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MEMO

Date: February 24, 2023

To: RTA Board of Directors

From: Farhad Moghimi 
RTA Executive Director

Cc: RTA Technical Management Committee (TMC)
RTA Citizens Advisory Committee (CAC)

Re: RTA Next Plan Development Update

Attached for your information is an initial draft sample RTA Next ballot incorporating the CAC-recommended list of named projects and RTA Board-approved deferred projects from the current plan.

The draft incorporates the RTA Board-established plan budget of \$2.3 billion based on anticipated new RTA revenues over the next 20 years and the breakdown of funding for each plan element as directed by the Board. The plan elements and subelements are based on initial CAC recommendations and subject to further refinement by the RTA Board.

The proposed 20-year plan is required to be fiscally constrained with a balanced budget. Project cost estimates for the named projects will be reviewed and finalized in the coming months.

In order to balance the budget for the CAC-recommended named project list, additional adjustments will be necessary to reach the \$1.12 billion budget established by the board as a starting point for new named Roadway Element projects. Non-RTA funding commitments are primarily unknown and subject to change as the draft plan moves along in the plan development iterations.

Apart from the recommended named project list, the CAC continues to work on determining recommended funding allocations for the subelements identified under the Transit, Safety, and Environmental and Economic Vitality elements.

I. Roadway (multimodal) Corridor Element \$1.45 billion in RTA funding, including \$1.12 billion for new projects	RTA Project Dollars* (000s)	Non-RTA Dollars (000s) †	Construction Start Period
1. Colossal Cave Road: I-10 to Mary Ann Cleveland Way/Camino Loma Alta Widen to a 4-lane divided roadway including bicycle and pedestrian improvements	\$60,284	-	Period
2. Drexel Road: Cardinal Avenue to Mission Road Widen to a 4-lane divided roadway including bicycle, pedestrian and transit improvements	\$9,161	-	Period
3. La Villita Road: Sahuarita Road to Nogales Highway Improvements to existing and new sections of new 2-lane roadway with new bike lanes and sidewalks, traffic signal and drainage improvements, and a roundabout	\$13,985	-	Period
4. Lambert Lane: Thornydale Road to Rancho Sonora Drive Widen to a 4-lane roadway with new sidewalks, bike lanes and multi-use paths, and drainage improvements	\$38,208	-	Period
5. Shannon Road: Club Drive to Tangerine Road Construct new 3-lane roadway with new sidewalks, bike lanes, multi-use paths, and traffic signals	\$37,892	-	Period
6. Pima Mine Road: I-19 to Nogales Highway Widen to a 4-lane roadway, including bicycle, pedestrian and traffic signal improvements	\$25,800	-	Period
7. Cortaro Road/I-10 traffic interchange New grade-separated traffic interchange over the railroad tracks, including bicycle and pedestrian improvements	\$90,000	-	Period
8. 36th Street: 4th Avenue to Tyndall Avenue New grade-separated crossing over the railroad tracks to alleviate congestion; new sidewalks and bike lanes	\$67,550	-	Period
9. Tangerine Road/I-10 traffic interchange New grade-separated traffic interchange over the railroad tracks, including bicycle and pedestrian improvements	\$90,000	-	Period
10. Ina Road: I-10 to Camino de la Tierra Widen to a 6-lane roadway, including new bike lanes, sidewalks and bus pullouts	\$18,000	-	Period
11. South Country Club Road: I-10 to the Tucson International Airport Widen to a 4-lane divided roadway with new sidewalks, bike facilities and all-weather access improvements	\$35,000	-	Period
12. South Camino de Oeste: Calle Torim to Valencia Road Widen to a 4-lane roadway with new sidewalks and bike lanes, and all-weather access improvements	\$14,078	-	Period
13. Thornydale Road: Cortaro Road to Tangerine Road Widen to a 4-lane roadway and modernize, including bicycle, pedestrian and drainage improvements	\$46,930	-	Period
14. State Route 210: Palo Verde Road to Ajo Way (Milepost 4.56 to Milepost 6.16) Extension of State Route 210 to I-10 (Stage 1)	\$73,609	\$52,941	Period
15. State Route 210: Palo Verde Road to Ajo Way (Milepost 4.56 to Milepost 6.16) Extension of State Route 210 to I-10 (Stage 2)	\$51,936	\$36,923	Period
16. State Route 210: Ajo Way to I-10 (Milepost 6.16 to Milepost 7.31) Extension of State Route 210 to I-10 (Stage 3)	\$74,455	\$54,000	Period
17. Irvington Road: Ajo Highway to Mission Road Add 2 new roadway lanes, including bicycle, pedestrian, landscaping and intersection improvements	\$10,192	-	Period
18. Orange Grove Road: La Cholla Boulevard to Oracle Road Widen to a 4-lane roadway, including bicycle, pedestrian, drainage and landscaping improvements	\$18,200	-	Period
19. Sonoran Corridor: I-19 to I-10 New limited-access roadway (right-of-way establishment and purchase)	\$20,000	-	Period
20. Valencia Road: Mission Road to Camino de Oeste Widen to a 6-lane divided roadway, including bicycle, pedestrian, drainage and landscaping improvements	\$55,380	-	Period
21. Speedway Boulevard: Alvernon Way to Wilmot Road Modernize corridor, including new bicycle, pedestrian, traffic signal and landscaping improvements	\$96,620	-	Period
22. Drexel Road: Mission Road to Midvale Park Road Removal of travel lanes to add bicycle, pedestrian, traffic signal and landscaping improvements, and new bridge over the Santa Cruz River	\$11,380	-	Period

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I. Roadway (multimodal) Corridor Element \$1.45 billion in RTA funding, including \$1.12 billion for new projects	RTA Project Dollars* (000s)	Non-RTA Dollars (000s) †	Construction Start Period
23. Drexel Road: South 12th Avenue to Country Club Road Modernize corridor, including bicycle, pedestrian, traffic signal and landscaping improvements	\$60,700	-	Period
24. Prince Road: Romero Road to Country Club Road Modernize corridor, including bicycle, pedestrian, traffic signal and landscaping improvements	\$72,100	-	Period
25. Irvington Road: 15th Avenue to Tucson Boulevard Modernize corridor, including bicycle, pedestrian, traffic signal and landscaping improvements	\$49,730	-	Period
26. Drexel Road: Calle Santa Cruz to South 12th Avenue New bicycle and pedestrian connections across I-19	\$6,000	-	Period
27. Campbell Avenue: Benson Highway to Valencia Road Modernize corridor, including bicycle, pedestrian, traffic signal and landscaping improvements	\$38,720	-	Period
28. 22nd Street: Alvernon Way to South Camino Seco Modernize corridor, including bicycle, pedestrian, traffic signal and landscaping improvements	\$96,600	-	Period
29. Drexel Road: Midvale Park Road to Calle Santa Cruz Construct new 2-lane bridge over the Santa Cruz River, including bicycle and pedestrian improvements	\$19,500	-	Period
30. 12th Avenue: West 44th Street to Irvington Road Removal of travel lanes to add bicycle, pedestrian, traffic signal and landscaping improvements	\$14,900	-	Period
31. 12th Avenue: Irvington Road to Drexel Road Modernize corridor, including bicycle, pedestrian, traffic signal and landscaping improvements	\$7,000	-	Period
32. La Cholla Boulevard: Starr Pass Boulevard to Ajo Way Modernize corridor with new bike lanes and sidewalks	\$11,000	-	Period
33. 29th Street: Mission Road to Southwest Greenway Removal of travel lanes to add bicycle, pedestrian and landscaping improvements	\$4,500	-	Period
34. Stone Avenue: Prince Road to Drachman Street Modernize corridor, including pedestrian and landscaping improvements	\$21,000	-	Period
35. Mission Road: Santa Cruz River Park to 36th Street Removal of travel lanes to add bicycle, pedestrian and landscaping improvements	\$12,700	-	Period
36. Fort Lowell Road: Oracle Road to Alvernon Way Modernize corridor, including bicycle, pedestrian, traffic signal and landscaping improvements	\$63,100	-	Period
37. St. Mary's Road: Silverbell Road to I-10 Modernize corridor, including bicycle, pedestrian, traffic signal and landscaping improvements	\$11,800	-	Period
Subtotal	\$1,448,010***	\$143,864***	
2006 RTA Plan Deferred Projects**	RTA Project Dollars* †	Non-RTA Dollars (000s) †	
38. First Avenue: Orange Grove to Ina Road Maintain current three-lane roadway configuration; add bike, pedestrian and drainage improvements			Period 1
39. Houghton Road: Broadway to Tanque Verde Widen roadway to a combination of 3 and 4 lanes, including bike, pedestrian and drainage improvements			Period 1
40. Silverbell Road: Camino del Cerro to Ina Road Widen to a four-lane divided roadway, including bike, pedestrian and drainage improvements			Period 1
41. 22nd Street: I-10 to Kino Parkway Reconstruct to a four-lane divided roadway and a grade separation at the railroad tracks, including bike, pedestrian and drainage improvements			Period 1
Subtotal	\$230,000***		

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II. Safety Element \$170 million in RTA funding	RTA Project Dollars* †	Non-RTA Dollars †	Construction Start Period
42. Intersection Safety and Capacity Improvements			Period
43. Elderly and Pedestrian Safety Improvements			Period
44. Transit Corridor Bus Pullouts			Period
45. At-grade Railroad Safety/Bridge Deficiencies			Period
46. Signal Technology Upgrades to Improve Intersection Traffic Flow			Period
Subtotal	\$	\$	
III. Environmental and Economic Vitality Element \$110 million in RTA funding	RTA Project Dollars* †	Non-RTA Dollars †	Construction Start Period
47. Greenways, Pathways, Bikeways and Sidewalks			Period
48. Transportation-related Critical Wildlife Linkages			Period
49. Small Business Assistance			Period
Subtotal	\$	\$	
IV. Transit Element \$510 million in RTA funding	RTA Project Dollars* †	Non-RTA Dollars †	Construction Start Period
50. Weekday Evening Bus Service			Period
51. Weekend Bus Service			Period
52. Bus Frequency			Period
53. Service Area Expansions			Period
54. Special Needs Transit for Elderly and Disabled Citizens			Period
55. Neighborhood Circulator Bus Systems			Period
56. Express Service			Period
Subtotal	\$	\$	
V. Debt service, RTA admin costs, etc. \$100 million in RTA funding	RTA Project Dollars* †	Non-RTA Dollars †	Construction Start Period
57. Debt service, RTA admin costs, per the ballot			Period
Subtotal	\$	\$	
Grand Total	\$2.34 billion	\$	

* Cost reflects RTA portion of the budget. The total RTA funding amount allocated cannot exceed the total projected new RTA revenues.

** Projects are deferred to RTA Next due to recommended changes to project scopes, as noted above, from original 2006 voter-approved plan.

*** Current subtotals subject to change.

† Dollar amounts to be determined.