



Regional Transportation Authority

1 E. Broadway Blvd., Suite 401, Tucson AZ 85701
Phone: (520) 770-9410 Fax: (520) 620-6981

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Broadway Boulevard, Euclid to Country Club Project Implementation Process and Requirements

1987 to 1991 – **City of Tucson** prepared, and the Mayor and Council adopted, the Broadway Blvd. Corridor Study.

1997 – **City of Tucson** Mayor and Council **requested the inclusion** of the Euclid to Campbell segment of the Broadway Blvd. project in the County Bond package which was subsequently approved in the Pima County Bond Election.

2005 – **City of Tucson** recommends the Broadway project be **included in the RTA plan**, which was under development by a diverse, 35-member citizens' advisory committee, and public/private technical management committee.

July 2005 to May 16, 2006 – RTA plan, including the Broadway Project, from Euclid to Country Club, was presented to the public at 27 town halls across the region and to 400 groups.

November 2005 – **City of Tucson** Mayor and Council **endorsed the RTA plan**, including the Broadway Blvd. project, from Euclid to Country Club, and affirmed support of the original RTA Board adopted policies.

May 16, 2006 – Pima County **voters approve the RTA plan**, including 35 roadway projects. The Broadway project was among the 35 projects approved by the voters.

January 2007 – The RTA Board designated the City of Tucson as the Lead Agency to begin the planning phase of the Broadway Blvd. project.

June 2012 to June 2015 – **City of Tucson** established a Citizens Task Force for the Broadway Blvd. project and held 5 community meetings plus numerous task force meetings during this three-year period.

Oct. 9, 2014 – A majority of the Citizens Task Force members recommended a preferred 6-lane, including transit lanes, general alignment map which was **approved by Mayor and Council**.

Dec. 1, 2014 – The RTA Technical Management Committee unanimously **accepted Mayor and Council modification** to the Broadway project description to accept a 6-lane cross-section on the basis that the capacity of the six lanes is preserved by adding all of the bus pullouts that are necessary and feasible to keep the design capacity.

Dec. 11, 2014 – The RTA Board **approved an amendment** to the RTA Administrative Code to revise the project scope of RTA #17 Broadway Boulevard, Euclid to Country Club, **from** six travel lanes, plus two dedicated bus lanes, **to** six travel lanes with bus pullouts to meet project functionality.

May 7, 2015 – The Broadway Blvd. project **Citizens Task Force** unanimously recommended the baseline concept report with the Technical Design Parameters, which included the Conceptual Baseline Alignment and provisions for adding bus pullouts during design, to **Mayor and Council** for approval and adoption.

June 9, 2015 – **Mayor and Council approved** the Broadway six-lanes with bus pullouts baseline alignment concept and design parameters including additional bus pullouts.

March 29, 2016 – **City of Tucson** developed 30% plans and held an open house to receive public comment.

April 5, 2016 – **Mayor and Council** held a public hearing and presented the 30% plans. Citizens for and against the project provided input during the public hearing.

April 19, 2016 – **Mayor and Council** approved the 30% project design plans for six lanes with bus pullouts and authorized staff to move to the next phase of design and property acquisition.

April 28, 2016 – RTA Board acknowledged that the 30% design for six lanes with bus pullouts adheres to the RTA Administrative Code and authorized an amendment to the agreement with the City of Tucson for additional funding for property acquisition and finalizing the 30% design approved by **Mayor and Council**.

November 2018 Update

- Right-of-way acquisition is expected to be completed by the City of Tucson by the end of 2018.
- Utility relocation plans are underway for utility work to begin in late 2018/early 2019.
- The project is expected to be advertised in spring 2019 to seek construction bids.
- Roadway construction is anticipated to begin approximately in the summer of 2019.
- Once construction begins, the project timetable is approximately 18 to 24 months.

The Role of the RTA in Project Implementation

The Regional Transportation Authority (RTA) governing Board has the sole responsibility to implement all the elements of the voter-approved Regional Transportation Plan (Plan).

When a local jurisdiction receives RTA Board approval to undertake the design and construction of any RTA Plan improvements using RTA funds, the RTA Board designates a Lead Agency for the Project. The Lead Agency will be responsible for all aspects of project implementation including, but not limited to, planning, project management, risk management, public involvement, design, right-of-way acquisition and construction, advertisement, award, execution and administration of the design and construction contracts for the Project in accordance with an RTA Board-approved intergovernmental agreement (IGA) with the Lead Agency.

In accordance with RTA Board-approved IGAs, the RTA's Administrative Code regulates all procedures for delivery of the Project in compliance with the RTA Plan. As such, the Lead Agency will be required to adhere to the RTA Administrative Code. Additionally, the RTA Administrative Code recognizes the role of the Citizens Accountability for Regional Transportation (CART) committee in the oversight of the RTA Plan's implementation.