

SUBJECT: RTA Fiscal Year 2018 – 2022 Transportation Improvement Program (RTA TIP)

Meeting	Meeting Date	Agenda Category	Agenda Item #
RTA Board	March 23, 2017	Information	5

REQUESTED ACTION/SUGGESTED MOTION

This item is for information. No formal action is requested.

ASSOCIATED OWP WORK ELEMENT/GOAL

- 46 – Regional Transportation Authority Support

SUMMARY

The RTA participates in the development of the region's Transportation Improvement Program (TIP), which identifies all sources of funding employed in the planning, design and implementation of the region's transportation system.

The development of the RTA portion of the TIP for FY 2018-2022 was performed with the following assumptions:

- No additional bond indebtedness would be incurred for project delivery
- Existing revenues, with baseline growth as predicted by the Economic and Business Research Center (Eller College of Management, University of Arizona) will be used for revenue projections
- Full utilization of the region's 12.6% funds and federal STP funding for the delivery of RTA projects from FY 2020 through FY 2022

These assumptions were employed in the development of the FY 2018-2022 TIP. As such, the RTA, and member jurisdictions implementing large projects, will need to carefully monitor cash flow to ensure that reimbursement requests are not accelerated.

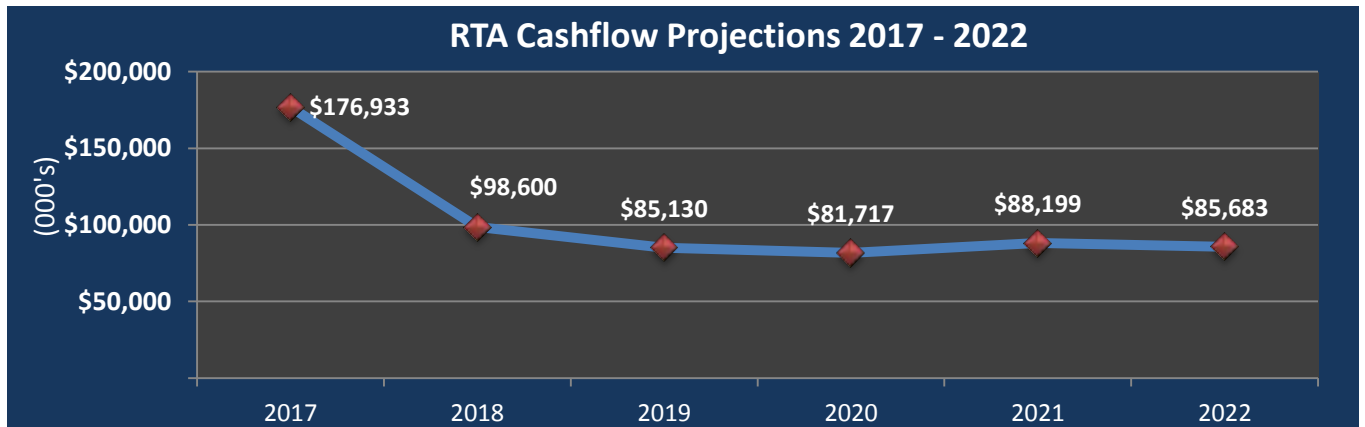
The RTA is also presenting the use of other funds (12.6%, STP and MOE) differently in the TIP this year. Project funding from regional funds augmenting RTA revenues is shown to be applied directly to projects eligible to use those funds. This approach distributes 12.6% funds to multiple projects planned to be already under construction, allowing the rapid consumption of those funds, and preserving RTA funds. This strategy will allow draw down of funds that are not controlled by the RTA prior to drawing RTA funds, thus providing the most cash flow flexibility for the RTA.

The more difficult to use federal STP funds are first being used to repay the RTA for Ina Interchange (RTA #6) work that is eligible for federal funding. After this is repaid (\$19.3 M) to the RTA in FY 20 and 21, STP will be used to fund improvements between Ina and Ruthrauff Road on I-10, in an amount equal to the RTA's obligation to the Ruthrauff Interchange project (RTA #9). The Ruthrauff Interchange will be fully funded by ADOT.

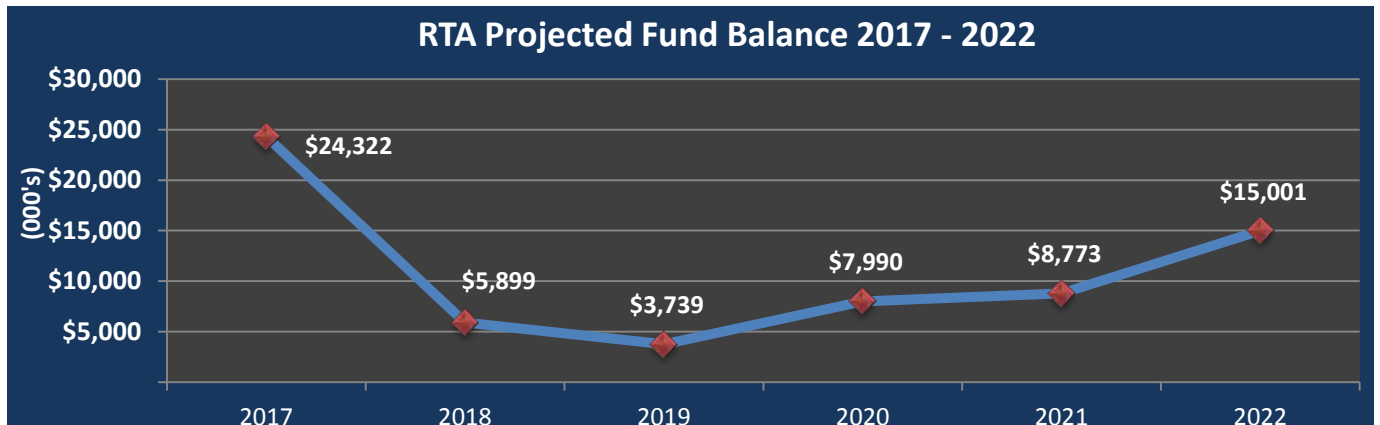
RTA Roadway Element Projects which will be funded for construction in the FY 2018-22 TIP include:

- RTA #1, Tangerine Road (completion in FY 18)
- RTA #4, La Cholla Blvd. (construction beginning in FY 20)
- RTA #14, First Avenue (funding beginning FY 21)
- RTA #16, Downtown Links (construction beginning in FY 18)
- RTA #17, Broadway Blvd. (construction beginning in FY 20)
- RTA #18, Grant Road (continuing construction, design, RW)
- RTA #19, 22nd Street (construction beginning in FY 20)
- RTA #21, Valencia Road (RTA funding of construction beginning in FY19)
- RTA #24, Valencia/Kolb Intersection (construction beginning in FY 20)
- RTA #25, Valencia Road (funding beginning FY 21)
- RTA #29, Broadway Blvd. (construction beginning in FY 18)
- RTA #32, Houghton Road (continuing construction, design, RW)
- RTA #33, Wilmot Road (completion in FY 18)

RTA expenditures are projected to range from \$80 million - \$100 million annually over the 5 year period.



Projected year end balances for the 5-year TIP period.



PRIOR BOARD AND/OR COMMITTEE ACTION

- The RTA Board directed the development of a fiscally constrained 5-year cashflow plan that reflects the updated revenue estimates for the FY 2018-2022 TIP.

FINANCIAL CONSIDERATIONS

- The RTA will need to carefully manage cash flow, particularly with respect to the impact of restricted funds (most importantly bond reserves).

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

- None noted.

ATTACHED ADDITIONAL BACKUP INFORMATION

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