



Draft Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE

August 26, 2014
 5:30 p.m.
 Our Saviour's Lutheran Church
 1200 N Campbell Ave
 Tucson, Arizona 85719

The Broadway Boulevard Citizens Planning Task Force meeting summaries provide a brief descriptive overview of the discussions, decisions and actions taken at the meetings. The summary and the audio recording of the meeting comprise the official minutes of the Broadway Boulevard Citizens Planning Task Force Meeting. Meeting summaries and audio recordings of the meetings are available online at the City Clerk's web page at:
<http://cms3.tucsonaz.gov/clerks/boards?board=100>.

Requests for CD copies of the audio recordings are taken by the City Clerk's Office at (520) 791-4213.

MEETING RESULTS

1. Call to Order/Agenda Review/Announcements

The meeting was called to order by Meeting Facilitator, Nanci Beizer. A quorum was established, handouts were distributed to the Task Force with supplemental information, and the agenda for the meeting was reviewed by Nanci Beizer.

Citizen Task Force Members

Present	Absent
Bob Belman	Jon Howe
Michael Butterbrodt	Joseph Maher Jr.
Dale Calvert	Anne Padias*
Anthony R. DiGrazia	Shirley Papuga
Mary Durham-Pflibsen	Diane Robles
Bruce Fairchild	Jamey Sumner
Colby Henley	

** Anne Padias officially replaced Naomi McIsaac as the Bicycle Advisory Committee (BAC) representative on the CTF via appointment at August BAC meeting.*

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2. Approval of July 17, 2014 CTF Meeting Summary

The project team asked the Task Force to approve the July 17, 2014 CTF meeting summary. The Task Force approved the summary with no requested changes. The project will post the approved summary to the Clerk's Office.

3. Public Input Report, and Reports on Project Presentations and Outreach

The project team presented the Task Force with a matrix of the most recent public input received, from July 29, 2014 through August 15, 2014, and the latest project presentations and outreach that have occurred. Listed below are the informational materials that were presented.

Project Team Memos responding to CTF Requests

- o 8/22/14 Memo, Technical Review of the 96' and the Current 118' Roadway Design Concepts

Presentations & Outreach

- o 8/13/14 Tucson-Pima County Bicycle Advisory Committee meeting (new appointment Anne Padias selected)

4. CTF Transit Subcommittee Report Out/Discussion

Members of the CTF Transit Subcommittee reported the results of their August 25, 2104 meeting to the Task Force. Listed below are the recommendations the subcommittee members presented for Task Force review:

Summary of Subcommittee Transit Vision/Recommendations:

For Project Team:

- o Illustrate what center and side transit options would look like aligned with following priorities/goals:
- o Streetcar replacing local bus service.
 - Design local transit to make frequent stops through the project area that are customized, aligned with crosswalks or local bus stops.
 - "No" to Light Rail stops which can be so large in this area.

For CTF Consideration:

- o #1 priority - take up less space - minimize ROW
- o Narrow "Ultimate Transit" lane width from 13' to 11'
- o Narrow 6' median for poles
- o Identify impacts of stops where marked on map (Streetcar stops require about 9'-10' for ADA compliance and pedestrians)
 - Align center local/frequent transit stops with pedestrian crossings/intersections (marked on map) - currently there are 6 HAWKS or other crossings
 - Put streetcar stations, stops in areas where already taking buildings

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- Issue raised that the spacing in between each station/crossing may not be enough room to flex and narrow the roadway width
 - Need to look at that then; but it will inform the conversation
- High capacity transit should not be the driver in this section (Sunshine Mile); rather local transit. No big stations, no passing zones.
- Take advantage of local bus service/stops for outside transit
- Take advantage of potential for aligning stops with access to parking, shared parking proximity
- Preserve ROW for future high capacity transit and connectivity
 - Plan for limited/express BRT or Light Rail in future or use current express route.
 - Keep bigger stations at larger, signalized intersections - Campbell, Euclid, El Con
 - Add stop at Country Club
 - Reserve space in center
 - Consider using an overlay to address issues with late night establishments near neighborhoods (for instance, eliminate drive-thru's in C-1)
- Status of Transit Study - has to happen!

5. First Call to the Audience

Seven members of the public filled out speakers cards and were called on to address the Task Force:

Margot Garcia

"Well good evening, I missed you all last meeting. I also sat in on the transit meeting and it was very interesting and unfortunately we had to go to a Tucson Transit Task Force so we didn't hear the end of it. An idea was presented to me today that I wanted to bring to you and I think it's a very interesting idea and that is in an effort to do this minimization of the width for both the recent buildings, but also for pedestrians ready to crossover, would be to study in more detail how the transit bicycle lane that is already on Broadway between Columbus and Camino Seco, how that lane is functioning with regards to bicycle accidents.

So I think would be nice, as the new bicycle advisory committee representative Anne could officially ask; could a study be done on the types of accidents and the number of accidents that have occurred in that particular type of lane? The reason being, of course that then you don't have a separate bicycle lane which is five feet plus an additional transit lane of ten feet, but you can fit them both into ten or perhaps eleven feet. It does give the bus or - in this case, the trolley would be less likely to be able to do that - considering the bus could swing out and go back into that. The idea again is how do we keep down the width and how do we look at putting some of those things together? I think it would be interesting to know are there fewer accidents in that section and the kind of accidents than there are for instance from Country Club or if you start from Columbus and Country Club to the downtown we actually had a bike lane painted on the road so the contrast between two lanes when dealing with bicycle traffic. Thank you."

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JD Garcia

Mr. Garcia waived his time to speak.

Gene Caywood

"Good evening, Jenn has mentioned that the Tucson Transit Task Force has asked me to be a liaison to your group and I would be glad to do that because I am here anyway. I just want to let you know two things one is that our vice chair of Tucson Transit Task Force is Margot Garcia, so if you have any concerns you can speak to either her or me. The other thing is that at the meeting last night, they requested at their next meeting a presentation on Broadway, that message may not had gotten to Jenn yet at their Sept. 9th meeting which is a week from Monday. So if that could happen it would be great and I think it will give the Transit Task Force an introduction to what is happening and we will kind of go from there we will see what kind of comments they have and kind of pass that along to you. The format of the task force or the organization of it is one member appointed to it by Mayor and Council and four of them from CTAC that Dale is on, just so that you know a little bit about it. I just want to also thank Colby and the subcommittee for the opportunity to participate yesterday, I appreciated it and I think it was helpful."

Gretchen Lueck

"Hi, I wrote some notes because I get nervous and I don't really like talking in front of people. I am here from Rincon Heights and from the Rincon Heights Historic District, to talk about the process that we had getting our nomination, just in case everyone wasn't clear that that is actually a process and you have to have criteria met. So it took a lot of time, a lot of personal time and I know that the committee understands giving up a lot of personal time for something that they believe in. So some days I remember putting in eleven hours a day in working on the nomination process for the historic district. We were lucky to have Brooks Jeffrey and his historic preservation class from the University of Arizona assisting us and guiding us for two semesters and even after the classes were finished some of the students volunteered and continued to help us in their own personal time and I'm not sure if you are familiar with the nomination packet, but each property has to be photographed, researched, described, written up and each has its own form that has to be typed up. Then a neighborhood history, and a neighborhood map so there's this big packet that has to be submitted and corrections, revisions, corrections, revisions a million times and when it finally passed and it was officially a National Historic District, I cried! I couldn't believe it, it was finally done. From the beginning to the end it took seven years to get this.

We volunteered and we volunteered this much of our lives to this because we didn't have the money to pay a consultant. I think it's usually like \$100 a property or something to get these nomination forms filled out, something like that. We volunteered because we cared about each other and we care about our community. My count was that there are seventeen contributing properties on Broadway to our

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historic district. We know that Broadway has been in limbo for years and in Rincon Heights, property is not looking too good, but we have vision and we can see that this can be a destination and not just a thoroughfare, so thank you.”

Monica Cook

“Hello, so I am your Sunshine Mile representative and we have some members here on the Sunshine Mile, that’s great! And if you are not a member, join the Sunshine Mile Business Association. Anyway, we were recently driving from downtown east on Broadway and it was a Saturday night and know one night was downtown Saturday night, but we were glad that we were going east because there was quite a bottleneck going west into downtown. So, I’m just saying that because if you make a wider Broadway then it’s going to make a wider bottleneck downtown anyway, and I really think that people were heading for downtown not trying to get to the interstate or anything else. My husband says that he avoids going downtown now when he’s trying to get to the west side because downtown and Fourth Ave. is kind of bad, but anyway, of course I am passionate about the area and I think we want narrow, we want it to be nice, we want it to be a destination, and all that good stuff.

But anyway, I do want to mention Jenn. We were driving Sunday and I saw someone pulling weeds and she had her hoe. It was Jenn, she was pulling weeds at 2419 E. Broadway because there isn’t enough money for the landscapers to actually pull the weeds and stuff like that, so I want to acknowledge how nice that was that she was doing that. Jude and I actually went by and we thought, “who’s that little angel there on that lot helping us?” and we really appreciate that. We got you a gift. It’s just nice to know that you really care about our area and you know the food trucks will be coming along - I didn’t know I’d ever be coordinating food trucks. One day Jude said to me the a couple years ago, we are going to go down to this thing, and they are having food trucks. I thought, “Really? You want to eat out of a truck?” But, anyway, they are good and it’s all about bringing some attention to the area and making it more viable and have people coming. I even saw Rocco buying from one of the food trucks. We appreciate his support and we have Rocco who is a member of Sunshine Mile and Tucson Tamale and Lerua’s, so be sure and support them as well. Thank you.”

Sarah Penisten

“Hi, I have never been before but I live on Broadway and I am going to come up here and bring my son, this is Max. We live directly on Broadway and we sit on the porch and watch the traffic go and it bottlenecks a little bit, that’s true, but we sit out there and watch the heavy traffic times and it’s not that bad. I have sat in it and it’s not that bad. I get out, I have to drive, I mean I am right on Broadway right between Warren & Cherry on the south side and if I have to get out, people let me in. We live in a really nice town, city I guess, bigger than a town; but I haven’t researched this a lot, but I desperately want to see our town, or city be wonderful and having a trolley is great and the fact that you guys are all getting together to

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do this is really cool and I am really happy to bring my son to see how this happens because this is how we make a community, right. Now in that vein, my son and I love our house! I don't know where exactly the lines are - that's why we came, we want to see and we want to know. But we want to live there and it's been there forever, since the thirties, I think. I know that my landlord had made some efforts to get it historically classified but was unable to do so because of some red tape, which isn't great; but, we want to live there and we want to live there for a long time. We want to be a part of how this works we don't want to be a part of how we get ousted and have to go find someplace else to live.

She asked her son: "How do you feel about that?" Son's response: "I don't really want to move, I like our house and it's really nice to live in."

Yeah, he says we want to stay there until he goes to Tucson High, it's perfect. I don't want to move, so whatever it is we are doing I am going to be a little bit more involved and get him a little bit more involved because it's his future. However it works out, I hope that you are thinking about small people who have to live in this for their whole lives because we hope that they don't have to move away. We don't want them to have to move away because it's not working for all of us and we have to deal with it as a community, right."

Bob Kaye

"Thank you again for the opportunity to address the task force. I am pleased to be here this evening and very much appreciated the opportunity to have sat in on the transit subcommittee yesterday; I would add these comments to your discussion this evening. First it is my opinion, of my personal opinion and professional opinion, that the task force does not need to decide on transit modes in the course of the process that leads to the decision by the City on whether or not to go forward, that systems and technologies are adaptable and flexible, that the needs of the city, your neighborhood, the business people who work in your neighborhood along the corridor all of those needs can be balanced and will be balanced in the course of the planning process for that transit and if the modern streetcar is any indication we probably ought to be thinking about ten years for that process.

Second, in order for transit to occur in the corridor, there needs to be land for it to be there and I am grateful and pleased that your deliberations now seem to be moving in the direction of a six lane cross section, which ultimately can morph into a cross section which is four lanes of traffic and two lanes of transit. Figuring out how much land to set aside is not an easy task you are balancing a lot of different factors and all of them are worthy. So for example, no land comes for free; if you want bike lanes, if you want wide sidewalks, if you want median strips for pets to rest while the light is changing at an intersection, if you want plantings that will add shade - all of these are amenities and they all require space. I don't envy the process that you will go through; but I urge you to reserve as much land as you possibly can see your way clear to do so, because in the end, that is the resource that will allow your community to grow economically and to grow through the

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transportation improvements, especially transit that will come in the future. Thank you very much.”

6. CTF Discussion: Initial Corridor Development Concept Selection

The project team presented the following technical materials to the Task Force for their consideration:

- Consolidated map of refined alignment variations reflecting CTF input and initial intersection treatments designs.
- 96' cross section alignment drawing and technical review memo.
- “Ultimate Transit Scenario” alignment variation and technical review memo.

Following the presentation of these materials the Task Force and project team met around drawings of the alignment variations and discussed concerns, recommendations, Task Force “wants,” and technical issues to foster discussions that will ultimately lead to initial Task Force recommendations regarding the placement of the alignment, cross section variations, alternative mode treatments, intersection designs, as well as any other additional recommendations. Listed below is a summary of the conversation that took place around the table:

Map #1- Broadway Boulevard: Mountain - Warren Section

- Have you (Colby) spoken to owners on the South Side? I have talked to property owners and they just want a decision.
- Although property owners are directly impacted, neighborhoods have impacts as well as property owners. Look at Campbell Avenue north of Elm - it has great landscape; however the area is sterile.
- Yes; but this area has a different character than the majority of Broadway. It has no businesses and is almost 100% residential.
- There are larger more deep lots on the north side in comparison to the south side.
- The road doesn't have to be 96' feet the whole way, let's address the pinch points.
- The red buildings (as indicated on the map) on north side are historic contributor buildings - expensive to redevelop.
- Miles Neighborhood Association is willing to save the church; it is an iconic structure for Rincon Heights; however, the plan was always to have acquisition on the north side.
- Regarding pedestrian crossings and right of way for future transit stops; let's look at Cherry Avenue and 2nd Street and what had to be done for the streetcar stop. We have to take buildings - and go to the south, there would be less impact. We need to think of the whole picture.
- The more you pinch, the more people will not use the road. I am concerned about safety.

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- Bicyclists won't use it at all if too narrow.
(Project team response: Need to consider if benefits are achieved with a narrower width, if you look at the impacts for the 96' & 118' widths they are very similar in the number of buildings and properties that are impacted.)
- Stops can be minimized to be somewhat like local bus stops. The CTF priority is local transit service and stops - we could use crossings to minimize impacts and use the current footprint.
- We should prioritize local service and then look at the medium and long term to plan major transit
(Project team response: If you look at the "Ultimate Map" the transit stop is a local service stop. To make it smaller and to minimize, we would need to eliminate the protected bike lane going around the stop.)
- Why does it take more space to have bikes go around the bus stop than in the roadway?
(Project team response: It's the combination of the bus platform and maintaining the bicycle lane width that makes these stops wider. Bus drivers like the bike lanes that go around the bus stops because it keeps the bikes on right side of bus and it is easier to see the cyclists. Otherwise, bikes must come up behind the bus and "leap frog" - pass it along the left side of the bus and potentially going in to the traffic lane on left side of bus.)
- Do we know acquisition costs?
(Project team response: As applied to this map variation, we do not know the exact costs yet. At the August 7th meeting, we presented a block-by-block analysis of costs; however these maps reflect the revised variations, and we are not able to do the detailed analysis at this point.)
- I would like to know depth of remnant parcels for these variations.
(Project team response: The depth of the remnant parcels vary from 55 to 195 feet depending on the parcel. As we have learned, anything below 80 feet may be tough to work with.)
- If you take half of my building, do I have first dibs on buying that back?
(Project team response: During the acquisition negotiation you could opt to keep the remainder property and building.)
- What will go in the parcels when land is acquired and sold? How can we maintain locally-owned incubator businesses with shallow lots on a 6 lane road?
- We don't have to be dogmatic - all 96' or all 118'. If I have a business, having a sidewalk in front would be an advantage.
(Project team response: In response to the earlier comment, we can't predict what landowners will do and constraints on the type of business that is going to go in are handled mainly via zoning.)

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- Is there anything to prevent light rail from running on a 118-foot roadway?
Where would the stop go? If it is center-running, we could have 11-foot lanes and narrow the median to 4 feet.
- A stop at El Con seems far.
- With the streetcar we would need more stops. We want to ensure space for the streetcar to provide local service.
(Project team response: When thinking of the streetcar, you could frame things in terms of how much of the project area is an extension of Downtown.)
- We need to make sure we have enough dirt for transit.
- How realistic is it to buy 2 lots?
(Project Team Response: It is possible.)
- The lot where Brio was is a prime example of this. The City purchased one parcel, the restaurant, but also acquired the 4 parcels of parking surrounding it.
- The Solot Plaza is another example of where this could occur.
- If the transit system has Federal funds, how will that impact historic buildings?
- Dedicated transit lanes from Day 1 will allow me to “sell takes” to my stakeholders - here is why I believe this: if we build car lanes, the road will fill with cars. If from Day 1, we set aside a lane for transit with a deadline to convert in it 10 years if it is not successful, we can build ridership. We don't need the lane for vehicles now, the need for the additional lane is for future projected increase - if the plan falls apart, the City can open the road to 6 lanes of automobile traffic.
- Dedicated lane for transit will benefit all modes, people will feel safer. Vehicles (traffic congestion) are doing fine now.
- The road is not doing fine now. I won't accept that argument.
- I agree the road is not doing fine right now.
- Where would the political will be in the future to take a lane away for transit if won't do it now?
- In regard to the auto projection that necessitates the extra lane - we don't want that many vehicles on the road.
- The majority of people in our community drive. Until that changes, that's the reality. We need to ensure that we make Broadway an “Ultimate Transit” corridor.
- Percentages and projections do not matter.
- If the 4+2T will not be accepted by RTA/County - why are we even discussing this?
- Miles Neighborhood Association is not willing to sacrifice funding for this project.
- I agree. I can't give up the cash.

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- If it is so hard now to dedicate a lane, why should we believe it will happen in the future? I can't sell losing ten buildings be taken on a promise for future transit.
- If dedicated transit is put in place, buses could use their own lane; this would speed up buses, increase ridership, and support and allow for better traffic flow.

Map#2 Broadway Boulevard: East of Campbell

- In regard to the Solot, the north side is concerned about losing the character of area if it is redeveloped.
(Project team response: This is one of the places you can make policy recommendations. When the City acquires a property, they could decide to place stipulations and restrictions on the way that is redeveloped.)
- Additionally, there are façade improvement programs being recommended as part of the County bond package. This is the issue Demian Clinco presented to us.
- Is the Norris crossing going away?
(Project team response: the current design keeps an intersection and crossing.)
- I would like to include parking as an additional recommendation.

Summary Comments made following map exercise

- In general, I am ok with the alignment.
- We need to examine how to accommodate more frequent center stops for transit.
- I would like to see how a transit stop at Country Club impacts the design.
- We need to establish an emphasis on local businesses.
- We need dedicated transit from Day 1. We need a timeline to set forth the process to foster development of transit, and if it is not developed within a certain timeframe, we can give the lane back to autos.
- Putting in dedicated transit from Day 1 would benefit the pedestrian and bicycle environment, as well.
- Dedicated transit would lead to a better flow of traffic for all modes.
- We should recommend smart reuse of City-owned properties east of Campbell.
- I am uncomfortable with the names for the alignments. We need something better.
- I suggest a memo to accompany maps for Mayor and Council with why CTF recommends them, which are related to performance objectives, and provide a list of criteria and how the alignment meets or does not meet it.

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To facilitate the decision-making process at the August 28, 2014 meeting, the Task Force agreed to come to the meeting with answers to the following questions:

1. What leads you to support or to not support the preliminary 118' alignment designed to accommodate center- or side-running transit? If you do not support this preliminary alignment (you are a 4 or 5 on the consensus rules and would block the CTF decision), what would it take for you to overcome this position and move to a position of support? As you compose your thoughts, consider criteria important to yourself and to your stakeholders, and the connection to key performance objectives.
2. Do you support or not support recommending dedicated transit lanes on Day 1? Why or why not?
3. Several policy recommendations have been suggested to date, including:
 - a. Parking and Access standards and programs (shared parking, alley access...)
 - b. City policy for disposition of acquired properties to support business activity, character...
 - c. Reuse of City-owned properties for improved parking & access
 - d. Façade restoration for historic properties
 - e. Overlay - some concepts discussed: design guidelines to establish character, encouragement for types of development
 - f. City commitment to planning, design and implementation of high capacity transit
 - g. Any others?

7. Second Call to the Audience

Four members of the public filled out speakers cards and were called on to address the Task Force:

Gene Caywood

"I just wanted to say a couple of things. First, I think that the widths of some of the things that are on the cross sections back there, I would dispute a little bit in relation to transit. I think that you could narrow them down. I think, you know we were talking yesterday, Shellie Ginn was at the meeting yesterday, and she's the project manager for the streetcar. She mentioned for station widths, I think it was nine feet, and the drawing showed sixteen foot platforms and I think that's a little excessive. We also discussed the whole issue of the width of transit lanes and pretty well agreed on eleven feet. I think they are showing thirteen feet back there so you ought to question that kind of stuff. So, if you do a dedicated lane in the middle, I wanted to point out that I think it can be made to work with both bus and light rail or streetcar if it's dedicated. So you know here's my two travel lanes this way, here's my two travel lanes this way, so this is the middle, here's a platform. The blue lines you probably can't see, and if it was rail, then they would just stay in their lane and they would have doors on the left side - but buses don't have

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doors on the left side. The solution is the red arrow, to have the buses cross over then stop on the other side of the platform and then cross back, and it's perfectly safe. I think, because the way that you would do it, is that the arriving bus would have the right of way. We looked at this, when I was at Parsons Brinckerhoff, we looked at this and I don't know how many of you know but down underneath the freeway on I-10 in Phoenix underneath the deck park there is a bus station that has never been used. We looked at this very concept for buses to use that station. Jim Dickey was the person at ADOT that coordinated that. He is now the Arizona Transportation Association Director. We looked at that for Jim and this is exactly what they were going to do, had they done it; now, they decided not to do it for lots of other reasons, but it wasn't this crossover where the busses had one. So I think this would work. Thank you."

Laura Tabili

Ms. Tabili waived her time to speak.

Mike Holmes

Mr. Holmes waived his time to speak.

Camille Kershner

"Really quick, I just wanted to say that I have heard more than once that we need to study and we need in more detail to study information, so I am just wondering what the specific elements are that you need out of whatever study in order to make the decision about this particular project? Is it infrastructure you need to know? Is it timelines, habit patterns, parking availability - not just parking but other options too. Having to park wherever it is, cost, and then what level of detail do you need to know in order to make a decision (again about this particular project)? You know, what kind of timeline are they looking at, because, again, just to put it back into perspective, this is downtown. This is the underpass, this is where the streetcar currently ends. Here is where you are talking about, and right here is El Con Mall. Right here is High Corbett. Those are ready-made parking lots, so if you are talking about parking issues specifically, I don't want to have to park here, if I can park here and have another option available. And, I don't think that I am the only one, you know. The same thing with being a destination. I don't want to be able to have to park here. I want to be able to just go and do whatever I am doing and not have to worry about trying to find a parking spot. So, it's just kind of a larger picture and the timeframe that we are looking at you know, again, right now vs. what we are going to be leaving because things are going to change. The decision that you are making right now, and I think it for everybody not just those that are right here."

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8. Next Steps/Roundtable

The roundtable presents an opportunity for the Task Force to provide feedback on any aspect of the meeting or the project in general. Closing comments and questions were made by the Task Force including:

- Will we look at bottleneck into Downtown? I need an explanation for my stakeholders.
(Project team response: Sam Credio, Project Manager for the Downtown Links project is working on this and has been assigned to this project. We can present information for you at our next meeting.
- I have the Regional Transportation Authority plan election results - every precinct voted in the City, including those directly impacted by this project. See me if you want to see results.
- Just want to let Colby know that I was using him as example. I did not want to put him on the spot.
- Country Club & Broadway Village - I would like to see how a streetcar stop might work.
- I would like to see traffic projection numbers for the 4+2T versus the 6.
- Congrats to Mary on award from Historic Preservation. I read it in the Sam Hughes neighborhood newsletter.
- We are the communication voice regarding RTA at this time, regardless of what the RTA vote was.

9. Adjourn

Nanci Beizer called meeting to a close at 9:05 p.m.

The presentations given at this meeting can be reviewed by visiting the Broadway Boulevard Citizens Task Force web page at:

<http://cms3.tucsonaz.gov/broadway/broadway-citizens-task-force>

This Meeting Summary has not yet been approved by the Broadway Boulevard Citizens Planning Task Force.

This project is funded by the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is part of the voter-approved, \$2.1 billion RTA plan that will be implemented through 2026. Details about the plan are available at www.RTA mobility.com.