

# Our Mobility

Delivering safety, congestion relief and cross-town mobility

MAY 2014



Tucson streetcar service starting summer 2014

**RTA**  
Regional Transportation Authority

Delivering  
our promise  
to you

1 E. Broadway Blvd., Ste. 401 • Tucson AZ 85701

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[www.RTAmobility.com](http://www.RTAmobility.com)



Regional Transportation Authority

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**FY 2012-13 RTA FINANCIAL STATEMENT**  
YEAR ENDED JUNE 30, 2013 (000s)

**REVENUES**

Sales Tax	\$	71,164
Program	\$	5,966
Grants	\$	811
Bond/Investment	\$	327
<b>Total Revenues</b>	<b>\$</b>	<b>78,268</b>

**EXPENDITURES**

**ROADWAY IMPROVEMENTS**

<b>Total Roadway</b>	<b>\$</b>	<b>55,116</b>
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**SAFETY**

Intersection	\$	2,161
Transit Corridor Bus Pullouts	\$	1,516
Elderly & Pedestrian	\$	1,071
At-grade Rail/Bridge Deficiencies	\$	256
Signal Technology	\$	494
<b>Total Safety</b>	<b>\$</b>	<b>5,498</b>

**ENVIRONMENTAL & ECONOMIC VITALITY**

Greenways, Bikeways, Pathways & Sidewalks	\$	1,610
Transportation-related Critical Wildlife Links	\$	321
Small Business Assistance	\$	767
<b>Total Environmental &amp; Economic Vitality</b>	<b>\$</b>	<b>2,698</b>

**TRANSIT**

Sun Tran Services Expansion	\$	11,613
Special Needs	\$	5,772
New Express Buses	\$	1,328
Neighborhood Circulator	\$	2,937
Streetcar	\$	9,544
Park-and-Rides	\$	261
<b>Total Transit</b>	<b>\$</b>	<b>31,455</b>

<b>Administration Expenses*</b>	<b>\$</b>	<b>13,666</b>
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<b>Total Expenditures</b>	<b>\$</b>	<b>108,433</b>
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<b>Surplus/(Deficit)**</b>	<b>(\$</b>	<b>30,165)</b>
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<b>Year-end Fund Balance</b>	<b>\$</b>	<b>123,752</b>
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\* Includes bond principal, interest and administration costs

\*\* Covered by surplus fund balance

Audited financial information.

**Projects at a glance**

**RTA PROJECTS COMPLETED THROUGH FY 2012-13**

**PLAN ELEMENT**

**ROADWAY**

<b>Total Roadway</b>	<b>13</b>
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**SAFETY**

Intersection	103
Elderly & Pedestrian	95
Bus Pullouts	87
Railroad Bridge	7
Signal Technology	58
<b>Total Safety</b>	<b>350</b>

**ENVIRONMENTAL & ECONOMIC VITALITY**

Greenways, Bikeways, Pathways & Sidewalks	82
Transportation-related Critical Wildlife Linkages	7
<b>Total Environmental &amp; Economic Vitality</b>	<b>89</b>

**TRANSIT**

Weekday Evening	21*
Weekday Service	23
Bus Frequency & Overcrowding Relief	8**
Park-and-Ride Transit Centers	6***
Neighborhood Circulator	12
Streetcar	0
Express Service	7
Special Needs	3
Maintenance Storage Facility	1
<b>Total Transit</b>	<b>81</b>

<b>Grand Total</b>	<b>533</b>
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\* 21 routes received weekday evening service, fully implementing this service expansion

\*\* 7 routes received overcrowding relief; construction of a bus maintenance facility was completed in October 2009

\*\*\* Includes completed temporary lots



St. Mary's Rd. and Main St.

## We Deliver

Eight years into project delivery, the Regional Transportation Authority has completed more than 560 of the multi-modal projects (through March 2014) spelled out in the 20-year RTA plan. One of the plan's signature projects, the Tucson streetcar, is set to start passenger service in summer 2014. This project alone has led to more than \$800 million in public and private sector development to date along the 3.9-mile route.

The "Made in America" streetcar will connect with public transit services, such as Sun Tran and Cat Tran. The all-electric vehicle will hold up to 148 passengers and provide room for people to stand on board with bicycles. Twenty-three streetcar stops are located along the route, providing access to major destinations in downtown Tucson and on 4th Avenue, Main Gate Square, the Mercado District and the University of Arizona campus. A unique feature of the streetcar system is the ability to offer fare payments that are seamless with other mass transit services, including Sun Tran and Sun Express.



The RTA, which has received more than \$500 million in revenue since July 1, 2006, contracted with the University of Arizona, Eller College of Management's Economic and Business Research Center, to prepare a new revenue forecast through 2026. The new forecast predicts revenues of \$1.736 billion, compared to original UA forecasts of \$2.1 billion when the plan was developed. The RTA will use regional funds as needed to complete projects in the RTA plan.

In order to optimize cash flow, the RTA is planning for a second round of bond funding in early summer 2014 to take advantage of competitive market rates and construction costs to maintain a timely construction schedule to meet ballot requirements. Bond financing was factored into the RTA plan as it was developed.

Current maps of projects completed across the region are available at [www.RTAmobility.com](http://www.RTAmobility.com) under the RTA Plan tab.

Like us at: [www.facebook.com/RTAPimaCounty](http://www.facebook.com/RTAPimaCounty)

## RTA Project Highlights\*

- 15** roadway projects 
- 126** intersection improvements
- 46** pedestrian crossings 
- 90** bus pullouts
- 58** signalization improvements
- 112** miles of sidewalks
- 187** miles of bikeways 

\* Numbers based on segments of projects.

# RTA Project List in 2006 dollars (constant)

I. Roadway Improvement Element	RTA Project Budgets★ (000s)	Committed Non-RTA Revenues↔ (000s)	Construction Start Period◆
1 Tangerine Rd., I-10 to La Cañada Dr.: Widen to 4-lane divided desert parkway, bike lanes, drainage and turn lanes	\$ 45,325	\$ 28,890	2nd, 3rd & 4th Periods
2 Camino de Mañana**, Tangerine Rd. to Linda Vista Blvd.: New 2- and 4-lane roadway, bike lanes and drainage	\$ 6,185	\$ 9,500	1st Period
3 Twin Peaks Rd., Silverbell Rd. to I-10 (including I-10 traffic interchange): Bridge over Santa Cruz River, new 4-lane roadway connecting to I-10	\$ 30,752	\$ 45,670	1st Period
4 La Cholla Blvd., Tangerine Rd. to Magee Rd.: Widen to a 4-lane desert parkway, bridge over Cañada del Oro wash, bike lanes and drainage	\$ 42,233	\$ 6,100	2nd & 4th Periods
5 Silverbell Rd., Ina Rd. to Grant Rd.: Widen to 3- and 4-lane divided desert parkway, drainage improvements and bike lanes	\$ 42,653	\$ 14,400	2nd & 4th Periods
6 Railroad Overpass at Ina Rd. east of I-10: Roadway and railroad separation, eliminates at-grade rail crossing	\$ 34,218	\$ 20,165	2nd Period
7 Magee Rd./Cortaro Farms Rd., La Cañada Dr. to Thornydale Rd.: 4-lane divided arterial, eliminates jog at La Cholla Blvd., bike lanes and sidewalks	\$ 29,570	\$ 3,700	1st Period
8 Sunset Rd., Silverbell Rd. to River Rd.: New 3-lane arterial, bridge over Santa Cruz River and bike lanes	\$ 12,764	\$ 10,000	3rd Period
9 Ruthrauff Rd. at I-10 and UPRR Overpass: Roadway and railroad separation, eliminates at-grade rail crossing	\$ 59,364	\$ -	3rd Period
10 La Cholla Blvd., River Rd. to Ruthrauff Rd.: Widen to 6-lane desert parkway, new bridge at Rillito River, bike lanes and sidewalks	\$ 14,760	\$ -	1st Period
11 La Cañada Dr., Calle Concordia to River Rd.: Widen to 4-lane arterial roadway, equestrian trail, drainage and multi-use lanes	\$ 27,665	\$ 14,066	1st Period
12 Magee Rd., Oracle Rd. to La Cañada Drive: Widen to 4-lane arterial roadway, bike lanes and sidewalks	\$ 5,850	\$ 3,750	2nd Period
13 1st. Ave., Orange Grove Rd. to Ina Rd.: Widen to 4-lane arterial roadway, bike lanes and sidewalks	\$ 6,556	\$ 700	4th Period
14 1st. Ave., River Rd. to Grant Rd.: Widen to 6-lane roadway, bike lanes and sidewalks	\$ 71,398	\$ 3,000	3rd Period
15 UPRR Underpass at Grant Rd.: Expand railroad underpass east of I-10 to accommodate 6 lanes	\$ 37,382	\$ 319	3rd Period
16 Downtown Links/I-10 to Broadway Blvd.: New 4-lane urban linkage, enhanced multi-modal features, drainage and noise mitigation	\$ 76,134	\$ 8,540	2nd & 3rd Periods
17 Broadway Blvd., Euclid Ave. to Country Club Rd.: Widen roadway to 6-lane arterial, plus 2 dedicated bus lanes, bike lanes and sidewalks	\$ 42,125	\$ 29,222	2nd Period
18 Grant Rd., Oracle Rd. to Swan Rd.: Widen to 6-lane arterial, streetscaping, bike lanes and sidewalks	\$ 160,850	\$ 6,000	2nd, 3rd & 4th Periods
19 22nd. St., I-10 to Tucson Blvd./Barraza-Aviation Pkwy.: Widen to 6 lanes, 6-lane bridge over railroad tracks, bicycle lanes and sidewalks	\$ 104,952	\$ 3,000	2nd & 3rd Periods
20 Barraza/Aviation Pkwy., Palo Verde Blvd. to I-10: Advanced right-of-way funding for future connection of Parkway with I-10	\$ 19,600	\$ -	Design & Right-of-way only
21 Valencia Rd., Ajo Way to Mark Rd.: Widen to 4-lane desert parkway, bike lanes and sidewalks	\$ 15,057	\$ 23,100	2nd Period
22 Irvington Rd., Santa Cruz River east of I-19: Improve intersections, provide access management, bike lanes and sidewalks	\$ 9,800	\$ -	4th Period
23 Valencia Rd., I-19 to Alvernon Way: Access management improvements, safety improvements and intersections improvements	\$ 9,800	\$ -	4th Period
24 Valencia Rd., Alvernon Way to Kolb Rd: Widen to 6-lane desert parkway, bike lanes and sidewalks	\$ 43,298	\$ 3,000	2nd Period
25 Valencia Rd., Kolb Rd. to Houghton Rd.: Widen to 6-lane desert parkway, bike lanes and sidewalks	\$ 25,882	\$ 9,000	3rd Period
26 Kolb Rd., Connection to Sabino Canyon Rd.: New 4-lane roadway connecting Sabino Canyon Rd. with Kolb Rd., bike lanes and sidewalks	\$ 9,115	\$ -	1st Period

# RTA Project List in 2006 dollars (constant)

I. Roadway Improvement Element	RTA Project Budgets★	Committed Non-RTA Revenues◆	Construction Start Period◆
	(000s)	(000s)	
27 Tanque Verde Rd., Catalina Hwy. to Houghton Rd.: Widen to 4-lane roadway, bike lanes and sidewalks	\$ 12,833	\$ -	1st Period
28 Speedway Blvd., Camino Seco to Houghton Rd.: Widen to 4-lane arterial, bike lanes and sidewalks	\$ 14,127	\$ 3,000	1st Period
29 Broadway Blvd., Camino Seco to Houghton Rd.: Widen to 4-lane arterial, bike lanes and sidewalks	\$ 6,571	\$ 3,000	3rd Period
30 22nd. St., Camino Seco to Houghton Rd.: Widen to 4-lane arterial, bicycle lanes and sidewalks	\$ 6,066	\$ 3,000	4th Period
31 Harrison Rd., Golf Links Rd. to Irvington Rd.: Bridge over Pantano Wash, drainage improvements	\$ 6,158	\$ -	4th Period
32 Houghton Rd., I-10 to Tanque Verde Rd.: Widen to 4- and 6-lane desert parkway, new bridges, bike lanes and sidewalks	\$ 95,342	\$ 65,300	1st & 3rd Periods
33 Wilmot Rd., North of Sahuarita Rd.: New 2-lane roadway connecting Sahuarita Rd. with existing paved facility (6 miles north)	\$ 9,800	\$ -	2nd Period
34 Sahuarita Rd., I-19 to Country Club Rd.: Widen to 4-lane divided arterial bike lanes and sidewalks	\$ 30,785	\$ 10,000	1st Period
35 I-19 Frontage Rd., Canoa Ranch Rd. to Continental Rd.: New 2-lane roadway	\$ 3,920	\$ 8,000	1st Period
<b>Subtotal</b>	<b>\$1,168,889</b>	<b>\$334,422</b>	
II. Safety Element	RTA Project Budgets★	Committed Non-RTA Revenues◆	Construction Start Period◆
36 Intersection Safety and Capacity Improvements	\$ 100,000	\$ -	All Periods
37 Elderly and Pedestrian Safety Improvements	\$ 20,000	\$ -	All Periods
38 Transit Corridor Bus Pullouts	\$ 30,000	\$ -	All Periods
39 At-grade Railroad Safety/Bridge Deficiencies	\$ 15,000	\$ -	All Periods
40 Signal Technology Upgrades to Improve Intersection Traffic Flow	\$ 15,000	\$ -	All Periods
<b>Subtotal</b>	<b>\$ 180,000</b>	<b>\$ -</b>	
III. Environmental and Economic Vitality Element	RTA Project Budgets★	Committed Non-RTA Revenues◆	Construction Start Period◆
41 Greenways, Pathways, Bikeways and Sidewalks	\$ 60,000	\$ -	All Periods
42 Transportation-related Critical Wildlife Linkages	\$ 48,000	\$ -	All Periods
43 Small Business Assistance*	\$ 10,000	\$ -	All Periods
<b>Subtotal</b>	<b>\$ 115,000</b>	<b>\$ -</b>	
IV. Transit Element	RTA Project Budgets★	Committed Non-RTA Revenues◆	Construction Start Period◆
44 Weekday Evening Bus Service Expansion	\$ 37,717	\$ -	1st Period
45 Weekend Bus Service Expansion	\$ 19,169	\$ -	1st Period
46 Bus Frequency and Area Expansion (includes Maintenance Storage Facility)	\$ 178,232	\$ -	1st Period
47 Special Needs Transit for Elderly and Disabled Citizens	\$ 108,836	\$ -	1st Period
48 Neighborhood Circulator Bus Systems	\$ 24,859	\$ -	1st Period
49 Express Service Expansion	\$ 62,561	\$ -	1st Period
50 Downtown/University High-Capacity Transit (Streetcar)	\$ 87,727	\$ 75,000	1st Period
51 Park & Ride transit centers	\$ 14,700	\$ -	1st Period
<b>Subtotal</b>	<b>\$ 533,800</b>	<b>\$75,000</b>	
<b>Grand Total</b>	<b>\$1,997,689</b>	<b>\$ 409,422</b>	

★ Cost reflects RTA portion of the project. Cost estimates are in 2006 constant dollars.

◆ Non-RTA revenues include development impact fees, federal funds, and regional funds that are committed for projects.

◆ The 20-year plan is divided into four periods: FY 2007 through FY 2011, FY 2012 through FY 2016, FY 2017 through FY 2021, and FY 2022 through FY 2026. Assumes revenues begin July 2006.

\* Provided confidential business consulting services to nearly 500 companies. Logged 32,000+ business outreach and construction ombudsman visits with 4,800+ businesses on 50 regional projects.

\*\* Renamed Twin Peaks Road by Marana Town Council

**Notes:** The large roadway construction projects are broken into several segments; hence, construction may start in multiple periods. The Safety Element and the Environmental and Economic Vitality Element reflect construction/expenditures in each period. The Transit Element will begin service in the first period with continuous operations through FY 2026. Construction for the streetcar begins in the first period, but will not be fully completed until the second period. Federal funds for the high-capacity streetcar are capped at \$75 million.

# Timeline\* *Roadway Elements*



THIRD PERIOD					FOURTH PERIOD				
2017	2018	2019	2020	2021	2022	2023	2024	2025	2026

- 8 *Sunset Rd.: Silverbell Rd. to I-10 to River Rd.*
- 9 *Ruthrauff Rd. at I-10/RR Overpass*

- 13 *First Ave.: Orange Grove Rd. to Ina Rd.*

- 14 *First Ave.: River Rd. to Grant Rd.*
- 15 *Railroad Underpass at Grant Rd.*

wy.

- 22 *Irvington Rd.: Santa Cruz River to east of I-19*
- 23 *Valencia Rd.: I-19 to Alvernon Way*

- 25 *Valencia Rd.: Kolb Rd. to Houghton Rd.*

- 29 *Broadway Blvd.: Camino Seco to Houghton Rd.*

- 30 *22nd St.: Camino Seco to Houghton Rd.*
- 31 *Harrison Rd.: Golf Links Rd. to Irvington Rd.*

\* Represents construction start period. Construction may start any time during period.  
 \*\* Renamed Twin Peaks Road by Marana Town Council

↑ Oracle Rd.  
SOUTH

NO LEFT  
TURN

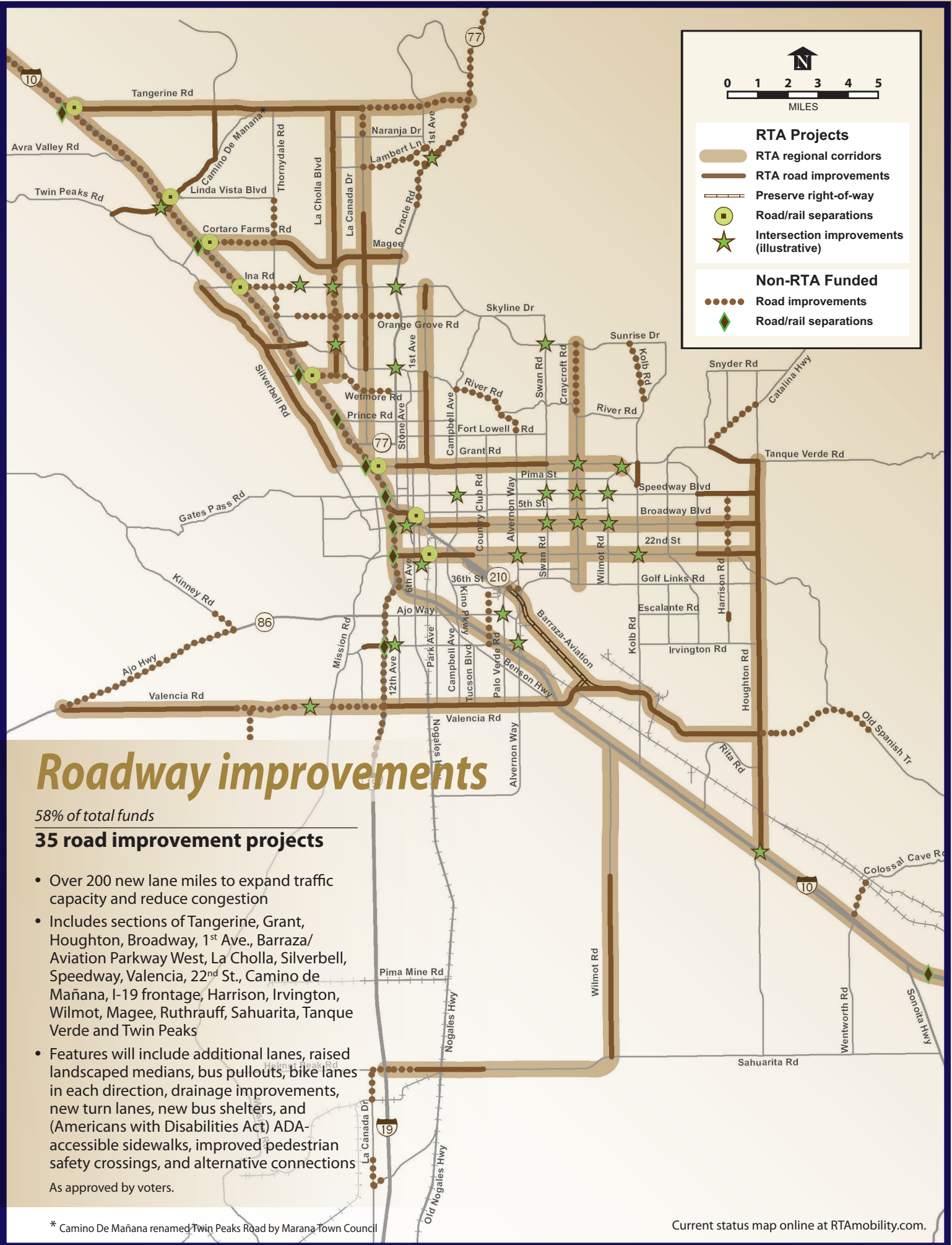
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2  
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Oracle Rd  
SOUTH






Intersection with indirect left at Ina Rd. and Oracle Rd.







  
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 MILES

**RTA Projects**

-  RTA regional corridors
-  RTA road improvements
-  Preserve right-of-way
-  Road/rail separations
-  Intersection improvements (illustrative)

**Non-RTA Funded**

-  Road improvements
-  Road/rail separations

# Roadway improvements

58% of total funds

## 35 road improvement projects

- Over 200 new lane miles to expand traffic capacity and reduce congestion
- Includes sections of Tangerine, Grant, Houghton, Broadway, 1<sup>st</sup> Ave., Barraza/Aviation Parkway West, La Cholla, Silverbell, Speedway, Valencia, 22<sup>nd</sup> St., Camino de Mañana, I-19 frontage, Harrison, Irvington, Wilmot, Magee, Ruthrauff, Sahuarita, Tanque Verde and Twin Peaks
- Features will include additional lanes, raised landscaped medians, bus pullouts, bike lanes in each direction, drainage improvements, new turn lanes, new bus shelters, and (Americans with Disabilities Act) ADA-accessible sidewalks, improved pedestrian safety crossings, and alternative connections

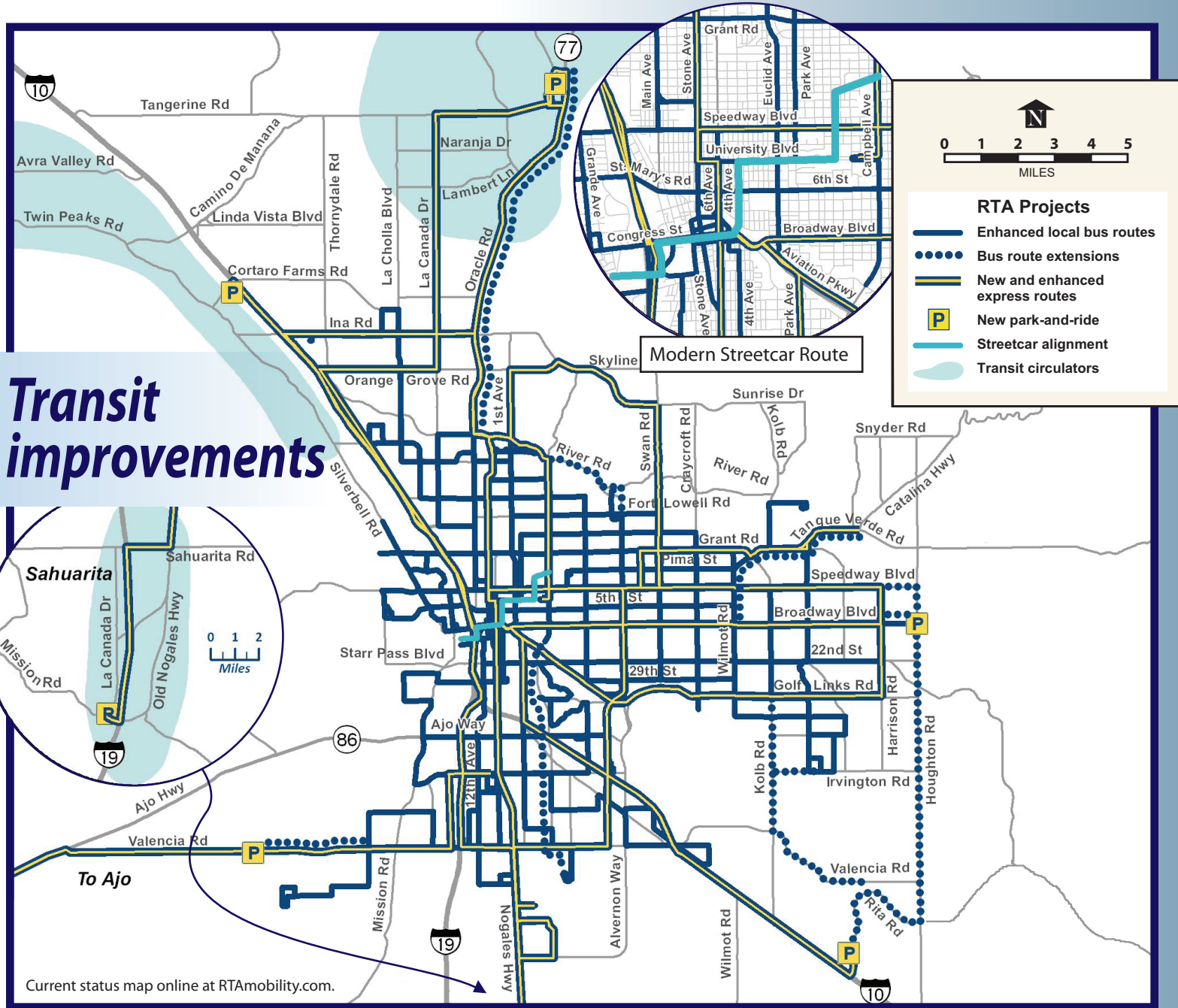
As approved by voters.

\* Camino De Mañana renamed Twin Peaks Road by Marana Town Council



  
**Safety Tips &  
Videos –**  
[SunLinkStreetcar.com](http://SunLinkStreetcar.com)

Streetcar stop at Warren Ave. and Helen St.



# Transit improvements

The transit element of the RTA plan includes a high-capacity, streetcar to serve the central area of the region. Approximately 10 percent of the residents of the Tucson metropolitan area live, work or attend school within walking distance of the streetcar route and are anticipated to be the primary users of the streetcar. The streetcar system is expected to reduce the number of bus trips in the downtown area, thus reducing congestion.

## Transit improvements

27% of total funds

- Expanded weekday and evening service
- Expanded weekend service
- Improved bus frequencies
- Expanded special needs service
- 4 new neighborhood bus circulators
- Expanded express bus service
- New high-capacity streetcar system from UA to downtown
- 6 new park-and-ride centers

As approved by voters.

## Safety improvements

9% of total funds

- 200 intersection improvements
- 80 new and improved pedestrian crossings
- 200 new bus pullouts
- New and improved railroad crossings with 10 over/underpasses
- Signalization and technology improvements



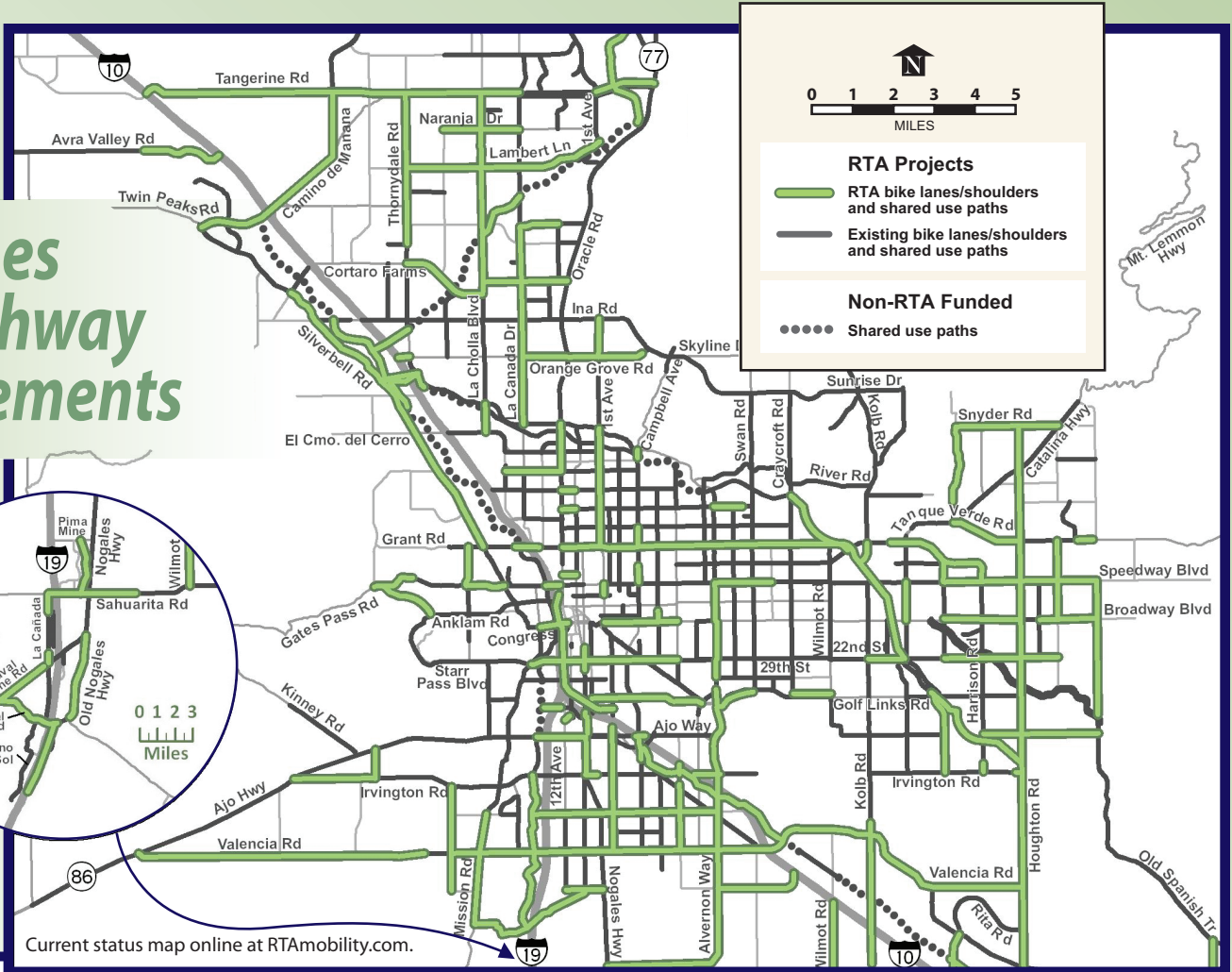
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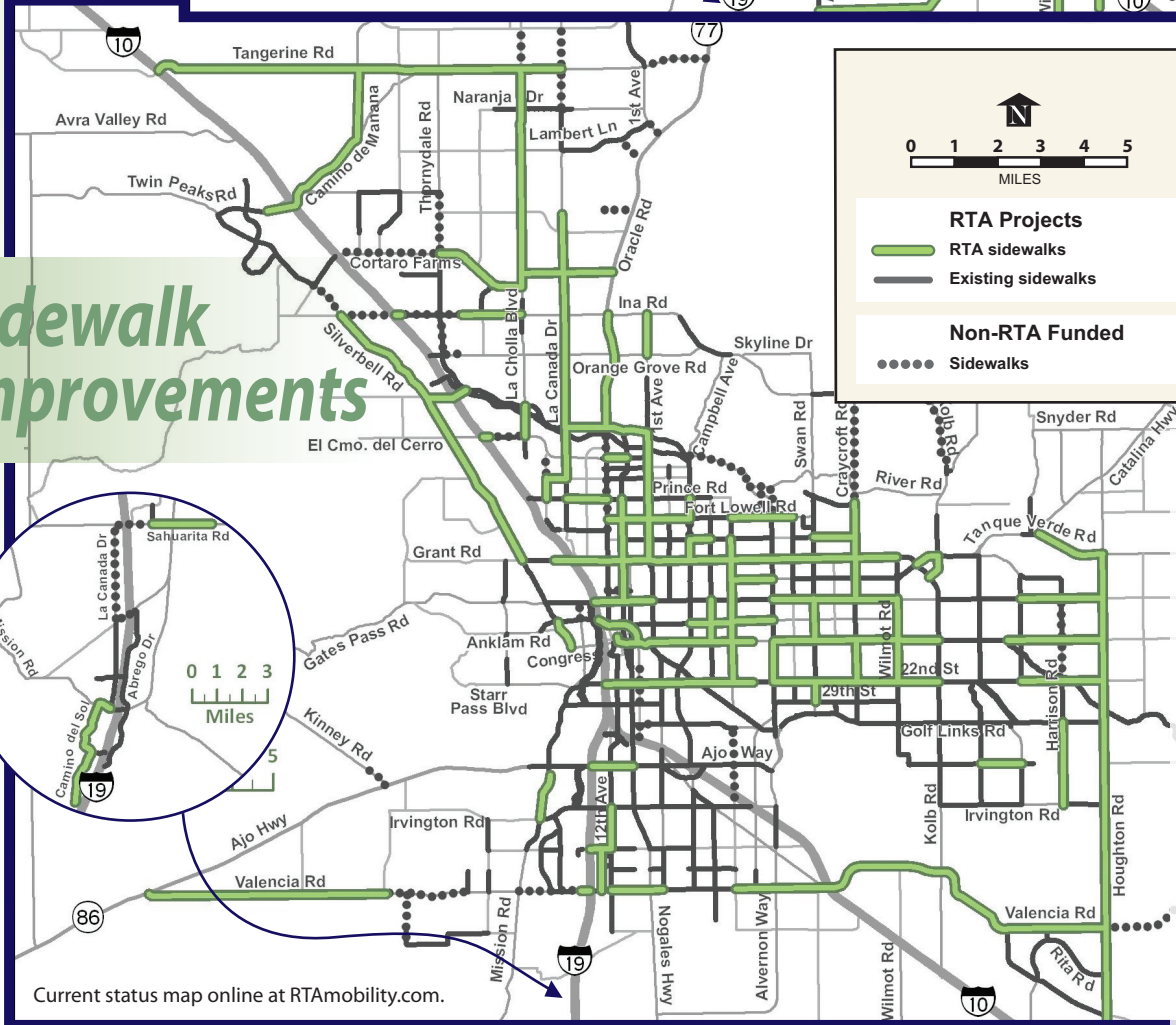
CROSSING

HAWK at Speedway Blvd. and 10th Ave.

# Bike lanes and pathway improvements



# Sidewalk improvements



# Environmental and Economic Vitality

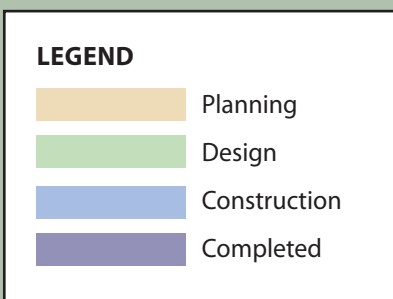
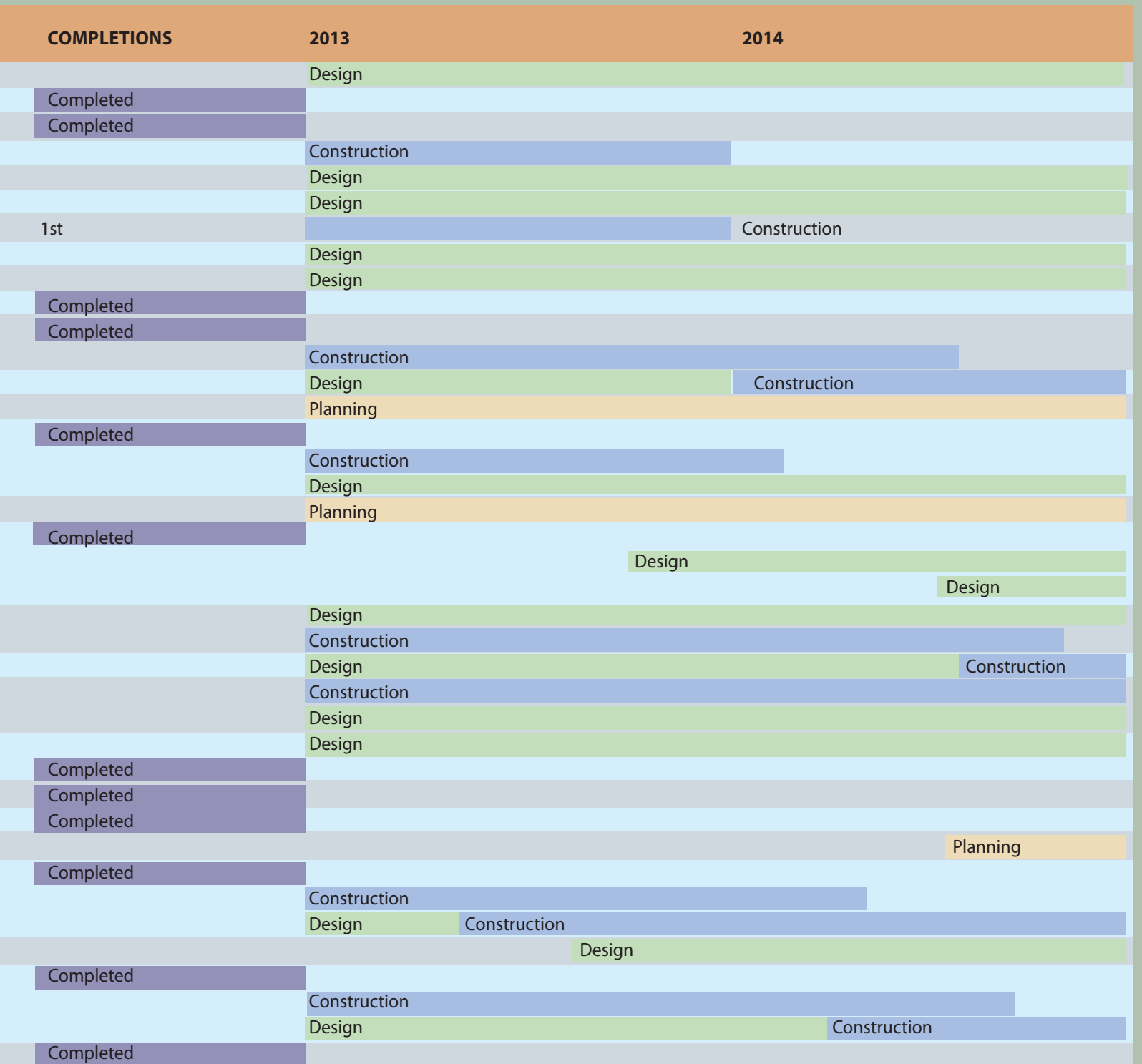
- 6% of total funds
- 550 miles of new bike lanes and paths
  - 250 miles of new sidewalks
  - \$45 million for critical wildlife linkages
  - \$10 million for small business assistance
- As approved by voters.

# Active RTA Roadway Projects

PROJECT NAME	PROJECT PHASE	CONSTRUCTION START PERIOD
1 Tangerine Rd.: I-10 to La Cañada Dr.		2nd-4th
2 Camino de Mañana: Tangerine Rd. to Linda Vista Blvd.		1st
3 Twin Peaks Rd.: Silverbell Rd. to I-10 (includes I-10 Interchange)		1st
4 La Cholla Blvd.: Tangerine Rd. to Magee Rd.	Overton Rd. to Magee Rd.	2nd, 4th
5 Silverbell Rd.: Ina Rd. to Grant Rd.		2nd-4th
6 Railroad Overpass at Ina Rd.		2nd
7 Magee Rd./Cortaro Farms Rd.: La Cañada Dr. to Thornydale Rd.		
8 Sunset Rd.: Silverbell Rd. to I-10 to River Rd.		3rd
9 Ruthrauff Rd. at I-10 and UPRR Overpass		3rd
10 La Cholla Blvd.: River Rd. to Ruthrauff Rd.		1st
11 La Cañada Dr.: Calle Concordia to River Rd.	Ina Rd. to Calle Concordia Ina Rd. to River Rd.	1st
12 Magee Rd.: La Cañada Dr. to Oracle Rd.		2nd
15 UPRR Underpass at Grant Rd.		3rd
16 Downtown Links: I-10 to Broadway Blvd.	8th St. Drainage St. Mary's Segment 6th to Broadway	2nd & 3rd
17 Broadway Blvd.: Euclid Ave. to Country Club Rd.		2nd
18 Grant Rd.: Oracle Rd. to Swan Rd.	Grant Rd./Oracle Rd. Intersection Stone Ave. to Park Ave. Palo Verde to Swan Rd.	2nd, 3rd, & 4th
19 22nd St.: I-10 to Tucson Blvd./Barraza-Aviation Pkwy.	Kino to Tucson Blvd. 22nd St./Kino Pkwy Overpass	2nd & 3rd
21 Valencia Rd.: Ajo Way to Mark Rd.		2nd
24 Valencia Rd.: Alvernon Way to Kolb Rd.	Alvernon Way to Wilmot Rd. Wilmot Rd. to Kolb Rd.	2nd
26 Kolb Rd. Extension to Sabino Canyon Rd.	Kolb/Tanque Verde Intersection	1st
27 Tanque Verde Rd.: Catalina Hwy. to Houghton Rd.		1st
28 Speedway Blvd.: Camino Seco to Houghton Rd.		1st
29 Broadway Blvd.: Camino Seco to Houghton Rd.		3rd
32 Houghton Rd.: I-10 to Tanque Verde Rd.	Mary Ann Cleveland Way Intersection Irvington Rd. to Valencia Rd. Broadway Blvd. Intersection to 22nd St.	1st & 3rd
33 Wilmot Rd.: North of Sahaurita Rd.		2nd
34 Sahuarita Rd.: I-19 to Country Club Rd.	I-19 to La Villita Rd. La Villita Rd. to Old Nogales Old Nogales Hwy. to Country Club	1st
35 I-19 Frontage Rd.: Canoa Ranch Rd. to Continental Rd.		1st

FUTURE PROJECTS:	CONSTRUCTION START PERIOD
13 1st Ave.: Orange Grove Rd. to Ina Rd.	4th
14 First Ave.: River Rd. to Grant Rd.	3rd
20 Barraza/Aviation Pkwy.: Palo Verde Blvd. to I-10, Advance Planning - Right-of-Way Acquisition	Ongoing
22 Irvington Rd.: Santa Cruz River east of I-19	4th
23 Valencia Rd.: I-19 to Alvernon Way	4th
25 Valencia Rd.: Kolb Rd. to Houghton Rd.	3rd
30 22nd St.: Camino Seco to Houghton Rd.	4th
31 Harrison Rd.: Golf Links Rd. to Irvington Rd. (Bridge Only)	4th

# Calendar Year



# A solution to keep you moving

**What is the Regional Transportation Authority?** The RTA, which became an entity in August 2004, is governed by a nine-member board and was created to develop a regional plan through regional cooperation. Board members include the Mayors of the cities of South Tucson and Tucson, Mayors of the towns of Marana, Oro Valley and Sahuarita, the Chair or designee of the Pima County Board of Supervisors, the Chairman or designee of the Tohono O'odham Nation and Pascua Yaqui Tribe and the Arizona State Transportation Board representative serving Pima County and appointed by the Governor of Arizona. The RTA is managed by Pima Association of Governments, the region's metropolitan planning organization, through a memorandum of understanding.

**What is the RTA plan?** The RTA plan is a \$2.1 billion, 20-year multi-modal plan with roadway, transit, safety, environmental and economic vitality improvements. The final plan approved by Pima County voters on May 16, 2006, includes 14 changes based on public feedback during the planning process.

**What is the need for the RTA plan?** The projects included in the RTA plan primarily focus on existing needs in the regional transportation system. During prior transportation planning efforts, the public indicated a need for improved cross-town mobility, reduced congestion, improved safety and more alternative mode choices. Before voter approval of the RTA plan, a projected shortfall in funding to meet transportation needs through 2026 was nearly \$5 billion.

Approval of the RTA plan helped to reduce that funding shortfall, and the projects are improving the transportation system to meet today's basic needs as well as future needs based on public feedback.

**Who pays for the RTA plan improvements?** The plan improvements are funded by a half-cent excise tax. The 20-year tax became effective July 1, 2006, throughout Pima County and will be collected through June 30, 2026. Visitors and tourists contribute toward the tax. Groceries, prescription drugs and rental housing are not taxed. The average cost per person per month is about \$2.50. Local jurisdictions also have committed over \$400 million from impact fees, federal funds and local transportation allocations to help fund the RTA plan.

**Who benefits from the RTA plan improvements?** Residents, businesses and visitors alike will benefit from the regional transportation improvements due to reduced congestion, improved safety and mobility, and increased travel options. People and businesses will save time and money. The region overall will benefit from new jobs and economic benefits created directly and indirectly as a result of the 20-year plan. Road projects will occur in the city of Tucson, the towns of Marana, Oro Valley and Sahuarita, and in Pima County, including Green Valley. Transit, safety, and environmental and economic vitality improvements also will be spread throughout the region. See maps inside for details.

**Who oversees the RTA plan improvements?** The RTA Board has taken steps above the oversight requirements of the RTA statutes by establishing a Citizens Accountability for Regional Transportation (CART) Committee. The CART Committee meets quarterly and its members represent a diverse group of people from throughout the region.

The RTA Board promised to deliver on the voter-approved projects and pledged to spend the minimum amount budgeted for each project as approved on May 16, 2006.

