



# **BROADWAY BOULEVARD**

EUCLID to COUNTRY CLUB

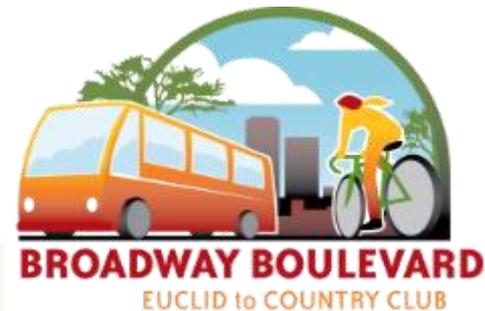
# Action Meeting Agenda

1. Call to Order/Agenda Review/Announcements *5 min*
2. Approval of Meeting Summaries: March 7, 2014 *2 min*
3. Presentation by TDOT Director Daryl Cole and CTF Discussion and Considerations Regarding May 6, 2014 Mayor and Council Meeting *75 min*
4. Call to the Audience *15 min*
5. Discussion/Endorsement of Materials (Drawings/Information) to be Presented at Public Meeting #4, and Possible Meeting Approach *45 min*
6. Public Input Report and Reports on Project Presentations *5 min*
7. Call to the Audience *10 min*
8. Next Steps/CTF Roundtable *10 min*
9. Adjourn

# 3. Presentation by TDOT Director Daryl Cole and CTF Discussion and Considerations Regarding May 6, 2014 Mayor and Council Meeting

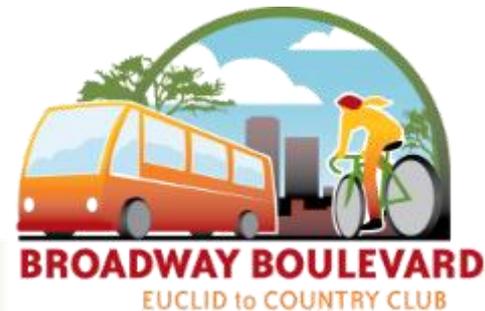
**Daryl Cole**

Director, Tucson Department of Transportation



# May 6, 2014 Mayor and Council Meeting

- Director Cole presentation
- Report out by CTF members who attended
- Questions for Director Cole
- Discussion and Input





# Broadway Project Funding

## Funding Summary

Funding Sources		Amount	Source
A. RTA*	59.0%	\$ 42,125,000	Roadway Element
B. City of Tucson	4.2%	3,000,000	Development Impact Fees
C. Pima County**	35.0%	25,000,000	1997 Transportation Bonds
D. Regional	1.7%	1,222,000	PAG Regional Funds (previously expended)
		<b>\$71,347,000</b>	



# RTA's Minimum Requirements: Functionality Not to Be Diminished

**“Functionality Not to Be Diminished - The Technical/Management Committee as well as the Citizens Advisory Committee had specific capacity and/or performance improvements in mind when recommending highway improvement projects as well as transit improvements. This functionality should not and cannot be diminished. The voters, in approving the expenditure plan, are relying on the planned improvements actually being implemented.”**



# RTA's Minimum Requirements: Defining Functionality

Functionality can be assessed for many functions (pedestrian accessibility, transit speed, etc.), but is most important on modes of travel impacted by a change proposal.

Where a departure from the ballot description is being considered, a performance comparison between the proposed alternative and the original scope of work must show no degradation in performance.



# Pima County

## 1997 Transportation Bond Funds

- County Bond Ordinance funds 6- or 8-lane project
- Bond funds cannot be used for project less than 6-lane, without an amendment process
  - County Administrator will not support an amendment going to the Board of Supervisors (4 memos clearly state that)
  - There is no indication that the Board will overturn the County Administrator's recommendation



# City's Financial Considerations Discussed at May 6, 2014 Meeting

- 4-Lane does not meet minimum criteria of RTA and County
- 4-Lane design would result in:
  - = *\$7 M repayment to RTA & Pima Co. (City funds)*
  - = *\$23.5 M in lost funding from County Bonds*
  - = *\$35 M in lost funding from RTA sales tax*
- No funds available for repaving and ADA pathways



# City's Financial Considerations Discussed at May 6, 2014 Meeting

If this project is not funded, pavement will need to be rehabilitated. This will require ADA-compliant pathways – at a significant cost to the City:

= *\$3-5 M for pavement*

= *\$17-24 M property acquisition for ADA pathways*

***\$27-32 M (all City funds)***

***City will be unable to make improvements to  
Broadway...***



# Future Transit on Broadway

## Incremental steps to enhance mass transit:

- Explore design of infrastructure for Broadway project area to better local and limited service and grow existing ridership
- Take advantage of existing investments
  - Park N Ride at Broadway / Houghton
  - Downtown development and new residents
- Develop corridor-wide treatment applications
  - Comprehensive Operational Analysis recommendations
  - Regional Transit Study by Pima Association of Governments
  - Investments in technologies (buses, signals, fare boxes, etc.)
  - Land Use planning
  - Improve walking environment, a necessary condition for high-quality transit



# Moving Forward

- Current viable alternatives = 6-lanes/4+2T
  - Allows flexibility at pinch points, which can help to achieve other goals (preserve businesses, properties);
  - Meets minimum functionality for RTA and County;
  - Supports, and as possible improves, existing multimodal travel; and,
  - Allows for future mass transit



# Value of Moving Forward

- Processes are important!
  - ❖ Valuable input = better results
- Ample work to be done yet with community
  - Alignment and “pinch points”
  - Streetscape
  - Transit
- Important to move forward to
  - Support reinvestment in Broadway, provide certainty
  - Define a path for a transit rich future along Broadway