

To: Broadway Citizens Task Force  
From: Broadway Project Team  
Date: August 4, 2014  
RE: Follow-up to Questions Asked by CTF Members at July 17 CTF Meeting

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At the July 17, 2014 CTF meeting, a list of questions CTF members had was compiled and this memo provides the questions and answers for your consideration.

**1. What is the number of people [who signed in at the June 12, 2014 Open House] who live within 1 mile of the project area?**

The analyst who made the map and crunched the data for the June 12, 2014 Public Open House report was unavailable to provide us this information for the July 17 meeting. However, he has returned to the office and the following data has been updated in the report (now online at: [tdot.tucsonaz.gov/projects/broadway/public-meeting-4](http://tdot.tucsonaz.gov/projects/broadway/public-meeting-4)):

“Of the approximately 246 participants who signed in, 226 (92%) left their address information. A GIS analysis of this information shows that **107 of the participants live within one mile of the Broadway project.**” This equates to 47% of the people who provided their addresses, and compares to 78% of those providing addresses at Public Meeting #3.

**2. What is the exact language of the ballot? How did the north side widening decision come in to play?**

The exact language of the RTA Plan ballot is: “Project 17. Broadway: Euclid to Country Club – Widen roadway to 6-lane arterial, plus 2 dedicated bus lanes, bike lanes, and sidewalks.” A sample ballot and the voter informational materials about the ballot is attached for your information.

The decision to widen to the north side of Broadway was actually made by the Tucson Mayor and Council in 1987, when recommendations from the *1987 Broadway Corridor Transportation Study* were presented for their approval. Key approvals in 1987 were that Broadway should be widened to accommodate 6-lanes, plus 2 lanes for transit, to equal 150-feet in width, and that all the widening would occur to the north side of Broadway. These approvals resulted in an amendment to the *Tucson Major Streets and Routes Plan* in 1989, which reserved the future Right-of-Way for the widening.

**3. How do we address the question of why we are looking at weaving to the south, when it has always been planned to widen to the north?**

In 2012, the Tucson Mayor and Council empowered the Broadway Citizens Task Force and instructed City staff to review the RTA project scope, consider alternatives, use creative design, and to let the U.S. Environmental Protection Agency’s *Guide to Sustainable Transportation Performance Measures* guide their work.

**BROADWAY BOULEVARD: EUCLID TO COUNTRY CLUB**

**Follow-up to Questions Asked by CTF Members at July 17, 2014 CTF Meeting**

**4. Rincon Height Historic District: how is it impacted by losing buildings along Broadway?**

Rincon Heights Historic District was listed as a historic district on the National Register of Historic Places in February 2013. The registration documents for the district describe the composition of the historic district as (available online at: [oip.tucsonaz.gov/preservation/national-register-historic-districts](http://oip.tucsonaz.gov/preservation/national-register-historic-districts)):

Rincon Heights Historic District was listed as a historic district on the National Register of Historic Places in February 2013. The registration documents for the district describe the composition of the historic district as (available online at: [oip.tucsonaz.gov/preservation/national-register-historic-districts](http://oip.tucsonaz.gov/preservation/national-register-historic-districts)):

“Within the Rincon Heights Historic District there are 442 properties, of which 288 (65%) are considered contributing properties, 132 (30%) are considered non-contributing properties, and 22 (5%) are vacant (neither contributing nor non-contributing).”

To remain listed on the NRHP as a historic district, at least 51% of properties within the district must be contributors. When demolitions occur to contributors within districts, the composition numbers for the properties included in district are adjusted.

There are 42 properties within the Rincon Heights Historic District that are adjacent to Broadway: 17 contributing, 25 non-contributing, and 0 vacant. The following table explores alternative scenarios for impacts to the historic district from demolition of properties along Broadway. Hypothetical totals are included in the table to show the impacts to the percent of contributing properties. In a scenario in which the current historic district boundaries are kept, the number of contributing properties drops from 288 to 271, with a corresponding drop in percentage of contributors to the district from 65% to 61%. In this scenario, the strength of the historic district, as measured by the percentage of contributing properties, is decreased, but it does not threaten the historic district designation. Among the 27 National Register purely residential historic districts in Tucson, the percentage of historic contributing properties ranges between 57% (Barrio Anita Historic District) and 97% (El Encanto Estates Historic District).

Another scenario provides hypothetical totals if the current southern boundary of the district was redrawn to not include the Broadway properties, after the roadway project. Such a scenario decreases the overall number of properties within the district by 42 properties to 400, with 271 contributing (68%), 107 non-contributing (27%), and 22 vacant (5%). In this scenario, the strength of the historic district, measured as a percentage of contributing properties, is increased.

	<b>Approved Rincon Heights Historic District (RHHD) Totals</b>	<b>District Properties on Broadway</b>	<b>Hypothetical New District Totals</b>	<b>Hypothetical Amended District Totals (if District Boundaries Redrawn to Exclude Broadway Properties)</b>
<b>Contributing</b>	288	17	271	271
<b>Non-contributing</b>	132	25	149	107
<b>Vacant</b>	22	0	22	22
<b>Total</b>	442	42	442	400
<b>Percent Contributors of Total District</b>	65%	4%	61%	68%

## **BROADWAY BOULEVARD: EUCLID TO COUNTRY CLUB**

### **Follow-up to Questions Asked by CTF Members at July 17, 2014 CTF Meeting**

#### **5. What is required by law for ADA for sidewalks?**

The minimum width required for sidewalks to be compliant is 36 inches, or 3 feet. However, as is described in Chapter 4 of the Federal Highway Administration's *"Designing Sidewalks and Trails for Access,"* this is not generally acceptable, unless certain conditions apply (see page 4-8 of Chapter 4, accessed online at [www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/sidewalk2/pdf.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/pdf.cfm)):

"The pedestrian zone should never be less than 915 mm (36 in), which is the minimum width required for an accessible route (ADAAG 4.3.3, U.S. Access Board, 1991). The minimum width provides sufficient space for people who use mobility aids to travel within the restricted space, since most mobility devices have a maximum width of 710 mm (28 in). However, restricting the pedestrian zone to 915 mm (36 in) prevents passing and does not account for two-way travel, traveling with a sighted guide 1.22 m (48 in) or with a guide animal. This minimum width is only acceptable when:

1. A wider width is impossible;
2. The narrow width continues for as short a distance as possible; and
3. Passing spaces are provided at intervals of no more than 61.0 m (200 ft)."

TDOT's standard sidewalk width is 6-feet. The guidance from the Institute of Transportation Engineers (ITE) Walkable Urban Thoroughfares Manual for streets and contexts similar to what exists on Broadway is 7.5 to 10.5 feet of sidewalk width, not including furnishing/landscape or edge buffering from traffic) with a predominantly commercial ground floor and 6 to 9.5 feet with a predominantly residential ground floor.

#### **6. What does law require for bike lanes?**

The State of Arizona traffic laws recognize bicycles as a legal form of transportation, with their use allowed on all roadways except where explicitly prohibited. The City of Tucson Department of Transportation has administrative requirements to include bike lanes on all roadways, at a minimum of 5 feet on roadways with posted speed limits less than 40 mph. TDOT has begun constructing bike lanes at 6 foot widths, to allow for more buffer space between vehicle lanes and bikes. This is being done in conjunction with roadway widening projects where available right-of-way exists. The National Association of City Transportation Officials (NACTO) bicycle design guide defines 6 feet as the desirable width for bicycle lanes adjacent to a curb-face (rather than parking), and for streets with high traffic volumes and regular truck traffic that a buffered bike lane or cycle track be provided.

#### **7. What are the viable transit options that would be considered for Broadway, for short-term through to long-term? What would be the right width for 'T' lanes into the future.**

Please see the separate memo from the project team to the Broadway CTF dated August 4, 2014, reference "August 7, 2014 CTF Meeting Materials for Items 3, 5, and 8. regarding Viable Transit Options for Broadway."

## **BROADWAY BOULEVARD: EUCLID TO COUNTRY CLUB**

### **Follow-up to Questions Asked by CTF Members at July 17, 2014 CTF Meeting**

#### **8. When do we need to be concerned about moving utilities?**

Utilities are typically addressed by engineers when projects move into final design (from 30%-100%). The types of utilities that will need to be identified, and then potentially relocated, include electric, water, gas, communications, wastewater/sewer. During this phase, the new locations for the utilities are ultimately determined.

It is typically the responsibility and financial burden of the utility companies - private and public - to move them. The RTA Broadway Project budget has some funding to cover utility work anticipated during construction.

As recommended by Wulf Grote in his February 25, 2014 presentation to the CTF, and as Tucson Department of Transportation Director Daryl Cole communicated at the May 22, 2014 CTF meeting, the concept of relocating all utilities out of the roadway is an important step that aids the future implementation of mass transit guideways, particularly for rail transit like light rail, streetcar, or trolley. This is something that will be considered at every step in the Broadway final design and engineering process.

This is a sample ballot that reflects how the RTA Plan and sales tax questions were listed. "35 roadway projects" is mentioned under the 'Roadway Improvement Element' on the ballot; informational brochures provided to voters include a list of these 35 projects and their scope. An excerpt of the informational brochure is provided on the following pages.

**BALLOT FORMAT / SAMPLE BALLOT  
SPECIAL ELECTION  
MAY 16, 2006  
PIMA COUNTY, ARIZONA**

**20-year Comprehensive Multi-Modal Transportation Plan Elements**

There are four elements of the comprehensive 20-year transportation plan: roadway improvements, safety improvements, environmental and economic vitality improvements, and transit improvements.

**The Roadway Improvement Element includes:**

- 35 roadway projects
- 200 new lane-miles
- 10 new or improved grade separations at rail crossings
- 160 intersection improvements
- Corridors to be designed with citizen input

These improvements represent \$1.159 billion of RTA revenues or 58% of the RTA funds. In addition, \$334 million in development impact fees, federal, state, and regional funds are committed for these projects.

**The Safety Improvement Element includes:**

- 40 additional intersection safety and capacity improvements, not included in the roadway element
- Elderly and pedestrian safety improvements with an emphasis on safe routes to schools and improved mobility for disabled citizens
- 200 bus pullouts
- Railroad safety improvements and bridge deficiency improvements
- Signal technology upgrades to improve intersection traffic flow

These improvements represent \$180 million or 9% of the RTA funding.

**The Environmental and Economic Vitality Element includes:**

- Connections of greenways, pathways, bikeways, and sidewalks
- (250 new miles of sidewalks, 550 new miles of bicycle lanes and multi-use paths)
- Transportation wildlife linkages to reduce road-kill, protect habitat, and improve driver safety
- Small business assistance, such as advising and coordinating with businesses during planning and construction

These improvements represent \$115 million or 6% of the RTA funding.

**The Transit Element includes:**

- Expanded weekend and evening bus service
- Reduced bus rider wait time
- New and improved express bus routes with new express buses
- Expanded services for the elderly and people with disabilities
- Neighborhood transit circulators in Ajo, Green Valley/Sahuarita, Marana, and Oro Valley with express bus connections to Tucson employment and transit centers
- A new high-capacity streetcar system, including a nearly 4-mile track operating from the

Non-Profit Org.

University Medical Center, to the University of Arizona campus, to the downtown area and leading to the west side of Interstate 10  
These improvements represent \$534 million or 27% of the RTA funding. Up to an additional \$75 million of federal funds have been committed for the high-capacity streetcar system.

**NOTE: For either ballot question I or II to be approved, both the proposed regional transportation plan and the proposed transaction privilege tax must be approved by a majority of the qualified electors voting on the measure. If either ballot question I or II fails to be approved by a majority of the qualified electors voting on the measure, both fail.**

**QUESTION 1**

Do you approve the regional transportation plan for Pima County?

A "YES" vote indicates your approval of the proposed regional transportation plan as developed by the regional transportation authority and described in the election materials.

A "NO" vote indicates your disapproval of the proposed regional transportation plan.

YES  
NO

**QUESTION 2**

Do you favor the levy of a transaction privilege (sales) tax for regional transportation purposes in Pima County?

A "YES" vote has the effect of imposing a transaction privilege (sales) tax in Pima County for twenty years to provide funding for the transportation projects contained in the regional transportation plan.

A "NO" vote has the effect of rejecting the transaction privilege (sales) tax for transportation purposes in Pima County.

YES  
NO

PIMA COUNTY DIVISION OF ELECTIONS

Voters were provided informational brochures describing the upcoming special election ballot. The following pages are an excerpt from that document.

## RTA Plan: Ballot Question #1 and Question #2

### RTA Background

The Regional Transportation Authority (RTA) was re-established on August 25, 2004, with Governor Janet Napolitano signing the permitting legislation. The RTA's governing board is comprised of elected officials from the Cities of Tucson and South Tucson; the Towns of Marana, Oro Valley and Sahuarita; Pima County; the Pascua Yaqui Tribe; the Tohono O'odham Nation; and the governor-appointed member of the Arizona State Transportation Board.

Statutes require the RTA to develop a 20-year comprehensive, multi-modal regional transportation plan that offers alternative modes of transportation, including transit. The RTA has developed the plan and is now asking voters to consider the plan and a one-half cent (1/2 ¢) transportation excise (sales) tax to fund the plan. **Approval of ballot questions #1 and #2 are both necessary for implementing the regional 20-year transportation plan.**

If approved by the voters of Pima County, the 1/2 cent tax will be collected starting July 1, 2006, and continue through June 30, 2026, a period of 20 years. This sales tax will be used throughout the region to add vehicle lanes to roads, bus pullouts, sidewalks, and bike lanes; improve intersections, improve safety to schools, and improve transit services. The improved transit services include a high-capacity streetcar system, expanded hours of the public bus system, improved bus service frequencies, improved access for the elderly and disabled; and additional express service and neighborhood bus circulators. All improvements are intended to reduce traffic congestion, provide safety to citizens, and enhance the environment and economic vitality of the region.

Continued growth in Pima County and Arizona has caused transportation revenue shortfalls. All counties in Arizona, with the exception of Pima County, have levied an excise (sales) tax to minimize transportation revenue shortfalls. Currently, the primary source of transportation revenues is the federal and state fuel tax which has essentially been unchanged at both the federal and state levels for 20 years. This has negatively impacted the ability of our region to fulfill the transportation needs of our citizens. Planning studies show the current transportation revenue shortfall in Pima County is \$4.9 billion in the next 25 years. If the RTA plan and sales tax are approved, the \$2.1 billion revenue generated by the 1/2 cent sales tax will significantly reduce the shortfall.

### RTA Plan Development

The RTA governing board established two committees in late 2004 to assist in development of the RTA plan. The Citizens Advisory Committee (CAC) was comprised of 34 members who reflect our diverse region. CAC members were representatives of neighborhoods, businesses, environmental groups, and cultural and government interests. The Technical/Management Committee (TMC) was comprised of 22 individuals from the private and public sectors who are experts in transportation, land use, economic development and planning. The CAC members donated more than 2,000 hours collectively at meetings and presentations and, with cooperation of the TMC, developed the 20-year comprehensive transportation plan. The CAC conducted 27 informational open houses throughout Pima County and received input from the general public. Comments from public participants were logged and distributed to the TMC and CAC members. As a result of the public input, fourteen major

changes were incorporated into the transportation plan.

The governing board members took the plan to their respective jurisdictions for review and approval prior to final consideration by the RTA Board. Each jurisdiction endorsed the plan. The \$2.1 billion plan was unanimously approved by the RTA Board on November 30, 2005.

### 20-year Comprehensive Multi-Modal Transportation Plan Elements

There are four elements of the comprehensive 20-year transportation plan: roadway improvements, safety improvements, environmental and economic vitality improvements, and transit improvements.

The **Roadway Improvement Element** includes:

- 35 roadway projects
- 200 new lane-miles
- 10 new or improved grade separations at rail crossings
- 160 intersection improvements
- Corridors to be designed with citizen input

These improvements represent \$1.159 billion of RTA revenues or 58% of the RTA funds. In addition, \$334 million in development impact fees, federal, state, and regional funds are committed for these projects.

The **Safety Improvement Element** includes:

- 40 additional intersection safety and capacity improvements, not included in the roadway element
- Elderly and pedestrian safety improvements with an emphasis on safe routes to schools and improved mobility for disabled citizens
- 200 bus pullouts
- Railroad safety improvements and bridge deficiency improvements
- Signal technology upgrades to improve intersection traffic flow

These improvements represent \$180 million or 9% of the RTA funding.

The **Environmental and Economic Vitality Element** includes:

- Connections of greenways, pathways, bikeways, and sidewalks
- (250 new miles of sidewalks, 550 new miles of bicycle lanes and multi-use paths)
- Transportation wildlife linkages to reduce road-kill, protect habitat, and improve driver safety
- Small business assistance, such as advising and coordinating with businesses during planning and construction

These improvements represent \$115 million or 6% of the RTA funding.

The **Transit Element** includes:

- Expanded weekend and evening bus service
- Reduced bus rider wait time
- New and improved express bus routes with new express buses
- Expanded services for the elderly and people with disabilities
- Neighborhood transit circulators in Ajo, Green Valley/Sahuarita, Marana, and Oro Valley with express bus connections to Tucson employment and transit centers

**Broadway: Euclid to Country Club is listed as project #17, with a scope of: "Widen roadway to 6-lane arterial, plus 2 dedicated bus lanes, bike lanes, and sidewalks."**

- A new high-capacity streetcar system, including a nearly 4-mile track operating from the University Medical Center, to the University of Arizona campus, to the downtown area and leading to the west side of Interstate 10

These improvements represent \$534 million or 27% of the RTA funding. Up to an additional \$75 million of federal funds have been committed for the high-capacity streetcar system.

### Construction Start Periods

The plan defines when construction will start for each project. Four 5-year construction periods have been identified. Fiscal year 2007 begins on July 1, 2006, and ends on June 30, 2007.

- Period 1 extends from fiscal year 2007 to fiscal year 2011
- Period 2 extends from fiscal year 2012 to fiscal year 2016
- Period 3 extends from fiscal year 2017 to fiscal year 2021
- Period 4 extends from fiscal year 2022 to fiscal year 2026

### RTA Project List

The chart attached represents the four transportation plan elements; roadway improvement element, safety improvement element, environmental and economic vitality element, and the transit element. The chart describes the location of the roadway improvement element along with the type of improvements, the budgeted amount using the proposed one-half cent excise (sales) tax revenue, the percentage of the funding by each project, non-RTA funds that are committed to the project, and the construction start period.

The locations for the safety element, environmental and economic vitality element, and transit element are throughout the region. Each element is described with its respective one-half cent excise (sales) tax revenue budgets, the percentage of RTA funding for each project, non-RTA funds that are earmarked to the project, and its implementation period.

All dollar amounts are represented in thousands and are in 2006 constant dollars.

EXHIBIT A (cont'd)

### RTA Project List In 2006 Dollars (Constant)

I. Roadway Improvement Element	RTA Project Budgets*	Percentage of RTA†	Committed Non-RTA Revenue‡	Construction Start Period♦
	(000's)		(000's)	
1 Tangerine Road, I-10 to La Cañada Drive: Widen to 4-lane divided desert parkway, bike lanes, drainage & turn lanes	\$ 45,325	2.3%	\$ 28,890	2nd, 3rd & 4th Periods
2 Camino de Mañana, Tangerine to Linda Vista: New 2 and 4 lane roadway, bike lanes & drainage	\$ 6,185	0.3%	\$ 9,500	1st Period
3 Twin Peaks Road, Silverbell to I-10 (including I-10 traffic interchange): Bridge over Santa Cruz, new 4-lane roadway connecting to I-10	\$ 30,752	1.5%	\$ 45,670	1st Period
4 La Cholla Boulevard, Tangerine to Magee: Widen to 4-lane desert parkway, bridge over Cañada del Oro wash, bike lanes & drainage	\$ 42,233	2.1%	\$ 6,100	2nd & 4th Periods
5 Silverbell Road, Ina Road to Grant Road: Widen to 3 & 4-lane divided desert parkway, drainage improvements & bike lanes	\$ 42,653	2.1%	\$ 14,400	2nd & 4th Periods
6 Railroad Overpass at Ina Road east of I-10: Roadway and railroad separation, eliminates at-grade rail crossing	\$ 34,218	1.7%	\$ 20,165	2nd Period
7 Magee/Cortaro Farms, La Cañada to Thornydale: 4-lane divided arterial, eliminates jog at La Cholla, bike lanes & sidewalks	\$ 29,570	1.5%	\$ 3,700	1st Period
8 Sunset Road, Silverbell to I-10 to River Road: New 3-lane arterial bridge over Santa Cruz & bike lanes	\$ 12,764	0.6%	\$ 10,000	3rd Period
9 Ruthrauff @ I-10/ RR Overpass: Roadway and railroad separation, eliminates at-grade rail crossing	\$ 59,364	3.0%	\$ -	3rd Period
10 La Cholla Boulevard, River Road to Ruthrauff: Widen to 6-lane desert parkway, new bridge at Rillito, bike lanes & sidewalks	\$ 14,760	0.7%	\$ -	1st Period
11 La Cañada Drive, Calle Concordia to River Road: Widen to 4-lane arterial roadway, equestrian trail, drainage & multi-use lanes	\$ 27,665	1.4%	\$ 14,066	1st Period
12 Magee, La Cañada to Oracle: Widen to 4-lane arterial roadway, bike lanes & sidewalks	\$ 5,850	0.3%	\$ 3,750	2nd Period
13 First Avenue, Orange Grove to Ina Road: Widen to 4-lane arterial roadway, bike lanes & sidewalks	\$ 6,556	0.3%	\$ 700	4th Period
14 First Avenue, River Road to Grant Road: Widen to 6-lane roadway, bike lanes & sidewalks	\$ 71,398	3.6%	\$ 3,000	3rd Period
15 Railroad Underpass at Grant Road: Expand railroad underpass east of I-10 to accommodate 6-lanes	\$ 37,382	1.9%	\$ 319	3rd Period
16 Downtown Links: I-10 to Broadway - New 4-lane urban linkage, enhanced multi-modal features, drainage & noise mitigation measures	\$ 76,134	3.8%	\$ 8,540	2nd & 3rd Periods
17 Broadway Boulevard, Euclid to Country Club: Widen roadway to 6-lane arterial plus 2 dedicated bus lanes, bike lanes & sidewalks	\$ 42,125	2.1%	\$ 29,222	2nd Period
18 Grant Road, Oracle Road to Swan Road: Widen to 6-lane arterial, streetscaping, bike lanes & sidewalks	\$ 160,850	8.1%	\$ 6,000	2nd, 3rd & 4th Periods
19 22nd Street, I-10 to Tucson Boulevard/Barraza - Widen to 6-lanes, 6-lane bridge over railroad tracks, bicycle lanes & sidewalks	\$ 104,952	5.3%	\$ 3,000	2nd & 3rd Periods
20 Barraza/Aviation Parkway, Palo Verde to I-10: Advanced right-of-way funding for future connection of Parkway with I-10	\$ 19,500	1.0%	\$ -	Design & Right-of-way only
21 Valencia Road, Ajo to Mark: Widen to 4-lane desert parkway, bike lanes & sidewalks	\$ 15,057	0.8%	\$ 23,100	2nd Period
22 Irvington, Santa Cruz River to east of I-19: Improve intersections, provide access management, bike lanes & sidewalks	\$ 9,800	0.5%	\$ -	4th Period
23 Valencia Road, I-19 to Alvernon Way: Access management improvements, safety improvements & intersections improvements	\$ 9,800	0.5%	\$ -	4th Period
24 Valencia Road, Alvernon to Kolb Rd: Widen to 6-lane desert parkway, bike lanes & sidewalks	\$ 43,298	2.2%	\$ 3,000	2nd Period
25 Valencia, Kolb to Houghton: Widen to 6-lane desert parkway, bike lanes & sidewalks	\$ 25,882	1.3%	\$ 9,000	3rd Period
26 Kolb Road Connection with Sabino Canyon: New 4-lane roadway connecting Sabino Canyon with Kolb, bike lanes & sidewalks	\$ 9,115	0.5%	\$ -	1st Period
27 Tanque Verde Road, Catalina Highway to Houghton Road: Widen to 4-lane roadway, bike lanes & sidewalks	\$ 12,833	0.6%	\$ -	1st Period

EXHIBIT A (page 2 of 2)

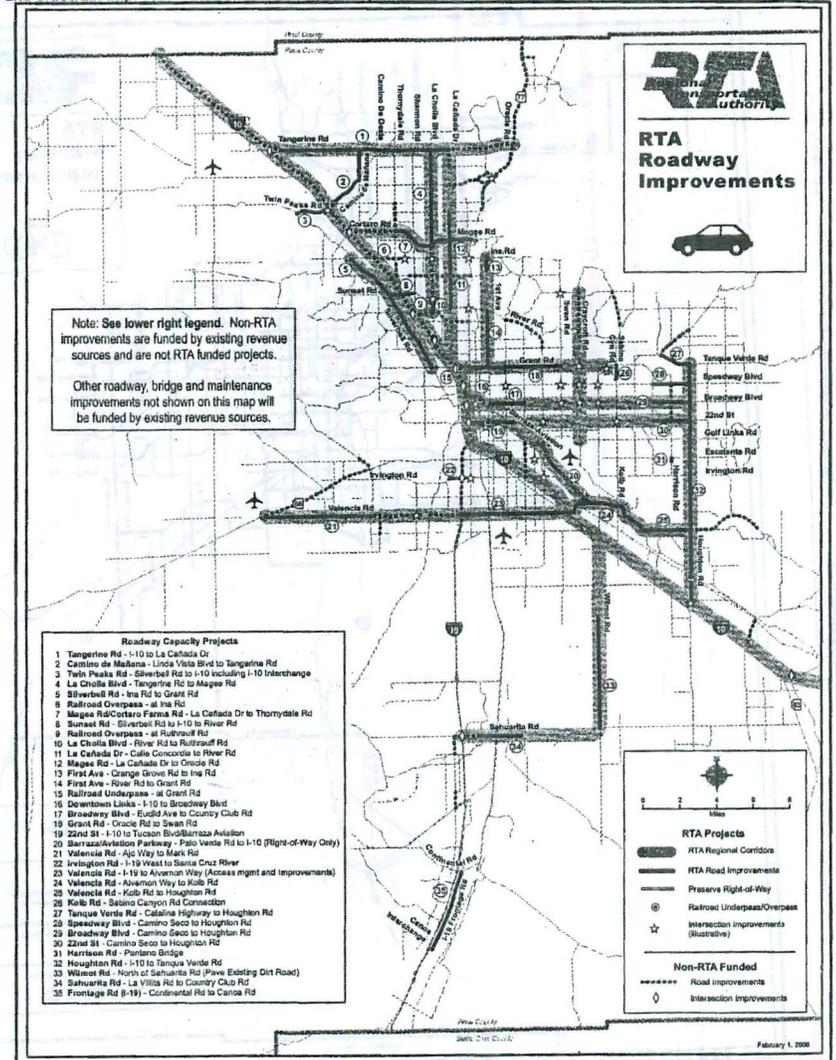
**RTA Project List In 2006 Dollars (Constant)**

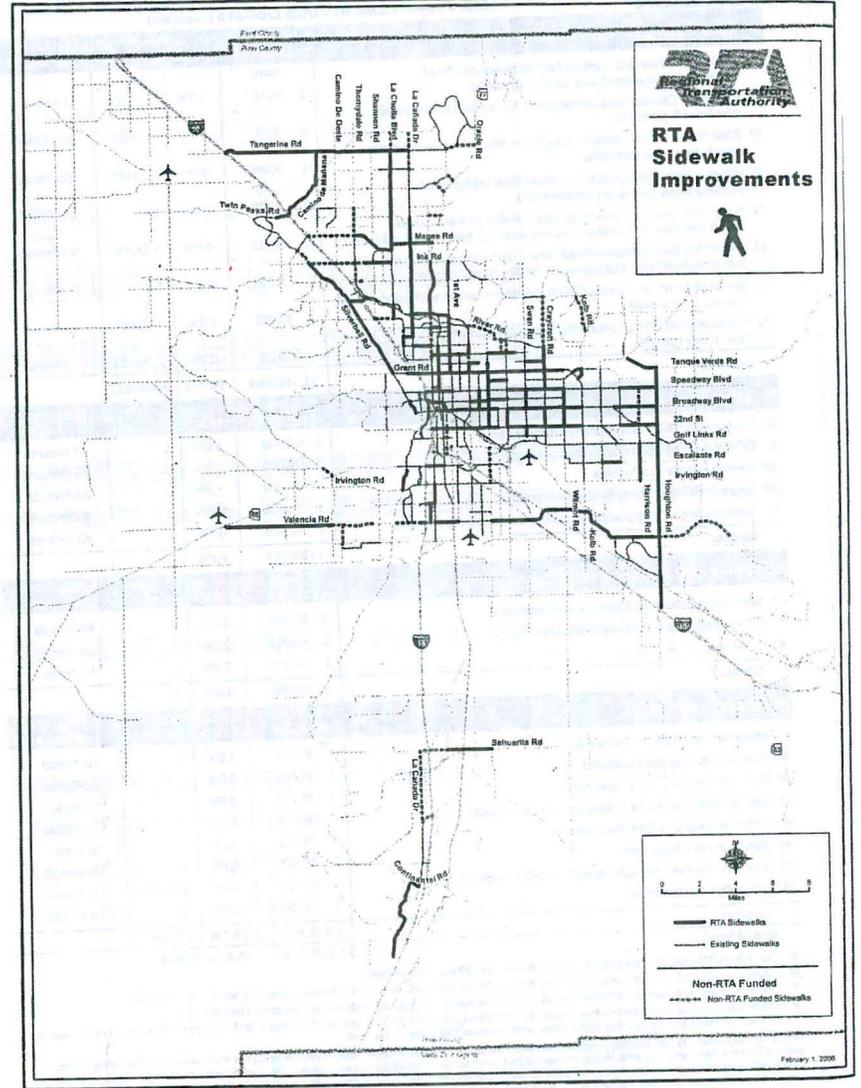
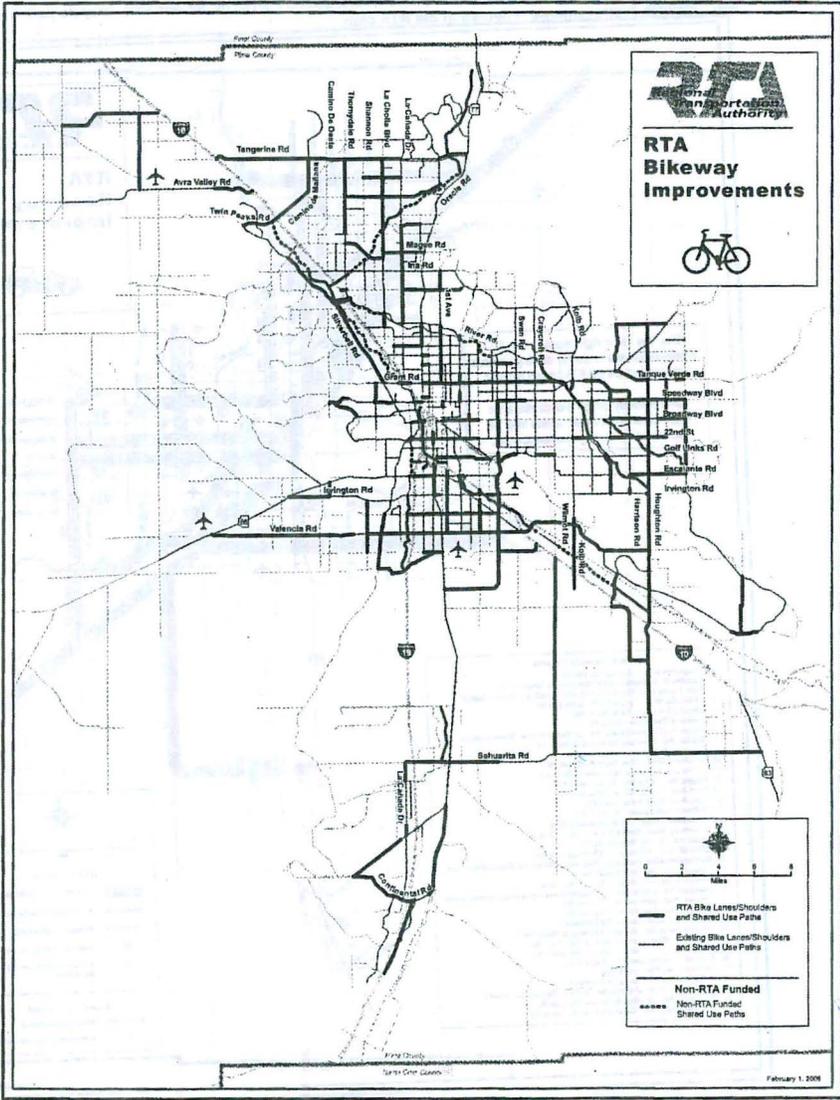
I. Roadway Improvement Element (cont'd.)	RTA Project Budgets *	Percentage of RTAC	Committed (See RTA Revenues)	Construction Start Period
	(000s)		(000s)	
28 Speedway Boulevard, Camino Seco to Houghton Road: Widen to 4-lane arterial, bike lanes & sidewalks	\$ 14,127	0.7%	\$ 3,000	1st Period
29 Broadway, Camino Seco to Houghton: Widen to 4-lane arterial, bike lanes & sidewalks	\$ 6,571	0.3%	\$ 3,000	3rd Period
30 22nd Street, Camino Seco to Houghton: Widen to 4-lane arterial, bicycle lanes and sidewalks	\$ 6,066	0.3%	\$ 3,000	4th Period
31 Harrison Road, Golf Links to Irvington: New bridge over Pantano Wash, drainage improvements	\$ 6,158	0.3%	\$ -	4th Period
32 Houghton Road, I-10 to Tanque Verde: Widen to 4 and 6-lane desert parkway, new bridges (washes and rail), bike lanes & sidewalks	\$ 95,342	4.8%	\$ 65,300	1st & 3rd Periods
33 Wilmot North of Sahuarita Road: New 2-lane roadway connecting Sahuarita Road with existing paved facility (6 miles north)	\$ 9,800	0.5%	\$ -	2nd Period
34 Sahuarita Road, to Country Club Road: Widen to 4-lane divided arterial, bike lanes & sidewalks	\$ 30,785	1.5%	\$ 10,000	1st Period
35 Frontage Road (I-19), Continental Ranch to Canoa Road: New 2-lane roadway	\$ 3,920	0.2%	\$ 8,000	1st Period
<b>Subtotal</b>	<b>\$1,168,889</b>	<b>58.5%</b>	<b>\$334,422</b>	
<b>II. Safety Element</b>				
36 Intersection Safety and Capacity Improvements	\$ 100,000	5.0%	\$ -	All Periods
37 Elderly and Pedestrian Safety Improvements	\$ 20,000	1.0%	\$ -	All Periods
38 Transit Corridor Bus Pullouts	\$ 30,000	1.5%	\$ -	All Periods
39 At-grade Railroad Safety/Bridge Deficiencies	\$ 15,000	0.8%	\$ -	All Periods
40 Signal technology upgrades to improve intersection traffic flow	\$ 15,000	0.8%	\$ -	All Periods
<b>Subtotal</b>	<b>\$180,000</b>	<b>9.0%</b>	<b>\$ -</b>	
<b>III. Environmental and Economic Vitality Element</b>				
41 Greenways, Pathways, Bikeways, and Sidewalks	\$ 60,000	3.0%	\$ -	All Periods
42 Transportation-related Critical Wildlife Linkages	\$ 45,000	2.3%	\$ -	All Periods
43 Small Business Assistance	\$ 10,000	0.5%	\$ -	All Periods
<b>Subtotal</b>	<b>\$115,000</b>	<b>5.8%</b>	<b>\$ -</b>	
<b>IV. Transit Element</b>				
44 Weekday Evening Bus Service Expansion	\$ 37,717	1.9%	\$ -	1st Period
45 Weekend Bus Service Expansion	\$ 19,169	1.0%	\$ -	1st Period
46 Bus Frequency and Area Expansion	\$ 178,232	8.9%	\$ -	1st Period
47 Special Needs Transit for Elderly and Disabled Citizens	\$ 108,836	5.4%	\$ -	1st Period
48 Neighborhood Circulator Bus Systems	\$ 24,859	1.2%	\$ -	1st Period
49 Express Service Expansion	\$ 62,561	3.1%	\$ -	1st Period
50 Downtown/University high-capacity transit (streetcar)	\$ 87,727	4.4%	\$ 75,000	1st Period
51 Park-n-Ride transit centers	\$ 14,700	0.7%	\$ -	1st Period
<b>Subtotal</b>	<b>\$533,800</b>	<b>26.7%</b>	<b>\$75,000</b>	
<b>Grand Total</b>	<b>\$1,997,689</b>	<b>100.0%</b>	<b>\$409,422</b>	

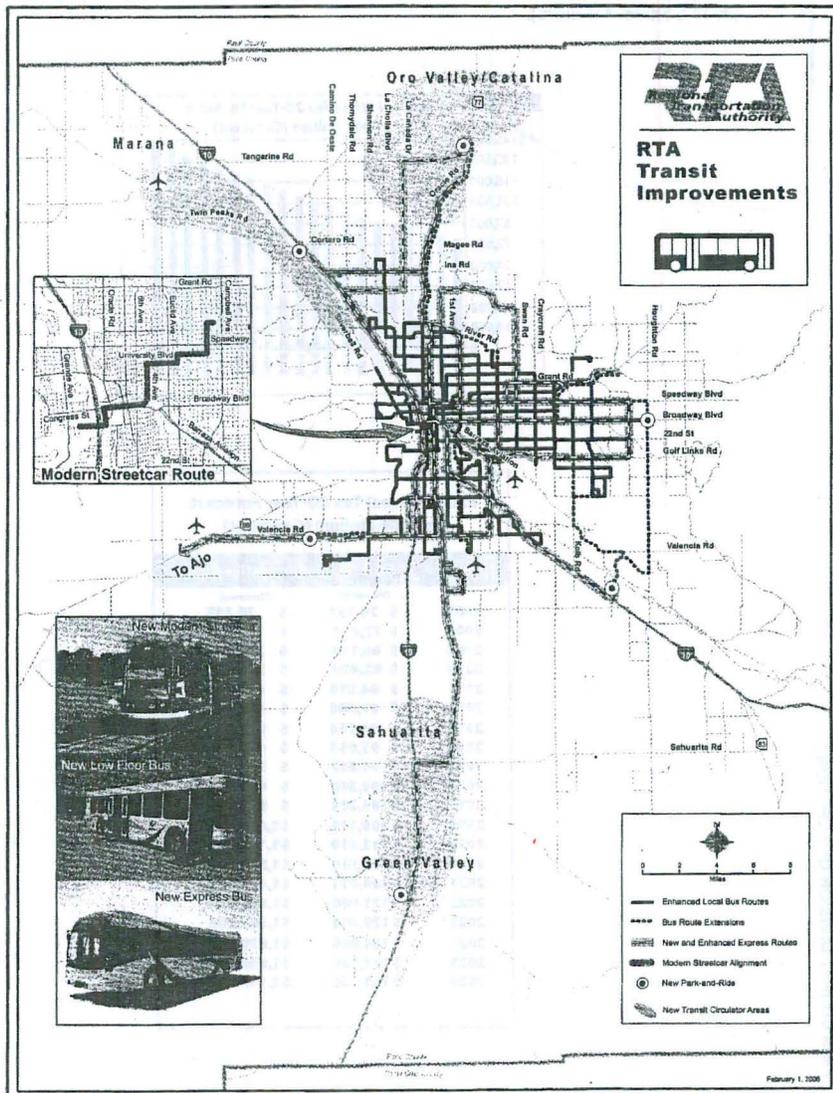
\* Cost reflects RTA portion of the project. Cost estimates are in 2006 constant dollars.  
 ○ Percentages reflect RTA portion of project in relation to total RTA revenues. Note \$100 million is reserved for bond interest expense.  
 ◆ Non-RTA revenues include development impact fees, federal funds, and regional funds that are committed for projects.  
 ♦ The twenty-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 a successful May 2006 election with revenues beginning in July 2006.

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.

The maps attached represent roadway improvements, public transit improvements, bicycle path improvements, and sidewalk improvements reflected in the RTA plan.







### Plan Accountability

The plan includes accountability measures, oversight provisions and procedures for plan amendments.

Among the provisions that are required by law:

- An annual report stating revenues received during the fiscal year and all expenditures will be printed in two local newspapers by January of each year.
- Definition at the time of election of the cost, scope and construction start period of each project.
- Voter approval for substantial changes to the elements of the plan.

Pursuant to Arizona Revised Statutes section 48-5309 (B and D):

(B) The regional transportation plan may not be amended to add or delete an element or substantially change an element without prior approval of the electorate at a general or special election pursuant to subsection D of this section. The prior approval of the electorate required by this subsection is waived if a political subdivision causing changes within its jurisdiction to the regional transportation plan incurs the incremental costs of implementing the proposed changes.

(D) If a substantial change occurs, the board of directors shall request the county board of supervisors to provide a ballot proposition for consideration of a revised regional transportation plan on or before the date of the next general election. The board of supervisors shall provide the proposition at the next general election. If a majority of the qualified electors voting on the issue does not approve a revised regional transportation plan, expenditures authorized pursuant to section 48-5308, subsection C, except those obligated as of the date of the general election, are prohibited.

In addition, the governing board will establish a Citizens' Oversight Committee to ensure that the plan will be implemented in accordance with the ballot measure and will certify that the voters' desires are respected throughout the 20-year term.

### RTA Funding

Over the 20-year period, the excise (sales) tax is forecasted to bring \$2.1 billion of revenues in 2006 constant dollars. The revenue forecast was prepared by the University of Arizona's Eller College of Management. The excise tax will be assessed on business transactions that are subject to the state transaction privilege tax at a rate of 10% of the rate prescribed by Arizona Revised Statutes section 42-5010 subsection A, applying as of January 1, 1990. Essentially, the resulting tax will be 0.5% or 1 cent per \$2 purchase on state taxable items. The categories that are assessed include:

Retail Sales – Includes retail sales of automobiles, durable goods and other general merchandise, apparel, building materials, furniture, and other tangible personal property. Food and prescription drugs are excluded.

Contracting – Includes prime contracting and dealership of manufactured buildings and owner-builder operations.

Utilities – Includes producing and/or furnishing to consumers electricity, natural or artificial gas and water.

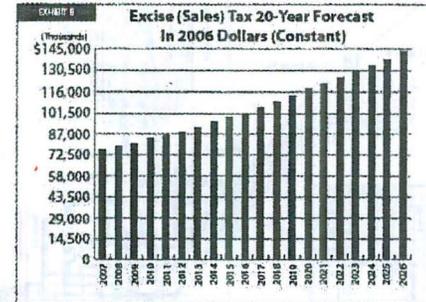
Restaurant and Bar – Includes sales at restaurant and drinking establishments.

Rental of Real "Commercial" Property – Includes leasing or renting of real "commercial" property, hotels and motels.

Rental of Personal Property – Includes leasing or renting tangible personal property such as leased vehicles and construction equipment.

Other – Includes operations of amusement places, intrastate telecommunications services, job printing, engraving, embossing and publication, publication of newspapers, magazines and other periodicals, intrastate transportation of persons, freight or property, and intrastate operation of pipelines for oil or natural or artificial gas.

The graph and chart below reflect the annual forecast of RTA revenues in Thousands of Dollars (2006 Constant Dollars).



Year	Sales Tax (Thousands)	Cumulative Amount (Thousands)
2007	\$ 76,337	\$ 76,337
2008	\$ 77,914	\$ 154,251
2009	\$ 80,154	\$ 234,405
2010	\$ 82,499	\$ 316,904
2011	\$ 84,850	\$ 401,754
2012	\$ 87,200	\$ 488,954
2013	\$ 89,984	\$ 578,938
2014	\$ 93,054	\$ 671,992
2015	\$ 96,537	\$ 768,529
2016	\$ 100,398	\$ 868,927
2017	\$ 104,202	\$ 973,129
2018	\$ 108,125	\$ 1,081,254
2019	\$ 112,310	\$ 1,193,564
2020	\$ 116,569	\$ 1,310,133
2021	\$ 120,831	\$ 1,430,964
2022	\$ 125,060	\$ 1,556,024
2023	\$ 129,482	\$ 1,685,506
2024	\$ 134,066	\$ 1,819,572
2025	\$ 138,829	\$ 1,958,401
2026	\$ 143,686	\$ 2,102,087