STATION 5: FUNDING VIABILITY

FUNCTIONALITY OF BROADWAY BOULEVARD EUCLID TO COUNTRY CLUB PROJECT

For RTA and Pima County, the project is primarily a transportation improvement project. For the City of Tucson, it is that and also an opportunity to achieve a broader range of objectives for community vitality, economic development, and overall sustainability.

	RTA	Pima County	City of Tucson
4 Lanes	Not fundable	Not fundable	Cannot fund alone
4+ 2 Transit Lanes	Not fundable	Not fundable	Cannot fund alone
6 Lanes	Fundable	Fundable	Can provide committed project funding and search for funds to provide additional enhancements
Potential 6/4+2 Transit Lanes Hybrid	Fundable	Fundable	Can provide committed project funding and search for funds to provide additional enhancements

FUNDING VIABILITY

RTA Perspective

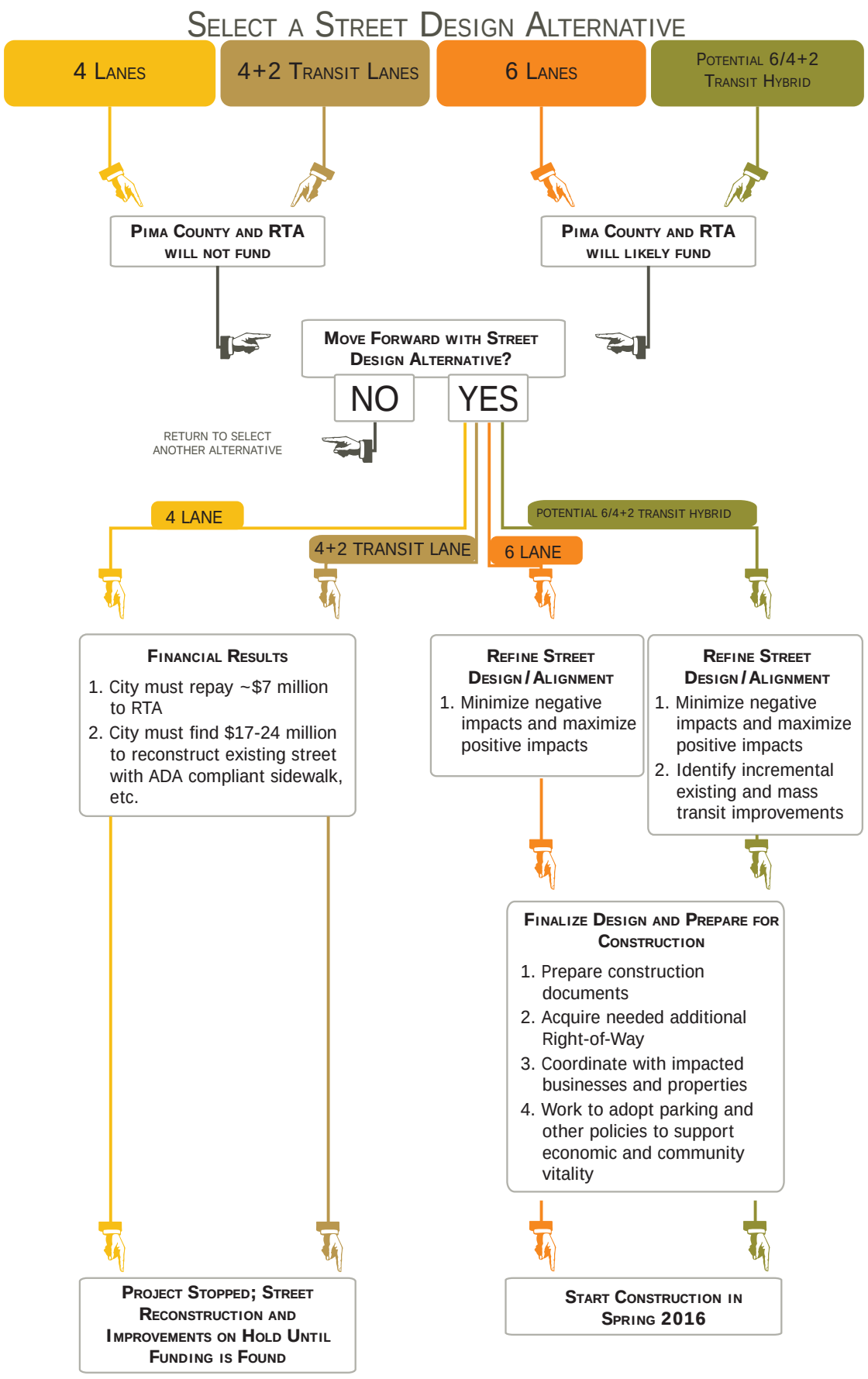
In order to maintain funding, project must meet or exceed transportation functionality of 6 + 2 transit lanes (6+2T) for pedestrians, bicyclists, transit riders, and drivers.

Pima County Perspective

In order to provide bond funding, project must construct 6 or 8 lanes. The County Administrator has stated* that capacity must be increased from today's 5-lane street; he would not recommend reducing capacity with a 4-Lane Alternative.

City of Tucson Perspective**

- City cannot fund needed Broadway improvements to on its own; RTA and Pima County bond funding must be maintained.
- **There is not a "no build" alternative.** Without constructing the proposed project, in the near future the street will need to be repaved and the U.S. Justice and Transportation Departments require that when repaving is done the resulting **street must have ADA compliant sidewalks**. This would result in **costs of between $23 to 30 million to construct**, including acquisition of new right of way (see the Sidewalk Only information at Station 4). **The City cannot afford to pay for these improvements on its own.**
- Therefore, City needs to maintain funding from the RTA and the County in order to avoid the sidewalk only costs ($23-$30 million), and the additional repayment of $7 million for property acquisition and planning costs that have been spent to date.
- RTA and County are not likely to fund a 4+2 Transit Lane (4+2T) alternative now, because it does not improve functionality of all modes of travel; specifically cars and trucks are degraded. While it is technically possible for the Board of Supervisors to amend the bond project description, it is highly unlikely they would support reducing today's 5-lane roadway to a 4-lane.
- The 6-lane alternative outperforms the 6+2T alternative, and improves all 4 modes of travel, which meets the basic criteria for RTA and PIMA County funding.
- City recognizes that transit plays a large role in this corridor today, and supports investigating a 6/4+2 Transit Lane Hybrid design that enhances transit service immediately, and potentially converts to a full-time 4+2T in the future.

*Based on memos from the County Administrator which can be viewed at: http://www.tucsonaz.gov/broadway/public-input-report#May62014

**Based on May 6th, 2014 City Managers' recommendation to Mayor & Council which can be viewed at: http://www.tucsonaz.gov/broadway/public-input-report#May62014