

## ATTACHMENT E – SUMMARY OF PAVEMENT FUNDING OPTIONS

Option	Amount Raised Over Next 5 Years	Impact
1. Modify Existing Streets Funds Distribution - Lower CIP from 30% to 15% and Raise Pavement Maintenance from 50% to 65%	\$115 million	<ul style="list-style-type: none"> <li>Provides ongoing annual fund source to address pavement needs.</li> <li>Requires elimination and foregoing of future capital improvements and new and expanded streets projects.</li> </ul>
2. Finance Using Existing Streets T2050 funding	\$150 - \$200 million	<ul style="list-style-type: none"> <li>Provides one-time funding to address immediate pavement needs without impacting any transit-related projects, as currently projected.</li> <li>Would reduce funds available in future years by \$12-\$15 million per year for street maintenance as debt service is paid.</li> </ul>
3. Finance Using Existing Streets HURF funding	\$150 - \$200 million	<ul style="list-style-type: none"> <li>Provides one-time funding to address immediate pavement needs without impacting any transit-related projects, as currently projected.</li> <li>Would reduce funds available in future years by \$12-\$15 million per year for street maintenance as debt service is paid.</li> </ul>
4. Finance Using T2050 Light Rail Funding - Reducing Overall Future Reserve Levels	\$150 - \$200 million	<ul style="list-style-type: none"> <li>Provides one-time funding to address immediate pavement needs without impacting any transit-related projects, as currently projected.</li> <li>Would reduce future reserves and ability to weather economic downturns as debt service is paid over life of T2050 program.</li> </ul>
5. a. Delay West Phoenix Light Rail Extension - First year expenditure in 2050	\$200 million (Available in 5 <sup>th</sup> Year)	<ul style="list-style-type: none"> <li>Provides one-time and ongoing funding to address pavement needs in fifth year.</li> <li>Project would not be completed during the life of the T2050 program, countering what was displayed on the Proposition 104 ballot.</li> </ul>
5. b. Delay Northeast Light Rail Extension - First year expenditure in 2050	Additional funds fall outside of 5-Year window	<ul style="list-style-type: none"> <li>Provides ongoing funding outside of the 5-Year window to ongoing pavement needs.</li> <li>Project would not be completed during the life of the T2050 program, countering what was displayed on the Proposition 104 ballot.</li> </ul>