



MEMORANDUM

Date: February 7, 2014

To: The Honorable Ally Miller, Member
Pima County Board of Supervisors

From: C.H. Huckelberry
County Administrator 

Re: **Aerospace Parkway Establishment - Urban HURF/Hughes Access Establishment No. 3018 on the February 18, 2014 Agenda**

A Board of Supervisors public hearing to consider Roadway Establishment No. 3018 is scheduled for February 18, 2014. The roadway under consideration is the Aerospace Parkway, which is a realignment of the existing Hughes Access Road.

Certain questions pertaining to this roadway and its relationship to Raytheon's viability as a major local employer and other specific details of the project have been asked. The information in this memorandum responds to the January 22, 2014 emails from your office (Attachment 1). The questions raised pertain to the history of our discussions with Raytheon regarding the acquisition of buffer property and realignment of Hughes Access Road, the specifics of the Hughes Access Realignment, and information pertaining to the availability and use of Urban Highway User Revenue Fund (HURF) monies.

A question also arose regarding why the County maintains the existing roadway when it is mostly located within the City of Tucson.

History of Raytheon Discussions

My October 12, 2010 memorandum to Assistant County Administrator Nanette Slusser, entitled *Raytheon Expansion, Buffer and Transportation Access and Infrastructure Plan*, reports on a multi-jurisdiction meeting held with Raytheon executives on October 8, 2010 and discusses actions to be taken by Pima County to respond to the outcomes of that meeting (Attachment 2). In particular, the memorandum discusses the need for acquiring sufficient lands to facilitate possible expansion of Raytheon operations and to buffer Raytheon's sensitive and distance-specific requirements for certain operations. The "distance-specific requirements for certain operations" reference pertains to the "safety arcs" discussion that was held with the Board of Supervisors at the June 4, 2013 meeting. The specifics of these safety provisions pertaining to the Raytheon operations are confidential matters regarding requirements imposed upon Raytheon in their fulfillment of federal contracts for the production of US Department of Defense products.

The 2010 communication includes attachments of correspondence between Raytheon and Pima County dating from 2006 that describe concerns expressed by Raytheon relative to

The Honorable Ally Miller

Re: **Aerospace Parkway Establishment - Urban HURF/Hughes Access Establishment No. 3018 on the February 18, 2014 Agenda**

February 7, 2014

Page 2

encroaching development and increasing traffic volumes on their existing access road that would impact production operations and limit the ability of the company to grow its business at this location. In fact, the May 9, 2006 letter specifically requests that Pima County consider relocation of Hughes Access Road to a location indicated in the Tucson International Airport Master Plan.

Acquisition of Raytheon Buffer Properties

My February 21, 2012 memorandum to the Board of Supervisors provided the background material for the recommendation to acquire two pieces of property to address the concerns for buffering Raytheon operations (Attachment 3). As noted in this memorandum, the acquired properties were 221 acres from Auriga Properties for \$3.73 million and 161 acres from First Tucson Airport Investors for \$2.2 million, for a total of approximately \$5.9 million. This memorandum further reports on the appraisals for these properties that were commissioned in March 2011. Those appraisals resulted in an aggregate value of approximately \$4.9 million for the two properties. However, the negotiations with each of the property owners resulted in slightly higher negotiated acquisition prices but substantially less than the requested price and appraisals presented by the sellers of the property in support of their asking prices totaling \$7.6 million.

Hughes Access Road Realignment Project

The Hughes Access Road Realignment project is currently in design, and the attached summary provides a description of the scope, schedule, and budget for this project (Attachment 4). The \$8 million estimate that was included in my January 29, 2013 memorandum to the Chairman and Members of the Pima County Bond Advisory Committee reported on the estimated construction cost for this project (Attachment 5). The construction cost is currently estimated at \$9 million. The current estimate of \$12.7 million includes the cost for design and right of way acquisition, as well as the construction management services required for this roadway improvement project.

Urban HURF Funds

The several questions pertaining to the source of monies being used for the Hughes Access Realignment project are addressed by the attachments from the Pima Association of Governments (PAG). The PAG Transportation Improvement Program (TIP) database (Attachment 6), reflects the use of urban HURF in Fiscal Years 2013, 2014, and 2015. As reflected in the attachment, the project design and right of way acquisition is programmed for approximately \$4.2 million in Fiscal Year 2014 with the bulk of the construction expenses at \$8.5 million occurring in Fiscal Year 2015.

With respect to the use of the Urban HURF funds, attached are the currently programmed Fiscal Year 2013-2017 projects included in the PAG TIP (Attachment 7). As noted in these programming documents, this source of funds is used by the various jurisdictions in the

The Honorable Ally Miller

Re: **Aerospace Parkway Establishment - Urban HURF/Hughes Access Establishment No. 3018 on the February 18, 2014 Agenda**

February 7, 2014

Page 3

region for a wide range of projects. These projects include the addition of traffic capacity through widening and major improvement projects, installation of public art, safety improvements, and relatively routine operation and maintenance projects. The additional information pertaining to the use of Urban HURF is contained in Attachment 8, which reflects the actual expenditures of HURF 12.6 Percent monies. Please note that the majority of Pima County projects are on our major arterial system to supplement capacity upgrades that have occurred using our HURF bond funds.

County versus City Maintenance of Hughes Access Road

The County maintains Hughes Access Road even though a portion of the roadway is within the City of Tucson. More of the roadway is now within the City than has been in the past due to the City's annexation of the County property in April 2013. The Hughes Access Road is what is termed a shared roadway – a portion of the roadway lies in the City of Tucson and the remainder of the property lies in the unincorporated area of Pima County.

The County and City have an intergovernmental agreement (IGA) that defines each jurisdiction's maintenance responsibilities with regard to shared roadways throughout Pima County and adjacent to the City of Tucson. Pursuant to the most recent IGA on shared roadways dated April 23, 2012, the County is specified to maintain Hughes Access Road.

Conclusion

The establishment of Hughes Access Road, or the Aerospace Parkway, is a major step in implementing the Aerospace Corridor, which relocates Hughes Access Road and provides appropriate buffer areas for Raytheon operations. I believe this is the most important transportation improvement to be made in the community related to economic stability, economic expansion and protection of our existing employment base. To leave Hughes Access Road in its present location and continue to jeopardize and encroach upon the region's largest private employer would be ill-advised. I would hope you would support this important transportation infrastructure investment relating to protecting the region's largest private employer, as well as facilitating the Aerospace Corridor and the development of future primary employment centers related to aerospace and defense.

CHH/mjk

Attachments

- c: The Honorable Chair and Members, Pima County Board of Supervisors
John Bernal, Deputy County Administrator for Public Works
Nanette Slusser, Assistant County Administrator for Public Works Policy
Dr. John Moffatt, Director, Office of Strategic Planning
Priscilla Cornelio, Director, Transportation Department

ATTACHMENT 1

Maura Kwiatkowski

From: Jennifer C. Coyle
Sent: Wednesday, January 22, 2014 11:21 AM
To: Maura Kwiatkowski
Subject: RE: Urban HURF/Hughes Access

Categories: In CHH Review

Thank you and one additional question:

Can I get a little more details on the past potential incompatible urban encroachment to the south? Regarding the 382 acres we purchased – who did we purchase that from, what was the funding source of the \$5.9m, and are there supporting documents that we paid a competitive price?

Also, why does Pima County maintain Hughes Access road when it is in the City of Tucson?

Thank you very much,
Jennifer

From: Maura Kwiatkowski
Sent: Wednesday, January 22, 2014 11:13 AM
To: Jennifer C. Coyle
Subject: RE: Urban HURF/Hughes Access

CHH will respond to these.

From: Jennifer C. Coyle
Sent: Wednesday, January 22, 2014 10:48 AM
To: Maura Kwiatkowski
Subject: RE: Urban HURF/Hughes Access

1. Is there a funding breakdown for the project? Is it all Urban HURF? And is there a better estimate since we've started (Econ Dev Plan states 8m and recent advertising stated \$12.7 and I see 9.7m in the TIP)
2. Do we have the funds now or will this be paid off with future incoming Urban HURF?
3. Would Pima County staff (or PAG?) have a breakdown of Urban HURF projects? I would like to get an understanding of the types of projects that have been completed using Urban HURF in the past.
4. At the June 4, 2013 Board meeting CHH referenced 'safety arches' (I think that's what they're called) or Air Force requirements for assembly facilities working on explosives. I would like to get a little more information on that for Supervisor Miller.
5. Also at the June 4th Board meeting, CHH referenced this has been a 6-8 year discussion with Raytheon – are there any past memos or letters from Raytheon in support that I could provide Supervisor Miller?

Thank you in advance,
Jennifer

From: Maura Kwiatkowski
Sent: Wednesday, January 22, 2014 10:37 AM
To: Jennifer C. Coyle
Subject: RE: Urban HURF/Hughes Access

Please send me the questions and CHH will determine appropriate staff. Thank you.

From: Jennifer C. Coyle
Sent: Wednesday, January 22, 2014 9:40 AM
To: Maura Kwiatkowski
Subject: Urban HURF/Hughes Access

Maura,

I would like to have a quick chat with someone to answer a few of my questions on Urban HURF and the Hughes Access Road Relocation. Can you direct me to who Mr. Huckelberry would like to me discuss this with?

Thank you in advance,
Jennifer

ATTACHMENT 2



MEMORANDUM

Date: October 12, 2010

To: Nanette Slusser
Assistant County Administrator for
Public Works Policy

From: C.H. Huckelberry
County Administrator

A handwritten signature in black ink, appearing to be "CH", is written over the printed name "C.H. Huckelberry".

Re: Raytheon Expansion, Buffer and Transportation Access and Infrastructure Plan

On Friday, October 8, 2010, I, along with Tucson City Manager Mike Letcher, City of South Tucson Manager Enrique Serna, Sahuarita Town Manager Jim Stahle, and Oro Valley Town Manager Jerene Watson, met with a number of Raytheon executives to discuss collaboration and other issues associated with Raytheon. As you know, Raytheon is the region's largest private employer with an employee mix that includes a majority of high-wage technical and engineering positions.

Recently, a development, fabrication and assembly contract that was considered a possible expansion of Raytheon's Tucson operations was approved for a Raytheon facility in Alabama. While not the sole factors, the lack of buffer and an inability to expand Raytheon contributed to locating this component of new Raytheon business at the Alabama facility. This event highlights the need to work cooperatively and consistently with Raytheon to develop an appropriate plan for expansion, buffering and transportation infrastructure.

Several years ago, I discussed these issues with Raytheon executives, some of whom attended the October 8, 2010 meeting. Our discussion resulted in a number of initial planning activities related primarily to the relocation of Hughes Access Road to the location indicated in a Tucson International Airport master plan. Efforts to involve general regional interests in the project failed at that time. The correspondence from this timeframe is attached for your reference.

Develop New Master Plan for Consideration

The purpose of this memorandum is to assign responsibility for data collection, assembly of prior plans regarding this issue, and coordination of the development of an appropriate Raytheon expansion, buffer and transportation infrastructure access master plan to be agreed upon by all parties included in the region.

I emailed your contact information to the other city and town managers in the region and invited them to appoint a contact person so you may work with them and inform them of ongoing planning activities related to this matter. Your primary contact with Raytheon should be via Colleen Niccum, Director of Community and Government Relations. Ms. Niccum may be reached at 520.794.8565 and cmniccum@raytheon.com.

Ms. Nanette Slusser

Re: Raytheon Expansion, Buffer and Transportation Access and Infrastructure Plan

October 12, 2010

Page 2

The purpose of the master plan is to develop an appropriate conceptual cost estimate and decision document for land acquisition and interaction, if necessary, with the Arizona State Land Department (ASLD) as well as funding the new transportation link to reconnect Alvernon Way and construct the relocated alignment of both Alvernon Way and Hughes Access Road, quite probably along the Old Vail Alignment. Once the alignment is constructed, the existing Hughes Access corridor could be appropriately reconfigured, most likely on its existing alignment, to function as a primary access to Raytheon facilities.

Transportation Infrastructure and Access

Regarding the transportation access infrastructure and corridor study, please refer to former Tucson International Airport master plans and their land acquisitions that have already occurred in the area southeast along the main runway alignment. It is important to consider current airport plans or master plans related to either extension of the main runway or the installation of a third runway. Raytheon also has important parameters related to clear zones or distances from final assembly and checkout facilities (FACO); these should be obtained from Raytheon. There are a number of potential revenue sources for funding the transportation improvements. In addition, it would be important to cross reference the Tucson Airport Authority master plan and runway relocation with the City Southlands arterial roadway study that was completed several years ago, but from which, I believe, little implementation has occurred.

Finally, it would be appropriate to examine the Old Vail Corridor to determine if there is any potential to connect along its alignment to other locations, primarily connecting Interstate 19 and Interstate 10. The Sahuarita Corridor that was to provide this function is still in study and lacks implementation specifics. Appropriate coordination regarding these major transportation corridor alternatives should occur with the Arizona Department of Transportation since they have conducted, I believe, a number of Sahuarita Corridor studies. The primary local governments that would be interested in such a corridor would be the Town of Sahuarita, City of Tucson and Pima County.

Relocation and realignment of Hughes Access Road is an important component in protecting and buffering Raytheon. The information gathered should include all studies undertaken regarding this corridor, including those previously mentioned, and integrate same with internal planning regarding converting the existing Hughes Access Road to a primary access corridor for Raytheon.

Expansion and Buffering

Regarding the buffering and expansion, the primary appropriate response would be to acquire sufficient lands for both expansion of Raytheon operations and to buffer Raytheon's sensitive and distance-specific requirements from certain operations. While there are a number of private properties south of Raytheon, two have been problematic to Raytheon in the past regarding potential development: the Diamond Ventures 503 property and 160 acres south of

Ms. Nanette Slusser

Re: Raytheon Expansion, Buffer and Transportation Access and Infrastructure Plan

October 12, 2010

Page 3

the Diamond Ventures property that was subject to a comprehensive plan amendment process sponsored by The Estes Company. There was also an initial request to amend the comprehensive plan for the Diamond Ventures 503 property from industrial to residential failed. It is likely any comprehensive plan amendment altering the industrial land use to residential will fail in the future. In addition, I do not believe the comprehensive plan amendment for the Estes property was taken to its conclusion, and there was significant concern at the Board level over allowing residential development, even on the Estes-proposed comprehensive plan amendment for same.

In addition, there are a number of private properties of small ownership south of Raytheon along Old Nogales Highway. We should include these in any possible land acquisition strategy for purposes of buffering. I believe most of the remaining property is owned by the ASLD. An initiative is now before the voters for the November 2010 election to allow the exchange of State lands for the purpose of protecting military installations. While Raytheon is not a military installation, it manufactures products directly related to military operations and the national defense. It is unlikely Raytheon State land exchanges would be considered if the proposition passes; however, it would establish reason for approaching the ASLD and requesting buffering and land use sensitivity for what may be determined to be both a primary and secondary buffer for Raytheon. In determining the buffer requirements for Raytheon, it is appropriate to work directly with Raytheon executives through the primary contact referenced in this memorandum.

Funding for Plan Implementation

Funding for land acquisition for buffering could very likely be another subcategory of a potential land acquisition and/or open space bond question that could be placed before the voters as early as November 2011. As you will recall, in the 2004 bond election, while the majority of funding was allocated for natural resource protection and open space acquisition, a \$10 million allocation was made to acquire lands in the Davis-Monthan Departure Corridor to protect Davis-Monthan Air Force Base from urban encroachment. To date, over \$7 million of the funding from this bond issue has been spent to acquire such lands in priority acquisition areas. If the November initiative regarding State Trust land passes, the future bond allocations for continuing land acquisition to protect Davis-Monthan Air Force Base will be greatly diminished. Given the importance of Raytheon to the local economy as the largest private employer with primarily high-wage, highly skilled and technical employees, I would favor a specific bond allocation for the purpose of the County acquiring lands to preserve and protect this large private sector employment base.

Timeframe for Plan Concept Development

Regarding timing, which would result in some preliminary plans for this initiative, such should occur by the middle of November when the parties involved will meet again to discuss options and refinements to concepts and potential plans that are established. In the meantime, an array of information is needed, including the aforementioned studies regarding

Ms. Nanette Slusser

Re: Raytheon Expansion, Buffer and Transportation Access and Infrastructure Plan

October 12, 2010

Page 4

major transportation corridors, master plans for Tucson International Airport and other plans that may influence both transportation corridor improvements, relocation of Hughes Access Road/Alvernon Way, as well as the extent and amount of lands to be acquired for expansion and buffering and whether there should be one or more zones for buffering.

As previously indicated, this is a coordinated effort with the County, at this time, assuming lead responsibility for planning with direct coordination and input from all participating jurisdictions through their contacts, which will be forwarded to you. Any plans or concepts related to transportation access in the future to Raytheon, Hughes Access Road relocation, and acquisition of expansion/buffer properties all require direct coordination with Raytheon executives.

I would appreciate receiving some preliminary information regarding this matter by October 20, 2010.

CHH/mjk

Attachments

c:

Raytheon Missile Systems	Jurisdictional Representatives	Pima County Staff
Stephen Eggen, Chief Financial Officer; Vice President, Finance	Gilbert Davidson, Town Manager, Town of Marana	John Bernal, Deputy County Administrator for Public Works
Jason Elwood, Vice President, Missile Systems Operations	Mike Letcher, City Manager, City of Tucson	Nicole Fyffe, Executive Assistant to the County Administrator
Carmen Marriott, Senior Counsel, Office of General Counsel	Enrique Serna, City Manager, City of South Tucson	Priscilla Cornelio, Director, Transportation Department
Colleen Niccum, Director, Community & Government Relations	Jim Stahle, Town Manager, Town of Sahuarita	
Richard Mendez, Director, Facility Management & Real Estate	Jerene Watson, Town Manager, Town of Oro Valley	



COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, TUCSON, AZ 85701-1317
(520) 740-8661 FAX (520) 740-8171

C. H. HUCKELBERRY
County Administrator

April 28, 2006

R.M. (Rick) Nelson
Vice President, Operations
Raytheon Missile Systems
P.O. Box 11337
801/D1
Tucson, Arizona 85734-1337

Re: Raytheon/Pima County Cooperation and Common Interests

Dear Mr. Nelson:

I appreciated the opportunity to meet with you, Raytheon staff, and Supervisor Valadez yesterday, April 27, 2006, and the time that you spent discussing various issues. We have common interests with Raytheon in that we both want the community to prosper and grow. As the largest private employer in Pima County, we are very interested in establishing an open and cooperative dialogue with Raytheon. As I indicated yesterday, it has sometimes been a little mysterious as to who to talk with on issues that confront both Raytheon and the larger community. As a local government, we would never knowingly do anything adverse to the interest of Raytheon and, in fact, we would like to help Raytheon prosper in Pima County and Tucson.

I have initiated conversations with my staff regarding Industrial Development Authority financing and other financing mechanisms that may be of benefit to Raytheon in expansion plans. Further, I have also asked our Transportation staff, as well as regional transportation staff, to provide a summary of the various alternative alignments that have been considered or proposed for the Hughes Access Highway over the years. I believe there is an option to assist Raytheon in removing operational constraints and providing flexibility for future expansion that can and should be supported by not only Pima County, but the region at large. The ultimate realignment of Alvernon and Hughes Access would benefit both the Tucson International Airport as well as Raytheon. I intend to pursue these options with your concurrence and assistance.

R.M. Nelson
Raytheon/Pima County Cooperation and Common Interests
April 28, 2006
Page 2

Again, it was a pleasure discussing issues with you, Colleen Niccum, Richard Mendez, and Hilda Oropeza Chihak.

Sincerely,



C.H. Huckelberry
County Administrator

CHH/jj

c: The Honorable Ramón Valadez, Member, Pima County Board of Supervisors
Hank Atha, Deputy County Administrator for Community and Economic Development



MEMORANDUM

Date: May 17, 2006

To: Priscilla Cornelio, Deputy Director
Department of Transportation

From: C.H. Huckelberry
County Administrator 

Re: Attached Letter from Raytheon Regarding Hughes Access Road

Attached please find a letter from Raytheon requesting our assistance in the relocation of Hughes Access Road. This letter request is to supplement my previous memorandum to initiate a location study through cooperative planning with the Tucson Airport Authority and Raytheon, as well as the City of Tucson. In reviewing the location of Hughes Access Road, I have previously indicated that the Old Nogales Vail connection may prove to be problematic due to unregulated development. The mid distance between existing Hughes Access Road and Old Vail Nogales may prove to be the most appropriate location for a new route.

I would appreciate an update on this matter at your convenience.

CHH/jj

Attachment

c: John Bernal, Deputy County Administrator - Public Works
Kurt Weinrich, Transportation Director

Raytheon

Missile Systems
PO Box 11337
Tucson, Arizona
85734-1337 USA
520.794.3000

May 9, 2006

C. H. (Chuck) Huckelberry, County Administrator
Pima County Governmental Center
130 W. Congress
Tucson, AZ 85701-1317

Re: Request for Relocation of Hughes Access Road

Dear Mr. Huckelberry,

Thank you for taking time out from your busy schedule to visit our Airport site to discuss issues important to Raytheon and Pima County. We look forward to building a closer relationship with you and your staff and to keeping you more informed about our evolving operations.

As we discussed on April 27th, encroaching development and increased traffic volumes on Hughes Access Road are impacting our production operations as well as limiting our ability to grow. To improve this situation, it would be our desire to have Hughes Access Road, between Alvernon Way and Old Nogales Highway, relocated 0.5 miles south of its current position. I believe previous regional plans have included similar recommendations.

We understand this is a significant investment for the County, but we have carefully examined alternatives and have concluded this change to be critical to our continued success, which is obviously in the best interest of both Raytheon and Pima County.

I am available at your disposal to further discuss the details and logistics of such a large project.

Thank you for your consideration and attention to this important matter.

Best Regards,



F.M. (Rick) Nelson
Vice President, Operations
Raytheon Missile Systems

CC: Honorable Ramon Valadez, Pima County Supervisor
Colleen Niccum, Vice President, RMS Communications

ATTACHMENT 3



Board of Supervisors Memorandum

February 21, 2012

**Acquisition of Raytheon Buffer Properties and Inclusion of Same in a Future
Aerospace and Defense Research Park**

Background

Over the years, Raytheon has been plagued by potential unwise urban encroachment from development on property south of their existing site south of Hughes Access Road. Private properties, primarily two large parcels totaling approximately 382 acres, have been the subject of potential comprehensive plan amendments and/or rezonings to residential uses.

Raytheon believes these uses are incompatible with their radar and electronic test operations where they develop and test highly sensitive electronic defense components. Based on this inherent incompatibility, it is appropriate to consider County acquisition of the properties and placement of these acquired properties in a future aerospace and defense research park.

Raytheon Buffering Requirements

Raytheon has indicated, in numerous meetings I have had with Raytheon executives, the need to buffer Raytheon's activities to allow for their continued operations, as well as to provide opportunities for future expansion. These buffer requirements fall into two categories. The first is land acquisition to prevent unwise urban encroachment, which is the subject of this memorandum. The second category is relocation of Hughes Access Road to the Old Vail Connection Road to meet certain explosive limit safety requirements of products developed by them.

These buffering requirements can be accomplished in phased actions. The obvious and most important action is to acquire properties that could be potentially developed adverse to Raytheon's land use compatibility. The buffering action to relocate Hughes Access Road will be a future action financed largely with voter approved economic development general obligation bonding.

Land Acquisition Recommendation

The properties recommended for acquisition are 221 acres along Hughes Access Road and west of South Nogales Highway owned by Auriga Properties and 161 acres along Old Vail Connection Road and east of South Nogales Highway owned by First Tucson Airport

The Honorable Chairman and Members, Pima County Board of Supervisors
Re: Acquisition of Raytheon Buffer Properties and Inclusion of Same in a Future Aerospace
and Defense Research Park

February 21, 2012

Page 2

Investors. The County commissioned appraisals of these properties in March 2011. The appraised value of the Auriga property was \$3,100,000, and that for the First Tucson property was \$1,850,000. The acquisition amounts recommended to the Board are slightly higher than, but within reasonable limits of, the appraised values. The recommended amounts are due to negotiations with each property owner who requested substantially more than the appraisal amount. In the case of the Auriga property, the property owner requested compensation of \$4,436,000. The negotiated acquisition value is \$3,730,000. In the case of the First Tucson Airport Investors property, the property owner requested compensation in the amount of \$3,200,000; the acquisition value is \$2,213,750. The appraisal and acquisition values are summarized in the table below.

Property Value Comparison.

Property	Acres	County Appraised Value	Seller Appraised Value	Negotiated Acquisition Price
Auriga Properties	221	\$3,100,000	\$4,436,000	\$3,730,000
First Tucson Airport Investors	161	1,850,000	3,200,000	2,213,750
Totals	382	\$4,950,000	\$7,636,000	\$5,943,750

The recommended acquisitions at the values stated represent fair acquisition prices for taxpayers. It is important to bear in mind this public acquisition is transitory; the properties will be integrated into a future aerospace and defense park and sold to recover the County's investment.

Future Aerospace and Defense Research Park

This property is largely composed of property owned by the Tucson Airport Authority as well as Pima County and totals nearly 1,437 acres. Substantial information exists to confirm that development of such a research park provides the best opportunity for the region to attract significant private sector job growth opportunities in aerospace and defense. A recently completed study by Applied Economics indicates there will be a significant growth period in the aerospace industry between 2013 and 2016; there is a significant prior association or statistical relevant indicating geographic clustering of aerospace and defense firms is desirable; and it is likely a number of aerospace companies may consider relocation to Tucson from southern California in the future. It was also determined it is likely that if a new aerospace and defense research park was located in the area, it should be adjacent to Tucson International Airport, and the focus of the activity would be in attracting new firms to the facility rather than providing expansion for existing firms.

The Honorable Chairman and Members, Pima County Board of Supervisors
Re: Acquisition of Raytheon Buffer Properties and Inclusion of Same In a Future Aerospace
and Defense Research Park

February 21, 2012

Page 3

It was also determined that the economic impacts of attracting aerospace industries were significantly better than other industries as they provide employees with above average wages that generate more and direct sales and property tax revenues. In addition, the industry is heavily capitalized, which means there are significantly more real and personal property tax revenues associated with this sector.

The report concludes by summarizing that aerospace is the key component of Pima County's export industry base. The industry creates high quality jobs for both engineers and skilled production workers; we possess a business climate likely to attract new aerospace industry firms to Tucson; and now is the time to act. Based on this information, the County has offered to join and plan County-acquired properties with those of the Tucson Airport Authority to develop such an aerospace and defense research park. We have developed a series of initial concepts for such and have performed a feasibility analysis with respect to other established aerospace and defense research facilities throughout the country. Our analysis finds that the size and location of this future facility, which would include the acquired properties discussed previously, will compete well with Seletar Aerospace Park in Singapore; GTR Global Industrial Aerospace Park in Columbus, Mississippi; Cummings Research Park in Huntsville, Alabama; and Research Triangle Park in Durham, North Carolina.

Given the need to continue to explore and promote job growth and opportunity within Pima County, the County needs to acquire the properties in question to prevent unwise urban encroachment on Raytheon and to create an opportunity to develop a new and significantly expanded aerospace and defense research park in the vicinity of TIA.

County Investment to Protect the Job Base

In my January 19, 2012 economic development report, which was accepted by the Board on January 24, 2012, I discussed the need for the County to act to protect and buffer Raytheon as the largest single private employer in our region. This acquisition will accomplish the first phase of Raytheon buffering identified in the economic development report to the Board. It is my belief this type of proactive, preventive investment to protect our largest private employers is essential at this time.

There certainly are a number of other options where these funds could be expended. However, I have considered all options and believe this is the wisest investment for the Board at this critical time of preserving and protecting the region's job base. The Board has also previously indicated in policy direction that protecting our existing employers and allowing for their future expansion is our present top priority.

The Honorable Chairman and Members, Pima County Board of Supervisors
Re: **Acquisition of Raytheon Buffer Properties and Inclusion of Same In a Future Aerospace and Defense Research Park**

February 21, 2012

Page 4

To satisfy a number of requirements regarding this expenditure obligation and to signal our long-term interest in job development and protection of the existing job base, I will also ask the Board to create a Job Development and Protection Fund. This fund will be a segregated special revenue fund and will finance this acquisition. Once the acquisition is completed and the properties sold in the future, any proceeds from the sale, which must exceed the County's initial investment, will be deposited in the Job Development and Protection Fund to ensure the County continues to invest and reinvest in our primary employment base.

I am hopeful this property can eventually be combined with that of the Tucson Airport Authority to create a viable private sector, demand driven research park.

Conceptual Land Use Planning for an Aerospace and Defense Research Park

To determine the initial feasibility of developing an aerospace and defense research park on this property as well as adjacent Tucson Airport Authority property, the County engaged The Planning Center to develop what might be termed "proof of concept" land use plans modeled after a number of operating and successful aerospace research parks across the country. The conceptual plans that have been developed (Attachment 1) indicate the fundamental feasibility of the concept. For purely conceptual planning purposes, two concepts have been prepared. In addition, a number of potential functional users have been identified with their respective square footage and building size requirements to determine if the scale of the park would support regional aerospace and defense employers. This variable building use concept is displayed in Attachment 2.

No additional land use planning for this property will occur until the Tucson Airport Authority completes the Tucson International Airport Master Plan Update now underway. Hopefully, upon complete of the Master Plan Update, that planning update, along with this one, can be integrated to fully realize the potential of an aerospace and defense research park.

Recommendation

I recommend the Board of Supervisors authorize the acquisition of the 221-acre Auriga property for \$3,730,000 and the 161-acre First Tucson Airport Investors property for \$2,213,750, for a total of \$5,943,750; that the Board commit these properties to development of a future aerospace and defense research park; and to cooperatively plan the uses of these facilities with the Tucson Airport Authority, in consultation with Raytheon and other major employers at Tucson International Airport, to ensure these uses are compatible and contribute to Pima Count's ability to become a leader in aerospace and defense industry contracting.

The Honorable Chairman and Members, Pima County Board of Supervisors
Re: Acquisition of Raytheon Buffer Properties and Inclusion of Same in a Future Aerospace
and Defense Research Park

February 21, 2012

Page 5

Funding for the acquisition will be advanced by the County through our General Fund and offset by revenues from our sale of Posada del Sol Healthcare Center. The Posada sale is now complete, pending litigation is dismissed, and the full \$7.8 million is available. Funds remaining from the sale, approximately \$1,856,250, will be placed in the unallocated fund balance.

It is expressly understood the County's ownership of these properties will be transitory; they can be sold to recover the cost of acquisition in establishing a future aerospace and defense research park.

Respectfully submitted,



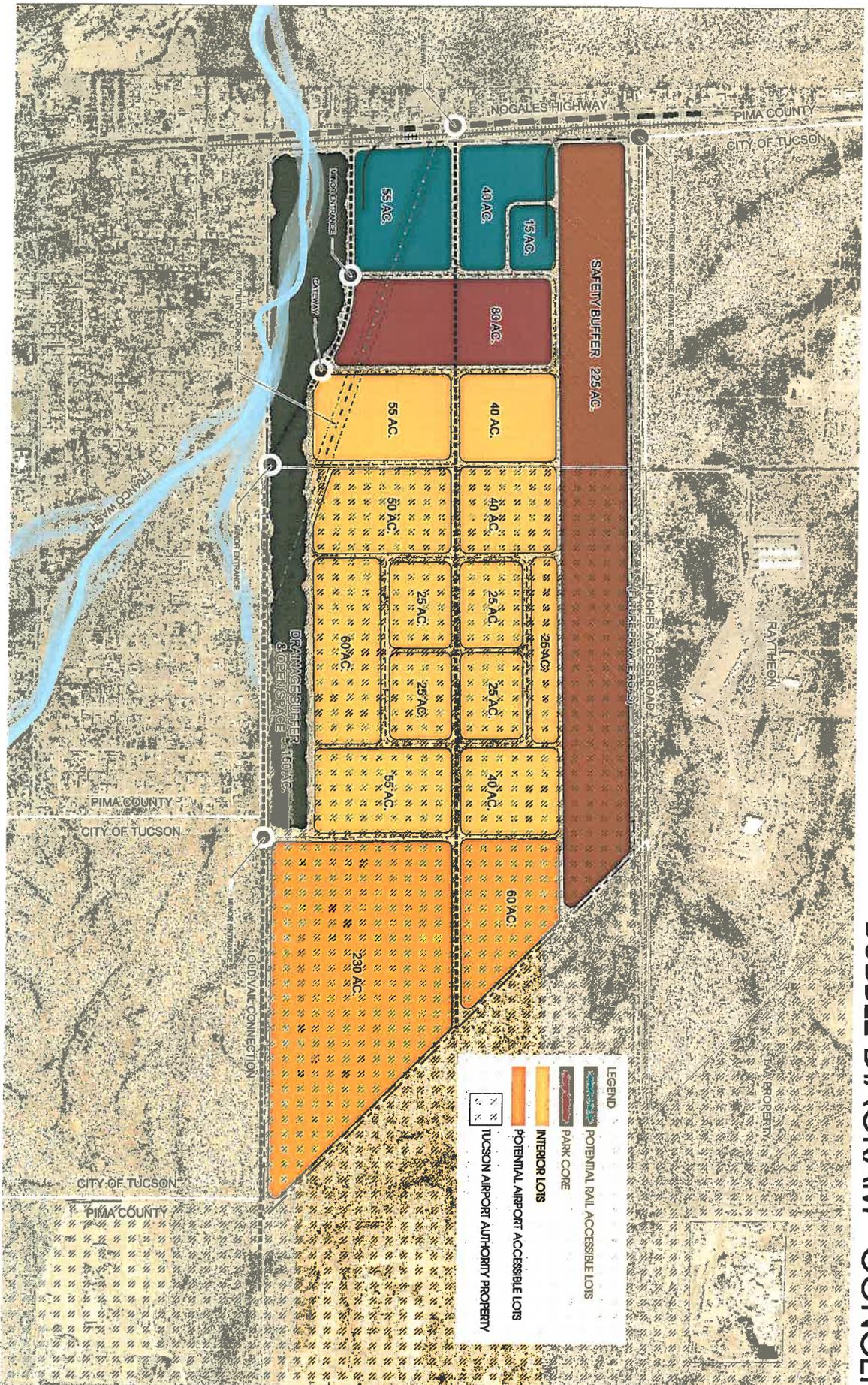
C.H. Huckelberry
County Administrator

CHH/mjk – February 13, 2012

Attachments

ATTACHMENT 1

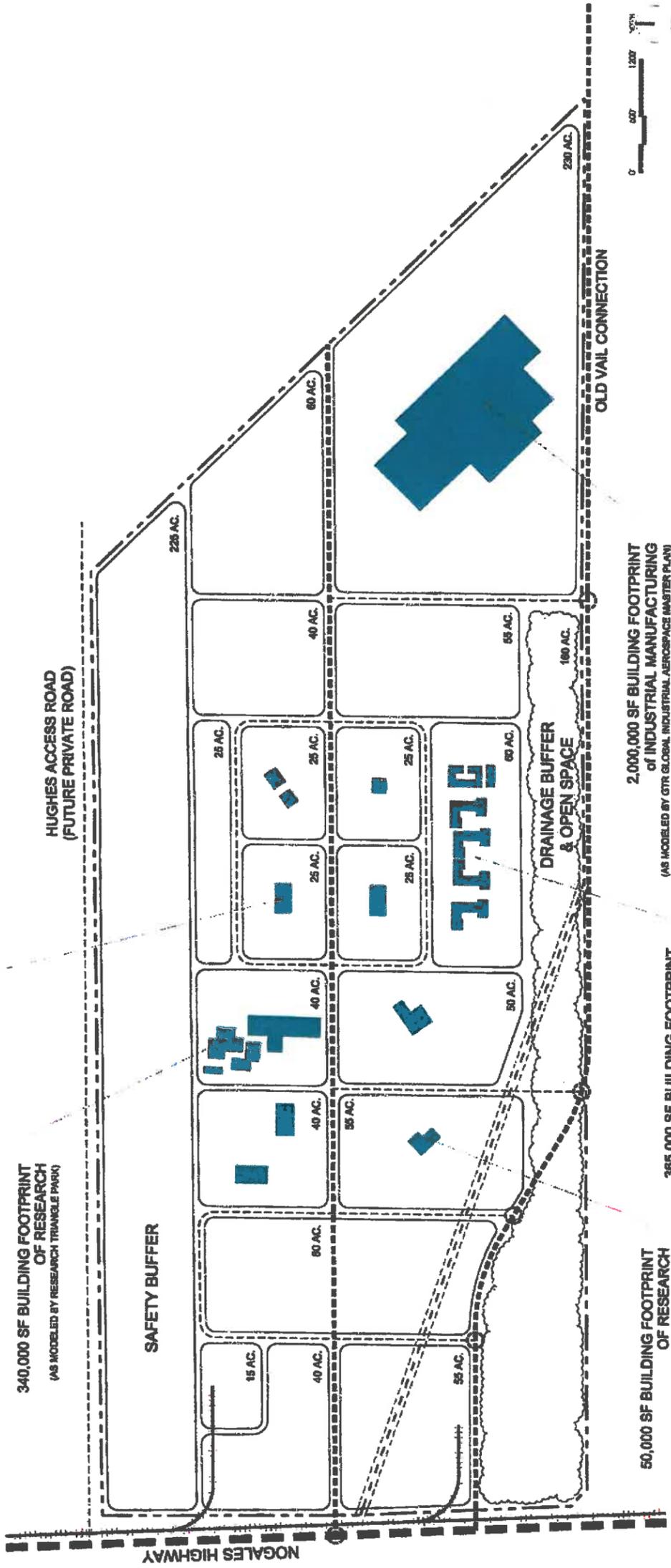
BUBBLE DIAGRAM - CONCEPT A



AEROSPACE RESEARCH PARK MASTER PLAN

ATTACHMENT 2

SPATIAL MODELS



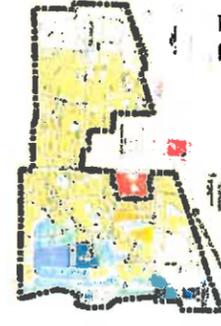
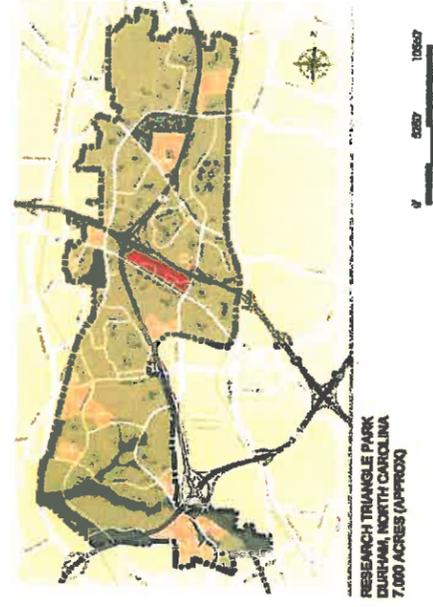
55,000 SF BUILDING FOOTPRINT OF RESEARCH (AS MODELED BY CUMMINGS RESEARCH PARK)

340,000 SF BUILDING FOOTPRINT OF RESEARCH (AS MODELED BY RESEARCH TRIANGLE PARK)

50,000 SF BUILDING FOOTPRINT OF RESEARCH (AS MODELED BY RESEARCH TRIANGLE PARK)

385,000 SF BUILDING FOOTPRINT OF OFFICE PARK (AS MODELED BY CUMMINGS RESEARCH PARK)

2,000,000 SF BUILDING FOOTPRINT OF INDUSTRIAL MANUFACTURING (AS MODELED BY GTR GLOBAL INDUSTRIAL AEROSPACE MASTER PLAN)



AEROSPACE RESEARCH PARK MASTER PLAN



PROJECT: PCD-11, DANE, 01/14/11
CLIENT: PCD-11, INCORPORATED

ATTACHMENT 4

Hughes Access Road Relocation (4HARDR)

Project Update: February 3, 2014

Scope:

The proposed project consists of realigning East Hughes Access Road approximately 2,500 feet south of its current alignment. A new signal at East Hughes Access Road and S. Hughes Access Road will be constructed. A t-type intersection will be constructed at E. Hughes Access Road and Alvernon Way. Lighting will be installed at these two intersections. Six foot bike shoulders will be constructed. South Hughes Access Road will be extended to the realignment of East Hughes Access Road. Drainage culverts will be provided where needed to match the all-weather crossings that currently exist on Hughes. New ROW will be acquired from City of Tucson, Tucson Airport Authority, and Pima County.

Schedule:

Task	Dates
Stage V	01/31/2014
ROW Acquisition from TAA	Sp 2014
ROW Acquisition from COT	Sp 2014
EA submittal to FAA	Feb. 2014
FAA approval	Winter 2014 or Sp 2015
Utility relocations TEP and Century Link Aerial	Sp 2014
Utility relocations TEP underground	During CON
Construction start	Sp 2015

*ROW acquisition, EA approval, and utility relocations are contingent on outside partner schedules and control.

Budget:

Task	Budget
RWY	\$1,300,000
PLN & DES	\$2,000,000
CON	\$9,000,000
UTL	\$200,000
CTG	\$200,000
Total	\$12,700,000

ATTACHMENT 5



MEMORANDUM

Date: January 29, 2013

To: Chairman and Members
Pima County Bond Advisory Committee

From: C.H. Huckelberry
County Administrator 

Re: **Economic Development Plan Bond Project Proposals**

Introduction

At the last Bond Advisory Committee (BAC) meeting on January 18, 2013, the BAC was left with the impression our economic development initiatives were viewed as new projects that had not been considered previously by the BAC. Such is not the case, as the information below will indicate these discussions have been occurring for three years.

At the end of 2010, discussions with Raytheon regarding the reasons Raytheon located a significant line of business in Huntsville, Alabama highlighted certain constraints regarding remaining competitive in the aerospace and defense industry. This launched the initial effort to explore the possibility of public investment in infrastructure to support and expand not only Raytheon but the entire aerospace and defense employment sectors in Pima County. For much of 2011, the BAC heard and deliberated on the different transportation improvement proposals initially developed for the Aerospace and Defense Corridor.

Initial Aerospace and Defense Corridor Proposal

The original proposal presented to the BAC in early 2011 requested funding in the amount of \$29.2 million for two projects considered to be priority short-term infrastructure investments that would contribute to the development of an emerging Aerospace and Defense Corridor. The projects consisted of acquisition of two properties to address buffer issues around Raytheon and transportation improvements for 1) the Alvernon Way extension south to Old Vail Connection Road, and 2) the Old Vail Connection Road improvements between Nogales Highway and the new Alvernon Way extension.

Discussions expanded to consider developing key transportation corridors that would provide critical links to employment centers and provide connections to transportation hubs. Six transportation corridor improvement projects in the area around Raytheon, Tucson International Airport, Arizona Air National Guard, Davis-Monthan Air Force Base (DMAFB) and The University of Arizona Science and Technology Park (UA Tech Park) were developed. In September 2011, these proposed improvement projects were presented to

the Aerospace and Defense Corridor Subcommittee, which was created by the BAC to review this proposal. The total bond funding request for this proposal was \$201.6 million. The projects were phased by priority and consisted of:

<u>Phase 1 Priority</u>	<u>Amount (millions)</u>
1) Old Vail Road Connection, Nogales Highway to Interstate 10 (I-10)	\$75.5
2) Alvernon Way Bypass, I-10 to Old Vail Road Connection	\$35.1
<u>Phase 2 Priority</u>	
3) Kolb Road, I-10 to Old Vail Road Connection	\$15.5
4) Corona Road, Alvernon Way to Tucson Boulevard	\$12.5
<u>Phase 3 Priority</u>	
5) Wilmot Road, I-10 to Old Vail Road Connection	\$23.0
6) Country Club Road, I-10 to future TIA Terminal	\$45.7

The Subcommittee reported back to the BAC with requests for further information about the economic benefits anticipated from the proposed corridor improvements and indicated a more regional assessment of infrastructure needs should be explored. The Subcommittee also felt that since these transportation improvements would provide benefits for more than just aerospace and defense, the effort should be relabeled to better reflect the expanded scope of benefits. It was communicated to the BAC that the County was reviewing internal processes and fees to see where there were opportunities to further support job growth.

Initial Proposal Dated and Obsolete

The initial proposal to the BAC included funds to acquire lands that had been threatened with private development in order to prevent urban encroachment on Raytheon. The County acquired these lands in February 2012 for \$5.9 million; hence, there is no longer a need to pursue that element of the original proposal.

In addition, the component of the roadway improvements that included Old Vail Road between Nogales Highway and Alvernon Way, a distance of three miles, is now integrated into the relocation of Hughes Access Road. This project, estimated to cost approximately \$8 million, is now largely potentially funded through regional transportation funds. Hence, the initial proposal made in late 2010 and early 2011 is dated and obsolete.

Economic Development Plan Bond Project Proposals

In January 2012, the Board of Supervisors voted to recommend that the draft Economic Development report on the County's past and current economic development policies and programs and proposed opportunities for job growth and retention be circulated for public review and recommendations. The November 13, 2012 Pima County Economic Development Plan (EDP) is the result of all of the discussions and analysis that have occurred in developing a strategy for future growth in the region. The public review process, in and outside of the BAC, resulted in the new adopted plan. The EDP brings together the diverse discussions revolving around economic development and job growth and presents a comprehensive action plan. One component of the overall plan proposes public investment for expansion of tourism venues and infrastructure support systems in Pima County.

At the January 18 meeting, the BAC requested additional information on the bond-supported project proposals outlined in the EDP. One of the objectives the EDP accomplished was to consider opportunities to augment or modify bond projects that have already been tentatively approved by the BAC that inherently contribute to economic growth. Below is a breakdown of the proposed bond-supported projects:

Economic Development Plan Bond-Supported Project Proposals	
New Projects	Funding (millions)
Pima Air and Space Museum Space Exploration Exhibit	\$ 8
Tumamoc Hill Regional Visitors' Center	10
Highway Improvements to Support Aerospace Parkway	90
Noise Abatement Program for DMAFB and Tucson International Airport and Buffering for DMAFB	30
Support for Emerging Opportunities in Surrounding Communities	30
Access Improvements for UA Science and Tech Park	10
Total for New Projects	\$178
Modified BAC Approved Projects	
Arizona-Sonora Desert Museum (ASDM) and Water Exhibit*	\$ 4
Tucson Children's Museum**	6
Total for Modified BAC Projects	\$ 10
Same as BAC Approved Projects	
Pima Air and Space Museum Cold War Exhibit	\$ 4
Tucson Museum of Art (TMA)	5
TOTAL FOR NEW AND MODIFIED PROJECTS	\$188

*BAC approved FM8 ASDM Education Facility for \$2 million. Scope can be modified to include the water exhibit for a total allocation of \$4 million.

**BAC approved FM107 TCM for \$5 million. Recommendation is to increase the allocation to \$6 million as originally requested by TCM.

Chairman and Members, Pima County Bond Advisory Committee
Re: **Economic Development Plan Bond Project Proposals**
January 29, 2013
Page 4

The two new projects for the Pima Air and Space Museum and Tumamoc Hill Visitors' Center, if approved, would fit under a possible future Question 2 – Public Health, Libraries and Community Facilities. The remaining four new projects listed above are more programmatic and would require further refinement and input from the various agencies and jurisdictions.

Next Steps

Detailed justification for each of the new elements of the EDP bond supported project proposals will be provided to the BAC at the February 15, 2013 meeting.

CHH/mjk

- c: The Honorable Chairman and Members, Pima County Board of Supervisors
Nicole Fyffe, Executive Assistant to the County Administrator
Diana Durazo, Special Staff Assistant to the County Administrator

ATTACHMENT 6



PAG TIP DATABASE

Home	Administration	Edit	Reports	Utilities	Help
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Welcome Sal ! [[Log Out](#)]
[Change Password](#)
[Print](#)

44.12 | 429.03 | **2013**

Aerospace/Defense Corridors

Vicinity of TIA and Raytheon, Hughes Access, Old V; BMP | 0.0 | EMP | 0.0

Design and Construction | Not Classified | NHS

Prima County | Sal Caccavale | 740-6364

Switch to Archived Projects

Archive this Project
 Development status | Not Started
 Approved Status | Active
 Proposed Status | Active

Total Cost | 9700
 Length (mi) | 0.0
 Existing Lanes | 0
 After Lanes | 0
 AQ | Exempt

[Subprojects](#) | [Map](#)
[History](#) | [Locate](#)

Base Info	Documents	Budget & Schedule	Approved Funding	Proposed Funding	Compare Funding	Constraint	Ledger	RTA			
APPROVED FUNDING											
2013		2014		2015		2016		2017			
TIP ID	Amount	FundType	Phase	TIP ID	Amount	FundType	Phase	TIP ID	Amount	FundType	Phase
44.12	13	HURF126	D	44.12	2108	HURF126	D	44.12	8500	HURF126	C
				44.12	2029	HURF126	C				
				44.12	50	HURF126	R				
SubTotal = 13		SubTotal = 4187		SubTotal = 8500							
POTENTIAL FUTURE FUNDING											
2018		2019		2020		2021		2022			
TIP ID	Amount	FundType	Phase	TIP ID	Amount	FundType	Phase	TIP ID	Amount	FundType	Phase

Browse Funding | Current Project = 44.12 | Funding Summary

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ATTACHMENT 7

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP	Length	Lanes Before	Sponsor
Sponsor ID	Location		EMP		Lanes After	
State ID	Description					
Fed ID	Air Quality Status	TIP Status				
561.00	Camino de la Manana/Dove Mtn. Extn.	\$34,421	0.0	3.8	0	Marana
RTA-02	I-10 to Tangerine		0.0		2	
	Design & construct 2/4 lane roadway w/bike lanes					
	Previous					
Project Funding						
	Amount (000's)	Fundtype	Fiscal Year			Phase
	5200	HURF126	2013			PMT
86.06	Tangerine Rd.: I-10 to La Canada	\$92,580	0.0	10.0	2	Marana
RTA-01a	I-10 to La Canada		0.0		4	
	Widen to 4 lanes with sidewalks & multi-use lanes					
	Active					
Project Funding						
	Amount (000's)	Fundtype	Fiscal Year			Phase
	585	RTA	2013			D
	1247	RTA	2014			D
	2500	HURF126	2017			C
434.00	Lambert Lane Widening - Phase 1	\$11,638	0.0	2.6	2	Oro Valley
OV 30 99/00	La Canada to First		0.0		4	
07	Widen to 4 lanes					
	Active					
Project Funding						
	Amount (000's)	Fundtype	Fiscal Year			Phase
	2807	HURF126	2013			PMT
	2800	HURF126	2014			PMT
	650	HURF126	2015			PMT
116.08	Lambert Lane Widening - Phase 2	\$6,000	0.0	1.0	2	Oro Valley
	La Cholla to La Canada		0.0		4	
	Widen to 4 lanes; La Canada to Rancho Sonora. Bike Lns					
	Active					
Project Funding						
	Amount (000's)	Fundtype	Fiscal Year			Phase
	1500	HURF126	2016			C
	400	HURF126	2016			C
	2800	HURF126	2017			C

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor
99.10	Naranja Phase II La Cholla to Shannon Reconstruct w/sidewalk & shoulders and drainage structures	\$4,200	0.0 0.0	1.0	2	3	Oro Valley
Project Funding							
		Amount (000's)	Fundtype	Fiscal Year	Phase		
		1800	HURF126	2015	C		
		200	HURF126	2015	D		
		2187	HURF126	2016	C		
15.03 RTA-01b	Tangerine Rd.: Shannon to La Canada Shannon to La Canada Widen from 2 to 4 lanes	\$21,600	0.0 0.0	2.0	2	4	Oro Valley
Project Funding							
		Amount (000's)	Fundtype	Fiscal Year	Phase		
		1000	LOCAL	2017	C		
		1500	HURF126	2017	C		
		500	HURF126	2017	R		
769.00	Transportation Art by Youth - Marana	\$325	0.0 0.0	0.0	0	0	OWP-LOCAL
Project Funding							
		Amount (000's)	Fundtype	Fiscal Year	Phase		
		25	HURF126	2013	C		
		25	HURF126	2014	C		
		25	HURF126	2015	C		
		25	HURF126	2016	C		
		25	HURF126	2017	C		

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor																																																								
766.00	Transportation Art by Youth - Oro Valley	\$325	0.0	0.0	0	0	OWP-LOCAL																																																								
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19.03	Transportation Art by Youth - Pascua Yaqui	\$175	0.0	0.0	0	0	OWP-LOCAL																																																								
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765.00	Transportation Art by Youth - Pima Co.	\$325	0.0	0.0	0	0	OWP-LOCAL																																																								
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Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor																																																								
764.00	Transportation Art by Youth - Sahuarita	\$325	0.0	0.0	0	0	OWP-LOCAL																																																								
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767.00	Transportation Art by Youth - South Tucson	\$325	0.0	0.0	0	0	OWP-LOCAL																																																								
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20.03	Transportation Art by Youth - Tohono Oodham	\$275	0.0	0.0	0	0	OWP-LOCAL																																																								
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Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost	BMP	Lanes Before	Sponsor
Sponsor ID	Location	(000's)	EMP	Lanes After	OWP-LOCAL
State ID	Description				
Fed ID	Air Quality Status				
768.00	Transportation Art by Youth - Tucson	\$325	0.0	0	OWP-LOCAL
	TIP Status		0.0	0	
	Active				

Project Funding			
Amount (000's)	Fundtype	Fiscal Year	Phase
25	HURF126	2013	C
25	HURF126	2014	C
25	HURF126	2015	C
25	HURF126	2016	C
25	HURF126	2017	C

805.00	Estimated New Revenues #1	\$0	0.0	0	OWP-PAG
			0.0	0	

Financial			
Project Funding			
Amount (000's)	Fundtype	Fiscal Year	Phase
-17000	STP	2013	REV
-4355	HURF26	2013	REV
-18000	HURF126	2013	REV
-17000	STP	2014	REV
-4442	HURF26	2014	REV
-18500	HURF126	2014	REV
-17500	STP	2015	REV
-4531	HURF26	2015	REV
-18500	HURF126	2015	REV
-17500	STP	2016	REV
-4500	HURF26	2016	REV
-18500	HURF126	2016	REV
-17500	STP	2017	REV
-4500	HURF26	2017	REV
-18750	HURF126	2017	REV

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP	Lanes Before	Sponsor
Sponsor ID	Location		EMP	Lanes After	OWP-PAG
State ID	Description				
Fed ID	Air Quality Status				
85.01	PAG Consultant Services	\$2,575	0.0	0	
	Misc studies & consultant activities		0.0	0	
	Active				

Project Funding				
Amount (000's)	Fundtype	Fiscal Year	Phase	
200	STP	2013	S	
100	HURF126	2013	S	
200	STP	2014	S	
100	HURF126	2014	S	
200	STP	2015	S	
100	HURF126	2015	S	
200	STP	2016	S	
100	HURF126	2016	S	
200	STP	2017	S	
100	HURF126	2017	S	

806.00	Project Development Activities (PDAF)	\$0	0.0	0	OWP-PAG
	Financial		0.0	0	

Project Funding				
Amount (000's)	Fundtype	Fiscal Year	Phase	
150	HURF126	2013	REV	
-150	PDAF	2013	REV	
150	HURF126	2014	REV	
-150	PDAF	2014	REV	
150	HURF126	2015	REV	
-150	PDAF	2015	REV	
150	HURF126	2016	REV	
-150	PDAF	2016	REV	
150	HURF126	2017	REV	
-150	PDAF	2017	REV	

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor																																																																																																
659.00	Project Name Location Description Air Quality Status TIP Status Transportation Planning Program Operations and Contingency	\$9,408	0.0 0.0	0.0	0	0	OWP-PAG																																																																																																
Active																																																																																																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="8">Project Funding</th> </tr> <tr> <th>Amount (000's)</th> <th>Fundtype</th> <th>Fiscal Year</th> <th>Phase</th> <th colspan="4"></th> </tr> </thead> <tbody> <tr> <td>2000</td> <td>STP</td> <td>2013</td> <td>S</td> <td colspan="4"></td> </tr> <tr> <td>100</td> <td>HURF126</td> <td>2013</td> <td>S</td> <td colspan="4"></td> </tr> <tr> <td>2000</td> <td>STP</td> <td>2014</td> <td>S</td> <td colspan="4"></td> </tr> <tr> <td>100</td> <td>HURF126</td> <td>2014</td> <td>S</td> <td colspan="4"></td> </tr> <tr> <td>2000</td> <td>STP</td> <td>2015</td> <td>S</td> <td colspan="4"></td> </tr> <tr> <td>100</td> <td>HURF126</td> <td>2015</td> <td>S</td> <td colspan="4"></td> </tr> <tr> <td>2000</td> <td>STP</td> <td>2016</td> <td>S</td> <td colspan="4"></td> </tr> <tr> <td>100</td> <td>HURF126</td> <td>2016</td> <td>S</td> <td colspan="4"></td> </tr> <tr> <td>2000</td> <td>STP</td> <td>2017</td> <td>S</td> <td colspan="4"></td> </tr> <tr> <td>100</td> <td>HURF126</td> <td>2017</td> <td>S</td> <td colspan="4"></td> </tr> </tbody> </table>								Project Funding								Amount (000's)	Fundtype	Fiscal Year	Phase					2000	STP	2013	S					100	HURF126	2013	S					2000	STP	2014	S					100	HURF126	2014	S					2000	STP	2015	S					100	HURF126	2015	S					2000	STP	2016	S					100	HURF126	2016	S					2000	STP	2017	S					100	HURF126	2017	S				
Project Funding																																																																																																							
Amount (000's)	Fundtype	Fiscal Year	Phase																																																																																																				
2000	STP	2013	S																																																																																																				
100	HURF126	2013	S																																																																																																				
2000	STP	2014	S																																																																																																				
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2000	STP	2016	S																																																																																																				
100	HURF126	2016	S																																																																																																				
2000	STP	2017	S																																																																																																				
100	HURF126	2017	S																																																																																																				
44.12	Aerospace/Defense Corridors Vicinity of TIA and Raytheon, Hughes Access, Old Vail Rd Design and Construction	\$9,700	0.0 0.0	0.0	0	0	Pima County																																																																																																
Active																																																																																																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="8">Project Funding</th> </tr> <tr> <th>Amount (000's)</th> <th>Fundtype</th> <th>Fiscal Year</th> <th>Phase</th> <th colspan="4"></th> </tr> </thead> <tbody> <tr> <td>13</td> <td>HURF126</td> <td>2013</td> <td>D</td> <td colspan="4"></td> </tr> <tr> <td>2108</td> <td>HURF126</td> <td>2014</td> <td>D</td> <td colspan="4"></td> </tr> <tr> <td>2029</td> <td>HURF126</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>50</td> <td>HURF126</td> <td>2014</td> <td>R</td> <td colspan="4"></td> </tr> <tr> <td>8500</td> <td>HURF126</td> <td>2015</td> <td>C</td> <td colspan="4"></td> </tr> </tbody> </table>								Project Funding								Amount (000's)	Fundtype	Fiscal Year	Phase					13	HURF126	2013	D					2108	HURF126	2014	D					2029	HURF126	2014	C					50	HURF126	2014	R					8500	HURF126	2015	C																																												
Project Funding																																																																																																							
Amount (000's)	Fundtype	Fiscal Year	Phase																																																																																																				
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8500	HURF126	2015	C																																																																																																				

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor
63.01 4COLRV	Camino de Oeste - Phase 1 Los Reales to Valencia Rd. Widen & overlay existing pavement w/bike lanes and sidewalks	\$3,025	0.0 0.0	1.0	2	3	Pima County
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	2067	HURF126	2013	C			
	208	HURF126	2014	C			
137.00 4CFCOT	Cortaro Farms Road Camino de Oeste to Thornydale Rd. Widen to 4 lanes	\$18,039	0.0 0.0	1.5	2	4	Pima County
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	300	HURF126	2015	D			
	6700	HURF126	2016	C			
	700	HURF126	2016	D			
	4300	HURF126	2017	C			
110.01 RTA-35 H7191 01C	I-19: NB Frontage Rd. - Part 2 Canoa TI to Continental TI incl missing link Construct new frontage rd. w/paved shoulders	\$23,563	0.0 0.0	4.5	0	2	Pima County
Previous							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	1858	HURF26	2013	C			
152.00 RTA-07b	Magee Rd. - Thornydale to Mona Lisa Thornydale to Mona Lisa Widen to 4 lanes, incl intersection	\$33,913	0.0 0.0	1.9	2	4	Pima County
Active							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	7045	HURF126	2013	C			
	2325	RTA	2013	C			
	6393	HURF126	2014	C			
	589	RTA	2014	C			

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor																																								
144.07	RTA Paved Shoulders Lane Restriping and Gap Closure, Package Various locations Restripe existing roadway, construct paved shoulder lanes Active	\$2,856	0.0	15.2	0	0	Pima County																																								
<table border="1"> <thead> <tr> <th colspan="8">Project Funding</th> </tr> <tr> <th>Amount (000's)</th> <th>Fundtype</th> <th>Fiscal Year</th> <th>Phase</th> <th colspan="4"></th> </tr> </thead> <tbody> <tr> <td>29</td> <td>RTA</td> <td>2013</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>47</td> <td>HURF126</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>314</td> <td>RTA</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> </tbody> </table>								Project Funding								Amount (000's)	Fundtype	Fiscal Year	Phase					29	RTA	2013	C					47	HURF126	2014	C					314	RTA	2014	C				
Project Funding																																															
Amount (000's)	Fundtype	Fiscal Year	Phase																																												
29	RTA	2013	C																																												
47	HURF126	2014	C																																												
314	RTA	2014	C																																												
602.00	Thomydale Rd. Cortaro to Linda Vista Widen to 4 lanes Active	\$20,400	0.0	1.5	2	4	Pima County																																								
<table border="1"> <thead> <tr> <th colspan="8">Project Funding</th> </tr> <tr> <th>Amount (000's)</th> <th>Fundtype</th> <th>Fiscal Year</th> <th>Phase</th> <th colspan="4"></th> </tr> </thead> <tbody> <tr> <td>3800</td> <td>HURF126</td> <td>2017</td> <td>D</td> <td colspan="4"></td> </tr> </tbody> </table>								Project Funding								Amount (000's)	Fundtype	Fiscal Year	Phase					3800	HURF126	2017	D																				
Project Funding																																															
Amount (000's)	Fundtype	Fiscal Year	Phase																																												
3800	HURF126	2017	D																																												
8.04	Bike/Pedestrian Neighborhood Path Program Townwide Paved shoulders and sidewalks Active	\$1,000	0.0	0.0	0	0	Sahuarita																																								
<table border="1"> <thead> <tr> <th colspan="8">Project Funding</th> </tr> <tr> <th>Amount (000's)</th> <th>Fundtype</th> <th>Fiscal Year</th> <th>Phase</th> <th colspan="4"></th> </tr> </thead> <tbody> <tr> <td>50</td> <td>LOCAL</td> <td>2013</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>7</td> <td>HURF126</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>50</td> <td>LOCAL</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> </tbody> </table>								Project Funding								Amount (000's)	Fundtype	Fiscal Year	Phase					50	LOCAL	2013	C					7	HURF126	2014	C					50	LOCAL	2014	C				
Project Funding																																															
Amount (000's)	Fundtype	Fiscal Year	Phase																																												
50	LOCAL	2013	C																																												
7	HURF126	2014	C																																												
50	LOCAL	2014	C																																												
55.10	Pavement Preservation Arterial and Collector Streets Maintenance and Rehabilitation Previous	\$89	0.0	0.0	0	0	Sahuarita																																								
<table border="1"> <thead> <tr> <th colspan="8">Project Funding</th> </tr> <tr> <th>Amount (000's)</th> <th>Fundtype</th> <th>Fiscal Year</th> <th>Phase</th> <th colspan="4"></th> </tr> </thead> <tbody> <tr> <td>43</td> <td>HURF126</td> <td>2013</td> <td>C</td> <td colspan="4"></td> </tr> </tbody> </table>								Project Funding								Amount (000's)	Fundtype	Fiscal Year	Phase					43	HURF126	2013	C																				
Project Funding																																															
Amount (000's)	Fundtype	Fiscal Year	Phase																																												
43	HURF126	2013	C																																												

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor																																																																																																																
87.08 RTA-39d	Pima Mine Rd. Bridge Replacement Pima Mine Rd./Santa Cruz River Bridge replacement at Santa Cruz River Active	\$3,849	0.0 0.0	0.0	2	2	Sahuarita																																																																																																																
<table border="1"> <thead> <tr> <th colspan="8">Project Funding</th> </tr> <tr> <th>Amount (000's)</th> <th>Fundtype</th> <th>Fiscal Year</th> <th>Phase</th> <th colspan="4"></th> </tr> </thead> <tbody> <tr> <td>849</td> <td>RTA</td> <td>2014</td> <td>D</td> <td colspan="4"></td> </tr> <tr> <td>900</td> <td>STP</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>1000</td> <td>HURF126</td> <td>2015</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>600</td> <td>STP</td> <td>2016</td> <td>C</td> <td colspan="4"></td> </tr> </tbody> </table>								Project Funding								Amount (000's)	Fundtype	Fiscal Year	Phase					849	RTA	2014	D					900	STP	2014	C					1000	HURF126	2015	C					600	STP	2016	C																																																																				
Project Funding																																																																																																																							
Amount (000's)	Fundtype	Fiscal Year	Phase																																																																																																																				
849	RTA	2014	D																																																																																																																				
900	STP	2014	C																																																																																																																				
1000	HURF126	2015	C																																																																																																																				
600	STP	2016	C																																																																																																																				
41.07	Quail Creek Connection Old Nogales Hwy to Nogales Hwy Construct new roadway Active	\$5,700	0.0 0.0	2.0	0	4	Sahuarita																																																																																																																
<table border="1"> <thead> <tr> <th colspan="8">Project Funding</th> </tr> <tr> <th>Amount (000's)</th> <th>Fundtype</th> <th>Fiscal Year</th> <th>Phase</th> <th colspan="4"></th> </tr> </thead> <tbody> <tr> <td>2000</td> <td>HURF126</td> <td>2017</td> <td>D</td> <td colspan="4"></td> </tr> </tbody> </table>								Project Funding								Amount (000's)	Fundtype	Fiscal Year	Phase					2000	HURF126	2017	D																																																																																												
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Amount (000's)	Fundtype	Fiscal Year	Phase																																																																																																																				
2000	HURF126	2017	D																																																																																																																				
6.04 RTA-34a	Sahuarita Road I-19 to Country Club Widen to 4 lanes w/curbs, New bridge over Santa Cruz Active	\$48,766	0.0 0.0	3.5	2	4	Sahuarita																																																																																																																
<table border="1"> <thead> <tr> <th colspan="8">Project Funding</th> </tr> <tr> <th>Amount (000's)</th> <th>Fundtype</th> <th>Fiscal Year</th> <th>Phase</th> <th colspan="4"></th> </tr> </thead> <tbody> <tr> <td>1163</td> <td>LOCAL</td> <td>2013</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>7934</td> <td>RTA</td> <td>2013</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>243</td> <td>PCBond</td> <td>2013</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>3680</td> <td>HURF126</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>662</td> <td>LOCAL</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>9136</td> <td>RTA</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>507</td> <td>PCBond</td> <td>2014</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>1000</td> <td>LOCAL</td> <td>2015</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>7305</td> <td>RTA</td> <td>2015</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>293</td> <td>PCBond</td> <td>2015</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>344</td> <td>LOCAL</td> <td>2016</td> <td>C</td> <td colspan="4"></td> </tr> <tr> <td>1500</td> <td>HURF126</td> <td>2016</td> <td>C</td> <td colspan="4"></td> </tr> </tbody> </table>								Project Funding								Amount (000's)	Fundtype	Fiscal Year	Phase					1163	LOCAL	2013	C					7934	RTA	2013	C					243	PCBond	2013	C					3680	HURF126	2014	C					662	LOCAL	2014	C					9136	RTA	2014	C					507	PCBond	2014	C					1000	LOCAL	2015	C					7305	RTA	2015	C					293	PCBond	2015	C					344	LOCAL	2016	C					1500	HURF126	2016	C				
Project Funding																																																																																																																							
Amount (000's)	Fundtype	Fiscal Year	Phase																																																																																																																				
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7934	RTA	2013	C																																																																																																																				
243	PCBond	2013	C																																																																																																																				
3680	HURF126	2014	C																																																																																																																				
662	LOCAL	2014	C																																																																																																																				
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507	PCBond	2014	C																																																																																																																				
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7305	RTA	2015	C																																																																																																																				
293	PCBond	2015	C																																																																																																																				
344	LOCAL	2016	C																																																																																																																				
1500	HURF126	2016	C																																																																																																																				

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor
49.10	Sahuarita Road/ Nogales Highway Realignment and RR Crossing Nogales Hwy & UPRR Intersection, roadway re-alignment improvement Active	\$8,209	0.0	0.0	0	0	Sahuarita
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	1100	LOCAL	2013	C			
	4260	HURF126	2013	C			
	2849	HURF126	2014	C			
	1000	HURF126	2015	PMT			
	100	HURF126	2016	PMT			
40.07	South 10th Ave Rehabilitation 22nd St to 44th St Mill and overlay Active	\$700	0.0	1.5	3	3	South Tucson
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	277	HURF126	2014	D			
	350	HURF126	2014	C			
33.05	South Tucson Roadway Maintenance City limits Pavement maintenance Active	\$1,340	0.0	0.0	0	0	South Tucson
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	1281	HURF126	2014	C			

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor
81.04	Downtown Links	\$76,110	0.0	0.5	0	4	Tucson
RTA-16a	Broadway to I-10 Construct new 4 lane roadway		0.0				
Active							
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	1000	RTA	2013	D			
	1873	RTA	2013	C			
	11807	RTA	2014	C			
	1000	RTA	2014	D			
	2000	RTA	2014	R			
	3210	RTA	2015	R			
	180	RTA	2016	C			
55.06	Grant Rd. - Oracle to Swan	\$173,702	0.0	5.0	4	6	Tucson
RTA-18	Oracle to Swan Widen to 6 lanes w/bike lanes & sidewalks		0.0				
Active							
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	3623	RTA	2013	C			
	17225	RTA	2014	C			
	3000	RTA	2014	D			
	11967	RTA	2015	C			
	4000	HURF126	2015	C			
	1000	RTA	2015	D			
	5000	LOCAL	2016	C			
	10800	RTA	2016	R			
	1000	HURF126	2016	C			

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP	Length	Lanes Before	Sponsor
Sponsor ID	Location	EMP			Lanes After	
State ID	Description					
Fed ID	Air Quality Status	TIP Status				
76.06	Kolb Rd.: Connection to Sabino Canyon	\$25,693	0.0	0.7	0	Tucson
RTA-26	Extend Sabino Canyon south to Kolb New 4 lane roadway		0.0		4	
Active						
26.05	RR & R - FY10	\$4,500	0.0	0.0	0	Tucson
SS73003D	Various locations Resurface existing streets		0.0		0	
Active						
Project Funding						
Amount (000's)	Fundtype	Fiscal Year	Phase			
1709	RTA	2013	C			
500	RTA	2013	D			
2112	RTA	2014	C			
710	LOCAL	2015	C			
11580	STP	2015	C			
170	RTAX	2015	C			
350	HURF126	2016	C			
Project Funding						
Amount (000's)	Fundtype	Fiscal Year	Phase			
178	HURF126	2014	C			
2500	STP	2014	C			

Pima Association of Governments 2013-2017 TIP Projects

Custom

Tip ID	Project Name	Total Cost (000's)	BMP EMP	Length	Lanes Before	Lanes After	Sponsor
56.06	Silverbell Rd.: Grant to Ina	\$61,956	0.0	0.0	2	4	Tucson
RTA-05	Grant to Ina Widen to 4 lanes w/ bike lanes		0.0				
Active							
Project Funding							
30.00	Stone Avenue Gateway: Speedway to Drachman	\$9,035	0.0	0.2	5		Tucson
RTA-36bn	Speedway to Drachman Circulation Study & redesign of intersection		0.0		5		
Active							
Project Funding							
51.09	Cushing Street Bridge	\$17,700	0.0	0.2	0		Tucson Transit
S083	Cushing St. at Santa Cruz River New bridge over Santa Cruz		0.0		2		
Active							
Project Funding							
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	500	RTA	2014	C			
	3123	HURF126	2014	C			
	Amount (000's)	Fundtype	Fiscal Year	Phase			
	2323	HURF126	2013	C			
	145	HURF126	2014	C			

ATTACHMENT 8

Urban HURF 12.6 Expenditures (June 27, 1995 thru January 9, 2014)

PAG data, 1/30/14

TIP ID	Sponsor	Project Name	HURF 12.6% Expenditures
92.04	ADOT	4th Ave - Golf Links	\$ 33,309.41
811.00	ADOT	Estimated Debt Service Requirements	\$ 27,247,279.96
234.00	ADOT	Houghton	\$ 483,122.04
561.00	Marana	Camino de la Manana/Dove Mtn. Extn.	\$ 6,700,000.00
558.00	Marana	Cortaro Farms Rd.	\$ 9,899,817.50
108.04	Marana	Cortaro Farms Road	\$ 1,000,000.00
51.10	Marana	Pavement Preservation	\$ 33,000.00
556.00	Marana	Silverbell Rd.: Ina to Cortaro	\$ 10,032,000.00
849.00	Marana	Tangerine Rd.	\$ 1,529,103.00
2.00	Marana	Tangerine Rd.	\$ 550,000.00
560.00	Marana	Thornsdale Rd.	\$ 351,000.00
76.01	Marana	Twin Peaks Bridge/Roadway	\$ 1,718,000.00
109.00	Oro Valley	First Ave	\$ 500,000.00
120.00	Oro Valley	First Ave. Safety Improvements	\$ 500,000.00
111.00	Oro Valley	Hardy Rd	\$ 1,007,000.00
110.02	Oro Valley	La Canada	\$ 3,900,000.00
432.00	Oro Valley	La Canada	\$ 5,500,000.00
115.08	Oro Valley	La Cholla Blvd. - Town Limits to Tangerine (Interim Imp.)	\$ 730,380.08
82.02	Oro Valley	Lambert Lane Box Culvert	\$ 350,000.00
41.00	Oro Valley	Lambert Lane Connection	\$ 7,024,000.00
434.00	Oro Valley	Lambert Lane Widening - Phase 1	\$ 7,306,847.21
3.04	Oro Valley	Magee Rd.: Oracle to First	\$ 1,625,000.01
105.02	Oro Valley	Naranja Phase I (Design)	\$ 125,790.04
52.10	Oro Valley	Pavement Preservation	\$ 47,000.00
431.00	Oro Valley	Tangerine Rd.: La Canada to First	\$ 8,740,550.00
769.00	OWP-LOCAL	Transportation Art by Youth - Marana	\$ 200,000.00
766.00	OWP-LOCAL	Transportation Art by Youth - Oro Valley	\$ 275,000.00
19.03	OWP-LOCAL	Transportation Art by Youth - Pascua Yaqui	\$ 175,000.00
765.00	OWP-LOCAL	Transportation Art by Youth - Pima Co.	\$ 200,000.00
764.00	OWP-LOCAL	Transportation Art by Youth - Sahuarita	\$ 225,000.00
767.00	OWP-LOCAL	Transportation Art by Youth - South Tucson	\$ 200,000.00
20.03	OWP-LOCAL	Transportation Art by Youth - Tohono Oodham	\$ 200,000.00
768.00	OWP-LOCAL	Transportation Art by Youth - Tucson	\$ 250,000.00
812.00	OWP-LOCAL	Youth Art Program	\$ 612,187.00
85.01	OWP-PAG	PAG Consultant Services	\$ 400,000.00
806.00	OWP-PAG	Project Development Activities (PDAF)	\$ 4,047,000.00
659.00	OWP-PAG	Transportation Planning Program	\$ 300,000.00
39.07	Pascua Yaqui	Ignacio M. Baumea	\$ 4,016,785.00

Urban HURF 12.6 Expenditures (June 27, 1995 thru January 9, 2014)

PAG data, 1/30/14

TIP ID	Sponsor	Project Name	HURF 12.6% Expenditures
44.12	Pima County	Aerospace/Defense Corridors	\$ 438,490.14
133.00	Pima County	Alvernon Way	\$ 4,836,000.00
63.01	Pima County	Camino de Oeste - Phase 1	\$ 2,683,581.33
7.05	Pima County	Camino del Sol Bike Lanes	\$ 154,590.94
137.00	Pima County	Cortaro Farms Road	\$ 820,112.03
139.00	Pima County	Craycroft Rd.	\$ 2,000,000.00
143.00	Pima County	Golf Links Rd.	\$ 800,000.00
110.01	Pima County	I-19: NB Frontage Rd. - Part 2	\$ 5,882,000.00
795.00	Pima County	La Cholla Blvd. - River to Omar	\$ 3,685,000.00
789.00	Pima County	La Cholla Blvd. - Ruthrauff to River	\$ 1,000,000.00
152.00	Pima County	Magee Rd. - Thornydale to Mona Lisa	\$ 13,005,738.44
162.00	Pima County	River Rd.	\$ 100,000.00
160.00	Pima County	River Rd.	\$ 1,195,000.00
144.07	Pima County	RTA Paved Shoulders Lane Restriping and Gap Closure, Package	\$ 402,834.04
596.00	Pima County	Shannon Rd.	\$ 7,282,000.00
132.02	Pima County	Tangerine Rd. - SR77 to First	\$ 905,881.92
170.00	Pima County	Tanque Verde Rd.	\$ 1,246,324.34
172.00	Pima County	Thornydale Rd.	\$ 9,742,334.14
602.00	Pima County	Thornydale Rd.	\$ 808,298.00
180.00	Pima County	Thornydale Rd.	\$ 1,453,143.85
176.00	Pima County	Valencia Rd.	\$ 600,000.00
177.00	Pima County	Valencia Rd.: Mark to Camino de la Tierra	\$ 3,130,000.00
178.00	Pima County	Valencia Rd.: Mission to I-19	\$ 5,033,400.92
155.00	Pima County	Veterans Memorial Overpass	\$ 1,697,293.05
800.00	Pima County	Wetmore/Ruthrauff Rd.	\$ 3,000,000.00
39.03	Sahuarita	La Canada Phase 1	\$ 701,000.00
40.03	Sahuarita	La Canada Phase 2	\$ 4,209,000.00
41.03	Sahuarita	La Canada Phase 3	\$ 140,000.00
55.10	Sahuarita	Pavement Preservation	\$ 81,000.00
44.00	Sahuarita	Sahuarita Rd. - Safety Improvement	\$ 265,000.00
6.04	Sahuarita	Sahuarita Road	\$ 6,495,384.06
49.10	Sahuarita	Sahuarita Road/ Nogales Highway Realignment and RR Crossing	\$ 6,252,567.00
184.00	South Tucson	10th Ave	\$ 6,842,320.57
185.00	South Tucson	29th St.	\$ 2,611,688.90
424.00	South Tucson	29th St. Link	\$ 650,000.00
189.00	South Tucson	36th St.	\$ 1,571,490.53
188.00	South Tucson	36th St. Link	\$ 705,000.00
425.00	South Tucson	South 4th Ave	\$ 4,522,000.00
881.00	South Tucson	South 4th Ave.	\$ 1,309,608.91
34.05	South Tucson	South 4th Ave. Rehabilitation	\$ 591,576.49
423.00	South Tucson	South 6th Avenue Roadway Improvement	\$ 691,683.00

Urban HURF 12.6 Expenditures (June 27, 1995 thru January 9, 2014)

PAG data, 1/30/14

TIP ID	Sponsor	Project Name	HURF 12.6% Expenditures
131.00	Tucson	22nd Street: I-10 to Tucson Blvd.	\$ 325,000.00
455.00	Tucson	6th Ave/18th St Intersection Improvements	\$ 140,321.08
588.00	Tucson	6th Avenue	\$ 4,250,000.00
245.00	Tucson	Barraza - Greyhound Purchase	\$ 250,000.00
244.00	Tucson	Barraza - Property Management	\$ 150,000.00
243.00	Tucson	Barraza - Tucson Arroyo Realignment	\$ 451,658.39
214.00	Tucson	Barraza Aviation Downtown Segment	\$ 2,115,517.42
670.00	Tucson	Barraza Aviation Neighborhood Traffic Mitigation	\$ 25,000.00
246.00	Tucson	Barraza Aviation Parkway - 4th Ave.	\$ 40,948,237.27
220.00	Tucson	Broadway Blvd.	\$ 599,969.38
457.00	Tucson	Broadway/Arroyo Chico Landscaping & Lighting	\$ 3,421.66
91.04	Tucson	Cienega Road	\$ 250,000.00
72.02	Tucson	Downtown Destination Signage	\$ 625,585.02
81.04	Tucson	Downtown Links	\$ 1,460,584.59
102.03	Tucson	Downtown Links - Consulting Services	\$ 612,000.00
25.01	Tucson	Downtown Pedestrian Implementation - FY04	\$ 307,691.30
231.00	Tucson	Grant Rd/Campbell Intersection	\$ 12,949,663.08
39.00	Tucson	Harrison Rd.	\$ 1,499,715.80
28.01	Tucson	ITS - CMS Signs on Smart Arterials	\$ 150,000.00
26.01	Tucson	Mountain - Roger Rd. to Ft. Lowell Rd.	\$ 123,485.51
84.01	Tucson	Oracle/Drachman/Main Intersection	\$ 2,325,006.57
241.00	Tucson	Park/Euclid Bike & Ped. Bridge	\$ 205,161.20
673.00	Tucson	Park/Euclid Landscaping	\$ 1,201,619.29
57.10	Tucson	Pavement Preservation	\$ 9,943.48
110.04	Tucson	Silverbell Corridor Study	\$ 95,612.13
100.01	Tucson	South 10th Ave Revitalization Project	\$ 24,248.11
663.00	Tucson	South 10th Ave. Bicycle & Pedestrian Enhancement	\$ 621,972.52
83.01	Tucson	Speedway/Main Intersection	\$ 1,127,095.41
279.00	Tucson	Stone Ave. Corridor Study	\$ 75,000.00
18.01	Tucson	Stone Ave. Corridor: 6th to Speedway	\$ 897,712.14
406.00	Tucson	Stone Ave. Sound Wall	\$ 100,000.00
30.00	Tucson	Stone Avenue Gateway: Speedway to Drachman	\$ 762,299.40
51.09	Tucson Transit	Cushing Street Bridge	\$ 3,111,190.63