



MEMORANDUM

Date: March 25, 2015

To: The Honorable Chair and Members
Pima County Board of Supervisors

From: C.H. Huckelberry
County Administrator

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

Re: **Transportation Maintenance in the Pima Prospers Comprehensive Plan Public Hearing Draft Dated March 25, 2015**

In November 2014, I updated the Board of Supervisors on the transportation maintenance policies contained in the second draft of Pima Prospers. That was in response to a Tucson Metro Chamber of Commerce publication that road maintenance was missing from the plan. In the recently released draft of the plan, road maintenance policies have been added to the Economic Development chapter (Chapter 6) and have been reinforced in other chapters of the document.

Despite the release of the updated draft plan, a March 16, 2015 Metro Tucson Chamber *Inside Tucson Business* opinion continues to assert the County has failed to address road maintenance in the Pima Prospers Plan. In this opinion, entitled "*Please Make the 'Main Thing' the Main Thing,*" Chamber President Michael Varney states:

"...the subject of road repairs is nowhere to be found in this section [Chapter 6]."

and

"...the current draft of the Pima Prospers document gives little emphasis to road repair and gives no emphasis to road repair in the section on economic development [Chapter 6]."

The importance of roads has been stressed throughout the plan, including revision of the Major Streets and Routes Map. Not only does the plan embrace the construction of new economic development corridors like the Sonoran Corridor, it advocates for complete streets that are maintained and improved to add bike lanes, landscaping, sidewalks and transit stops to improve the overall health and beauty of our community, as well as provide safe car travel. Neighborhood revitalization is reliant upon well maintained streets. Public comments received since Fall 2013 have made transportation and road maintenance a main concern, along with jobs and other social services.

As you recall, the plan has four main topic chapters: 1) Land Use, 2) Physical Infrastructure, 3) Human Services and Economic Development. The Cost of Development

chapter considers how to pay for infrastructure and services. Initially, all of the road maintenance policies were contained in the Transportation Element of the Physical Infrastructure chapter; the public hearing version contains several more throughout the plan.

Roadway maintenance policies have been updated in the Physical Infrastructure chapter to state:

4.1 Goal 2: Maintain the county roadway system in a state of good repair

Policy 1: Prioritize roadway maintenance as a core service of Pima County.

Policy 2: Consider improvements that are based on ongoing evaluation of roadway conditions through the County's Pavement Surface Evaluation and Rating system.

Policy 3: Evaluate existing legal mechanisms for roadway maintenance. Develop a sustainable and equitable participation program for roadway maintenance, resurfacing and improvements to improve major and local roadway conditions.

Policy 4: Support and seek alternative funding sources for roadway maintenance efforts.

Goal 2 Implementation Measures include:

- a. Work with local and national legislators to develop a stable funding source for transportation improvements and maintenance.
- b. Collaborate with development industry stakeholders to explore options for road maintenance funding, identifying trade-offs and incentives, including private sector involvement.

Chapter 6, Economic Development, addresses road maintenance in a variety of ways. Road maintenance impacts tourism and the region's logistics industry, as well as supports accessibility to local business along commercial corridors. The following road maintenance policies in the Economic Development chapter include:

6.2 Tourism as an Economic Engine

Goal 1: Revitalize the tourism industry

Policy 1: Create a good first impression.

Goal 1 (Policy 1) Implementation Measures include:

e. Maintain roads and streetscapes.

6.3 Positive Climate for Business

Goal 1: Create a positive climate for business and improving business

Policy 1: Create a positive climate for business includes:

g) Prioritizes projects, programs and efforts that support local businesses and enhance the entire region such as road and infrastructure maintenance;

Policy 2: Continue to advocate for good public policy that benefits businesses by:

d) Prioritizing road and infrastructure maintenance

A new section was added to the Economic Development chapter of the plan for the public hearing version, which includes the following goal and policies:

6.5 Repair and Restore our Streets and Highways

Goal 1: Repair and restore our streets and highways

Policy 1: Establish short-term funding for road repairs such as General Fund allocations from the County or General Obligation bonds.

Policy 2: Advocate for long-term financial solutions such as an increase in the statewide gas tax to provide sufficient funding to bring the entire surface transportation network to adequate standards.

Policy 3: Adequately fund and maintain a system network of mobility related to all modes of transportation.

Goal 1 Implementation Measures include:

- a. Identify short-term funds for road repairs.
- b. Continue to advocate for an increase in the statewide gas tax.
- c. Identify long-term funds to maintain a multimodal transportation network.

In addition, Section 6.1 Business Retention, Expansion and Attraction, under Goal 3 implementation measures, an action item was added to work with the Tucson Metro

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Chamber of Commerce to implement recommendations resulting from its BEAR (Business Expansion and Retention) Survey.

Further, County Planning Director Arlan Colton presented the plan components twice to a Tucson Metro Chamber committee. A Chamber representative also attended a Pima Prospers community open house and provided brief email input.

Although no formal comment letters on the Pima Prospers plan drafts have been received from the Tucson Metro Chamber of Commerce, the proposed policy language addresses the concerns expressed by the Chamber elsewhere.

CHH/mjk

Attachment

c: John Bernal, Deputy County Administrator for Public Works
Carmine DeBonis, Jr., Director, Development Services
Priscilla Cornelio, Transportation Director
Carla Blackwell, Deputy Director, Development Services
Arlan Colton, Planning Director, Development Services

Chamber Asks Pima County Board: Please Make the "Main Thing" the Main Thing

Mike Varney, Special to Inside Tucson Business | Posted: Monday, March 16, 2015 12:17 pm

At a Pima County Board meeting last June, there was spirited discussion about the County's proposed budget and spending priorities. This was at a time when the County was considering the speculative purchase of land for the expansion of a soccer facility. Citizen after citizen implored the County to get its priorities straight and to make road repairs "the main thing". The voices of the citizens were unmistakable. People are tired of driving on roads that resemble those in a third world country.

It is estimated that County residents spend approximately \$143 million per year on car repairs due to pot holes and broken roads. (Source: Pima County Transportation Funding Report, 2013) As citizens and business owners, we deserve better. Good roads are a core responsibility of local government right along with public safety.



Mike Varney

In 2014 the Tucson Metro Chamber released a whitepaper that summarized the sentiments of 129 major local employers. The whitepaper was written to ascertain local sentiment about doing business in the City of Tucson and in Pima County. The whitepaper, called the Business Expansion and Retention (BEAR) Project, is available online at the Tucson Metro Chamber at TucsonChamber.org/BEAR. The voices of these 129 major employers also demanded that local streets and roads be brought up to satisfactory condition.

In the most current version of Pima Prospers, a 10-Chapter document that serves as the County's strategic plan, Chapter #6 relates to economic development. Despite the pleas of business owners, the subject of road repairs is nowhere to be found in this section. These are the business owners who will create upwards of 90% of the new jobs we will have in the next ten years. Yes, new jobs are much more likely to come from the expansion and retention of companies already doing business here than companies attracted to our region. Although County supervisors were provided a copy of the BEAR Project whitepaper wherein business owners clearly stated their needs, the

current draft of the Pima Prospers document gives little emphasis to road repair and gives no emphasis to road repair in the section on economic development.

So that begs the question: Why won't Pima County address the main problem that everyone agrees must be solved? Citizens and business leaders seem to agree that the County needs to get its priorities straight.

Estimates from County Administrator Chuck Huckelberry state that fixing our roads will require about \$30 million dollars a year for at least ten years. For some reason, funding for road repair takes a back seat to other projects such as land purchases and lavish structures for animals. Taxpayers are asked to consider new County bonds and to accept new taxes to pay for services that are considered basic everywhere else. The County has a general fund treasury of \$1,188,464,252 and budgeted just \$44,642,049 (3.8%) on transportation in (FY 2015). The Chamber considers this another example of misplaced priorities and ignoring the will of the people and the job creators of Pima County.

It is time for Pima County to make the "main thing" the main thing. The main thing is roads! Ignoring roads ignores the will of the people, the will of job creators and endangers public safety. The taxpayer wants decent roads. The business owner wants decent roads. As public servants it is time for Pima County to listen to its constituents and deliver.

(Editor's Note: Mike Varney is the president/CEO of the Tucson Metro Chamber of Commerce.)



MEMORANDUM

Date: November 14, 2014

To: The Honorable Chair and Members
Pima County Board of Supervisors

From: C.H. Huckelberry
County Administrator

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

Re: **Transportation Maintenance in the Pima Prospers Comprehensive Plan – Second Draft**

Pima Prospers is currently out for comment from the public, interest groups and government agencies. The plan is expected to enter the public hearing phase at the Planning and Zoning Commission in February 2015.

Recently, a written comment was made by the Tucson Metro Chamber of Commerce that the plan did not adequately address road maintenance. Staff appreciates the Chamber's active review of the plan and will consider ways to supplement the plan draft with their comments and implementation ideas. In the meantime, I want to advise the Board of Supervisors regarding how the current draft of the plan addresses road maintenance in terms of economic development.

The plan has four main topic chapters: 1) Land Use, 2) Physical Infrastructure, 3) Human Services and 4) Economic Development. There is another Cost of Development chapter that considers how to pay for the infrastructure and services. Although all of the components are interdependent on each other, road issues are primarily contained in the Transportation Element of the Infrastructure section. The Sonoran Corridor and major transportation routes are contained primarily in the Economic Development section, although they are mentioned in several places in the plan.

In the Physical Infrastructure Chapter, the Transportation Element contains the statement *"A well-functioning transportation system in Pima County is essential to ensure the efficient movement of people and goods, maintain the quality of life, and provide economic growth."* Roadway Maintenance is listed as the second most important goal behind providing an efficient transportation system. The reference to an "efficient" system implies the need to address traffic demands for moving people and goods using all modes of transportation in a cost effective manner. On Page 4.3 of the Physical Infrastructure Chapter under the Transportation Element, the following proposed goal and policies appear:

Goal 2, Maintain the County Roadway System in a State of Good Repair

Policy 1: Prioritize roadway maintenance based on ongoing evaluation of roadway conditions through the county's Pavement Surface Evaluation and Rating (PASER) system.

Policy 2: Develop a sustainable program for roadway maintenance, resurfacing and improvements to improve major and local roadway conditions.

Policy 3: Support and seek alternative funding sources for roadway maintenance efforts.

Goal 2 Implementation Measures

- a. Work with local and national legislators to develop a stable funding source for transportation improvements and maintenance.

This proposed Goal 2 for county roadway maintenance is also dependent on several other plan goals. In the Land Use section, the county maintenance system efficiency is addressed through the following proposed Focused Development Investment Element goal to *"make automobile, transit and other multimodal circulation more efficient, make infrastructure expansion more economical and provide for a rational pattern of land development."*

Economic Development is not limited to the Economic Development chapter; it is discussed where appropriate throughout the plan, as it is one of the prime focus points. Goal 4 of the Transportation Element, for example, addresses strategic transportation investments for economic development.

Urban sprawl from the past has placed a large burden on our street maintenance and has expanded our maintenance system possibly past the point of financial feasibility. This burden, coupled with depleted revenues from other tax and bond sources, has put a renewed emphasis on infrastructure concurrency and revitalization rather than continued suburban growth. In the Cost of Development Chapter, the following goals and policies are proposed to address this strain on revenues:

Goal 1, Maximize the efficient use of land and minimize the adverse impacts of growth by planning land uses and infrastructure in Focused Development Investment Areas or Targeted Redevelopment areas.

Policy 1: Encourage the development of retail, commerce, employment and mixed-use residential projects in Focused Development Investment Areas and in other planning areas where infrastructure is in place or planned.

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Goal 5, Address the Impacts of Development on Regional Systems

Policy 1: Seek local and regional cooperation to address the impacts of development on regional systems and to identify new or enhanced revenues for regional infrastructure.

While most of the Economic Development goals focus on the expansion of transportation capacity rather than maintenance of existing roads, reference is made to public/private partnerships that would enhance infrastructure to preserve existing major employers and make lands shovel ready for new industry location.

I have already spoken with staff about modifications to Goal 2, the roadway maintenance goal, regarding making the connection to economic development and adding an implementation measure that more fully reflects Policies 1 and 2 under that goal.

Staff remains open to public comments for modification of the Pima Prospers draft consistent with Board policy. Comments and requests received by the end of the year can be taken into consideration for the public hearing draft of the plan (Draft 3). Comments received after that time will likely be compiled in an addendum for consideration by the Planning and Zoning Commission and the Board of Supervisors.

CHH/mjk

c: John Bernal, Deputy County Administrator for Public Works
Carmine DeBonis, Jr., Director, Development Services
Carla Blackwell, Deputy Director, Development Services
Arlan Colton, Planning Director, Development Services
Priscilla Cornelio, Transportation Director

<http://realestatedaily-news.com/>

Had Enough of the Bad Roads? A Message from Michael Varney, Tucson Metro Chamber

Published November 12, 2014 | By [Editor](#)



Michael Varney
President & CEO
Tucson Metro Chamber

A Message from Tucson Metro Chamber, President & CEO, Michael Varney

Someone once said, *"The future belongs to those who show up."*

Unfortunately, **"showing up"** is something that business needs to be better at doing.

I am asking you to "show up" at the November 18 meeting of the Pima County Board of Supervisors to give the Pima County Board of Supervisors your comments about the condition of Pima County roads. The current draft of the Pima Prospers plan makes almost no reference to road repair as an economic development priority despite the fact that the business community and citizens across the county have made it clear that having better roads is an extremely HIGH priority.

Please join me, other business leaders and private citizens on Tuesday, November 18 to speak en masse to the Pima County Board of Supervisors to encourage more attention to the condition of county streets and roads. It is vital that the business community and concerned citizens "show up" and make their voices heard. If enough of us send a resounding message to county board members regarding the condition of county streets and roads I believe we can elevate road repair as a county priority. Each person speaking to the board will have three minutes for their comments.

I have also reached out to the **Southern Arizona Home Builders Association (SAHBA)**, **Arizona Transportation Builders Association (ATBA)** and the **Tucson Hispanic Chamber of Commerce (THCC)**. All have pledged a presence at this meeting.

The **Pima County Board of Supervisors** **MUST** hear that fixing our streets and roads is a **HIGH PRIORITY** and not something to address **IF** there is money left over from other relatively lesser priorities. When you draft your comments, don't worry about details. Speak from the heart. Relate the disrepair of our roads to your own personal experiences or to the impact of bad roads on business in S. Arizona.

I look forward to seeing you on **November 18**. The board meeting starts at **9:00 a.m.** at the **Board of Supervisors Hearing Room, Pima County Administration Building, 130 West Congress, 1st Floor, Tucson, AZ**. Comments will be made during the portion of the meeting reserved for the call to the audience, which will be among the first agenda items.

Sincerely,

A handwritten signature in blue ink that reads "Michael V. Varney". The signature is written in a cursive style with a large, stylized initial "V" at the end.

Michael V. Varney,
President & CEO