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# MEMORANDUM

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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 of the County Administrator.

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.

**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

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## 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.

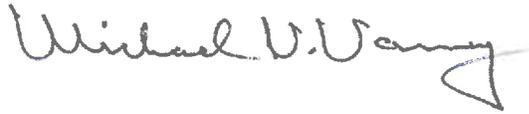
Please join me, other business leaders and private citizens on Tuesday, November 18 to speak en masse to the Pima County Board of Supervisors to encourage more attention to the condition of county streets and roads. It is vital that the business community and concerned citizens “show up” and make their 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 black ink that reads "Michael V. Varney". The signature is written in a cursive style with a large, stylized initial 'M' and a long, sweeping tail.

Michael V. Varney,  
President & CEO