MEMORANDUM

Date: December 30, 2014

To: Chairman and Members
Pima County Bond Advisory Committee

From: C.H. Huckelberry
County Administrator

Re: **January 9, 2015 Bond Advisory Committee Meeting - Neighborhoods, Housing, Health, Justice and Law Enforcement**

The Bond Advisory Committee has thus far moved forward bond proposals totaling $581 million, with many more to consider. There are 16 projects on the Committee's January 9 agenda. One of the projects, the Performing Arts Center Rehabilitation, was continued from a past meeting and is therefore at the top of the agenda. The $500,000 Green Valley Courthouse Expansion has been withdrawn as it has been scheduled for completion by October 2015 with non-bond funding.

Attached to this memorandum is each project sheet, the bond projects summary spreadsheet and the criteria adopted by the Committee to guide review of proposals. Additional information concerning a few of the projects is provided below.

Performing Arts Center Rehabilitation

Prior to the Committee's November 7 meeting, I asked that this City of Tucson project be continued to provide time for the City and County to reach an agreement. The City of Tucson owns this downtown facility. $682,000 in 2004 bond funds were spent on the facility in 2008 for structural repairs. An Intergovernmental Agreement requires the City to maintain those improvements. In addition, a preservation easement was deeded to the County requiring the City to maintain the improvements and the overall historic architecture of the building. The building has since been vandalized and the City has fenced the facility to prevent additional vandalism, however they have not repaired the vandalism or done anything else with the facility to make it a usable space.

The Mayor and I discussed this project in November and I have since provided additional requests to Interim City Manager Martha Durkin. The City has requested $1 million in additional bond funding from the County, but there had been reports from City staff that the actual cost was more. I have asked for (1) written confirmation that the City will repair all vandalism that occurred after the County's initial 2004 bond funded investment; (2) confirmation that $1 million of additional bond funding is enough to make the building usable from a building code/safety perspective, along with an itemization of how the $1 million will

be spent; and (3) confirmation that since there is no known tenant at this time, the County bond funds would not include tenant specific improvements.

To date I have yet to receive any information from the City and therefore I recommend against this project. City staff recently informed the County that the Performing Arts Center bond proposal was to be discussed by the City's Bond Committee on December 22nd and by Mayor and Council on January 6th. If these discussions result in the commitments requested, I will change my recommendation.

Pima County's Affordable Housing Program

As a reminder to the Committee, the Pima County Affordable Housing Program was funded at $5 million in bond funding from the 1997 bond election, and $10 million from the 2004 bond election. This combined $15 million in bond funding has leveraged more than $129 million in other funding sources, by far the largest amount leveraged for any past bond project. For those that work in the affordable housing field, this will not come as a surprise as typical affordable housing projects are reliant on pulling together a multitude of funding sources, of which County bond funds are one source. The Affordable Housing Commission recommended $30 million for the next installment of bond funding. But based on competing needs for bond funds, I cannot support more than $15 million. This is still a $5 million increase from the 2004 allocation.

Pima County's Neighborhood Reinvestment Program

The County's Neighborhood Reinvestment Program was funded at $5 million from the 1997 bond election, and $20 million from the 2004 bond election. In September, I forwarded to the Committee several proposed program requirements that had been developed by staff to address concerns regarding past implementation of this popular program, primarily (1) delays in getting IGAs approved and projects built, (2) a lack of recent and likely future supplemental funding from cities and towns and (3) 80 percent of past projects were located within the City of Tucson while there are stressed areas in other jurisdictions including unincorporated Pima County. The program requirements proposed to address these issues are listed on the attached project description sheet.

At a Committee meeting in October, Committee members asked that we run these proposed program requirements by the Neighborhood Reinvestment Oversight Committee. Three members of the five-member Committee met on November 19. Attached are their recommendations. I'm concerned that these three members are opposed to assigning a higher priority to projects with supplemental funding and the proposal that no participating jurisdiction be awarded more than 50 percent of the total bond funding. I disagree with these recommendations and feel strongly that these two proposed program requirements concerning other funding and a fair allocation of bond funding across the region should be adopted into these programs. I am certainly open to other proposals that would achieve similar goals. But I cannot support the program if it continues to be dominated by

neighborhoods in the City of Tucson with a lack of supplemental funding. Other funding sources and regional public benefit are two key criteria adopted by the Bond Advisory Committee for reviewing bond proposals. In addition, County bonds are paid back with property taxes levied County-wide. This program has evolved into a program that is primarily benefiting the City of Tucson. Refinements need to be made to match program benefits to the funding source.

Another concern that I've previously expressed to the Committee, is that 40 percent of past Neighborhood Reinvestment projects have been for transportation related improvements like speed humps and sidewalks, directly relating to pedestrian safety and walkability. On November 10, I forwarded the Committee a report on alternative funding sources that would begin to address the significant need for street improvements and repair needs that continues to grow each year. The County will continue to advocate for statewide and comprehensive solutions, like an increase in the gas tax that has not been increased since 1991. One of our largest needs is simply repairing existing roads, also known as pavement preservation; with an estimated need of approximately $600 million to $900 million region wide. Neighborhood Reinvestment projects will not address this need.

I initially suggested that transportation improvements should be made ineligible for future Neighborhood Reinvestment bond funding until a comprehensive transportation funding solution is achieved. However, I am not going to recommend that constraint. The City of Tucson, one of the major beneficiaries of neighborhood reinvestment bond funds, has taken a step in the right direction by implementing a voter approved bond program to invest $100 million in road repair. In addition, the Neighborhood Reinvestment program is built upon the foundation that neighborhoods decide what types of improvements are needed. Furthermore, the project list submitted recently by Living Streets Alliance for the proposed $25 million pedestrian safety and walkability project contains several projects under or near $500,000 within stressed areas that would be eligible for Neighborhood Reinvestment funding. While there continues to be a huge need for a comprehensive approach to transportation funding both locally and state-wide, the Neighborhood Reinvestment Program is filling a niche that would not otherwise be funded. And although the City is doing little to fund the types of street improvements funded by Neighborhood Reinvestment, they are funding some road repair. This broken system is all we have for now.

The Neighborhood Reinvestment Oversight Committee recommended $30 million for the next installment of funding for this program. I am willing to recommend $25 million, $5 million more than I'd previously recommended, contingent upon new program requirements that encourage supplemental funding and ensure equitable benefits across stressed areas region wide. $25 million would be $5 million more than what was funded in 2004. In addition, I think several of the smaller projects submitted under the Pedestrian Safety and Walkability Improvements project should be considered and funded under the Neighborhood Reinvestment program.

Pedestrian Safety and Walkability Improvements

Attached is a revised $25 million proposal that includes 21 specific capital improvement projects, nine within the City of Tucson, two each within the Town of Oro Valley, City of South Tucson and Tohono O'odham Nation, and one within the Pascua Yaqui's Old Pascua location. These projects range in cost from $200,000 to almost $4 million and total approximately $21 million. By cost alone, 80 percent of this funding is proposed for projects located within the City of Tucson. Detailed scopes and costs estimates are provided for each and most projects also include maps. The proposal also includes $4 million in funding that jurisdictions could apply for in the categories of safe crossings, enhancements, and safe routes to school.

Regarding the smaller, signature projects within South Tucson, the Tohono O'odham Nation and Old Pascua, these are historically stressed areas that would be eligible for Neighborhood Reinvestment bond funding as previously discussed. County staff are certainly willing to work with Living Streets Alliance to educate the neighborhoods surrounding these projects about the Neighborhood Reinvestment application process and how these neighborhoods would benefit from applying for Neighborhood Reinvestment funding for these types of pedestrian safety and walkability improvements.

Regarding the larger signature projects, specifically the nine located within the City of Tucson, many of these appear to be well thought out and necessary projects in heavy pedestrian use areas that would greatly benefit those that reside in those areas. However, I feel strongly that these projects should be funded by the City of Tucson. The City has its own bonding capacity and recently just raised its tax rate to expand capacity. Just as City residents approved $100 million in bonds to repair roads, they too could consider approving funding for pedestrian related improvements along these nine specific corridors. Again, County bonds are paid off with property taxes collected across the County. It doesn't make sense to use a county-wide funding source to fund a program that includes projects primarily located in the City of Tucson and primarily benefiting City residents. Proponents may argue that the County declined to submit projects, but that is because the County places a higher priority on funding road repair, a need heard repeatedly from our residents.

In summary, I do not recommend this $25 million project, but do suggest the smaller site specific projects be funded under Neighborhood Reinvestment and the larger projects considered by the City's bond committee for City funding. However, if the Committee recommends funding for this program I would recommend a similar amount for repairing roads in the unincorporated area, this would balance the proposal from a tax equity perspective.

South 12th Avenue Cultural and Culinary Corridor

Ever since this $3,178,500 million project was proposed, we have questioned project feasibility. In particular, a significant amount of the proposed funding would go towards

installing sidewalks where there are none. However, in several places along this one mile project, the only way to do so is to eliminate parking spaces associated with small businesses that front South 12th Avenue, many of which only have a handful of parking space to begin with. Therefore, we have asked the City of Tucson several times whether those business owners are willing to lose parking spaces, but we still have not heard back from the City. We provided the names and addresses for each of the businesses along this one mile corridor. Regardless of the larger policy discussion concerning whether it should be the City funding this project versus County bond funds, it would be irresponsible to put a project forward for public vote that is not feasible; the County would be held accountable for a project that could not be built. With a lack of response from the City on the fundamental feasibility of this project, I cannot in good faith recommend it.

$100 Million for Road Repair

In two previous memorandums to the Committee during 2014 I suggested that the Committee consider recommending perhaps $100 million in bond funding for the basic purpose of road repair, to be distributed proportional to each jurisdiction, including unincorporated Pima County, based on each jurisdiction's assessed value contribution to the county-wide tax base. This could be considered an alternative to Neighborhood Reinvestment funded transportation improvements, the Pedestrian Safety and Walkability proposal, and the South 12th Avenue proposal. Unlike traditional general obligation bonds of the County that are paid back over 15 years, I would suggest that the $100 million in bonds for road repair be limited to a 10 year payback to match the average 10 year life of road repair. Although $100 million would only address a fraction of the road repairs needed regionally, road repair was specifically requested by hundreds of respondents to the write in section of the 2013 public bond survey and continues to be a request the Board of Supervisors and I hear frequently.

Pima County North Health Clinic Relocation & MHC Healthcare Flowing Wells Family Health Center

By the January 9th Committee meeting, some of the Committee members may have toured the existing MHC Healthcare Flowing Wells Family Health Center that is proposed for replacement and expansion with $3 million in bond funding. Dr. Francisco Garcia, the County's Health Department Director toured the facility in December, which led to a discussion of the possible colocation of the County's North Clinic relocation and expansion (a separate $4 million bond proposal) with the MHC Healthcare Flowing Well's facility. Each entity provides different but complementary services to a similar geographical population. These discussions are just beginning and it is too early to determine the outcome, but I wanted to let the Committee know that the possibly exists. For the purposes of a 2015 bond election, I recommend the projects move forward separately. The bond implementation plan ordinance could mention the possibility of colocation.

City of Tucson Proposals for Public Safety Training Facilities

Attached is a memorandum I provided the Committee in July from Sheriff Clarence Dupnik regarding the variety of public safety training facilities that exist in this region. There appears to be a lack of coordination regarding this activity. I was hoping that after the July memorandum the City of Tucson or the Tucson Police Department would invite others to a regional planning process to determine how best to address, in a coordinated fashion, the regional needs for public safety training facilities. But to my knowledge this has not occurred and therefore I do not recommend these three projects totaling $18.8 million.

Pima County Jail Annex at the Juvenile Detention Complex

At the Committee's March 21, 2014 meeting, I mentioned that the Sheriff's Department had requested funding for additional space at the County Jail. Then in my May 16 memorandum to the Committee I briefly discussed an alternative that would cost considerably less and make use of underused space at the Juvenile Detention Center (JDC); a $40 million 1997 bond funded facility that was built to house 300 juveniles. Discussions concerning adaptation of the JDC with the purpose of housing adults, required extensive discussions with the Presiding Judges of the Superior and Juvenile Courts, as well as the Sheriff's Department. Ellen Wheeler, Assistant County Administrator successfully facilitated these discussions, which resulted in the attached $5 million proposal for the Committee's consideration.

This project would result in an additional 180 beds at a cost of about $27,777 per bed, in comparison to the initial proposal to expand the main Jail at a cost of $150,000 per bed. These additional beds would house adults and juveniles awaiting trial as adults. Most of this cost is driven by the constitutional requirement to maintain sight and sound separation of adults and juveniles. There has to be a separate entrance for the Sheriff's inmates, as well as complete separation of the two populations. This $5 million proposal is the most cost effective way of developing this additional bed space, and at the same time would allow the County to provide better use of a previously bond funded facility that has substantial excess capacity. I am aware, as the project sheet shows, that this project would require an almost $4 million increase in annual operation and maintenance costs, mostly due to the need for additional correctional officers. However, these costs would be similar if the main Jail was expanded at a much higher capital cost. Operation and maintenance costs are funded from the general fund, with a small participation from the various cities and towns from which the inmates originate.

There is an immediate need for additional capacity at the Jail, despite current County efforts to develop cost-effective alternatives to incarceration while maintaining public safety. The inmate population at the Pima County Adult Detention Complex (Jail) has been at or near its rated capacity of 2,122 detainees for many months. The 2014 average daily population (ADP) through November has been 2,010, with the ADP reaching as high as 2,169, which exceeds rated capacity. Populations at the Jail fluctuate based on arrest decisions and court procedures, causing extreme variances in the population. For the first four months of 2014,

the Jail had daily inmate populations that exceeded rated capacity. The detention population is expected to continue increasing in 2015 and subsequent years at a rate of about 3 percent per year, with the likelihood that the rated capacity will be exceeded on a regular basis. The County soon will be facing a problem of significant proportions, unless steps are taken to alleviate jail overcrowding.

In addition to creating additional capacity, the Sheriff, the courts and County Administration have all undertaken efforts to find alternatives to incarceration for inmates who do not pose a risk to the community. Among such possible alternatives are release of certain low-risk inmates with electronic monitoring; expanded use of initial appearance courts to reduce detention of low-level offenders; expedited plea offers and case processing; and expanded use of evidence-based treatment programs to reduce recidivism. Regardless, we are still in need of a substantial number of additional beds at the Jail.

Since this is a new project, I am requesting that the County be permitted no more than 5 minutes to present the project at the Committee meeting. Also, on September 19 the Committee voted in favor of placing a moratorium on new projects as of October 9, with the understanding that the Committee could override this moratorium with a majority vote. Therefore, it is first up to the Committee whether to consider this new project.

Resources

The County's bond website contains previous memorandums on proposed projects, project description sheets, applications of criteria, previous presentations, a map of project locations, meeting summaries from the spring Committee meetings, and more. The majority of this information is organized by the project category and Committee meeting date. Please visit www.pima.gov/bonds and scroll down to the Future Bond Election Planning link.

If there is anything else that can assist you in your preparation for this meeting, please let my staff or myself know.

CHH/dr

Attachments

c: The Honorable Chair and Members, Pima County Board of Supervisors
The Honorable Clarence Dupnik, Pima County Sheriff
Hank Atha, Deputy County Administrator for Community and Economic Development
John Bernal, Deputy County Administrator for Public Works
Jan Lesher, Deputy County Administrator for Medical and Health Services
Ellen Wheeler, Assistant County Administrator
Linda Mayro, Director, Office of Conservation and Sustainability
Nicole Fyffe, Executive Assistant to the County Administrator
Diana Durazo, Special Staff Assistant to the County Administrator

Projects Spreadsheet

Proposed Projects for a Future Pima County Bond Election - Current as of December 30, 2014

Note these projects are subject to change as the Bond Advisory Committee continues to meet to consider requests.

Bond Funding Request for Projects in Committee's Draft Bond Package:	**$ 581,014,000**
Total Bond Funding Request for Previsously Tentatively Approved Projects:	$ 480,197,000
Total Bond Funding Request for only New and Resubmitted	$ 525,309,313
Total Current Bond Funding Request for ALL Projects (Updated Tentatively Approved, New & Resubmitted):	$ 1,046,718,363

ID		Libraries and Community Facilities	Status for 2014 Meetings	2009-11 BAC Tentative Approval Date	Submitted By, Priority if Provided	2009-11 BAC Tentatively Approved Funding	Current Funding Request	County Admin. Recommend.	2013 Public Bond Survey - % of 17,000 respondents that identified project as most important to fund with bonds	2014 BAC Member Preference Exercise	2014-15 BAC Draft Bond Package
		Libraries									
FM	35	Southwest Branch Library (formally West Valencia)	TA - increase funding	19-Mar-10	PC	$6,000,000	$ 8,600,000	$ 8,600,000	10.8%	16 YES, 1 NO	$ 8,600,000
FM	45	Sahuarita Branch Library	TA - increase funding; location	16-Oct-09	PC	$6,000,000	$ 8,000,000	$ 8,000,000	11.5%	15 YES, 2 NO	$ 8,000,000
FM	51	Flowing Wells Branch Library Expansion	TA - increase funding	16-Oct-09	PC	$2,910,000	$ 3,100,000	$ 3,100,000	11.0%	16 YES, 1 NO	$ 3,100,000
FM	48	Joyner-Green Valley Library Expansion	TA - increase funding/update scope	16-Oct-09	PC	$ 1,660,000	$ 1,737,000	$ 1,737,000	8.7%	17 YES, 1 NO	$ 1,737,000
FM	108b	Southeast Government/Community Center, Sheriff Substation - And Library	TA - increase funding	16-Apr-10	PC	$14,000,000	$ 15,000,000	$0	6.9%	3 YES, 8 NO	$0
FM	108a	Southeast Government/Community Center, Sheriff Substation - No Library	TA - reduce scope & funding	16-Apr-10	PC	$14,000,000	$ 7,000,000	$ 7,000,000	2.8%	11 YES, 4 NO	$ 7,000,000
N	1	Southeast Regional Community Branch Library at UA Tech Park	New		PC		$ 6,800,000	$ 6,800,000	7.8%	12 YES, 3 NO	$ 6,800,000
FM	39	North Marana Library and Community Center	Resubmittal		Marana - 6		$ 16,700,000	$0	5.8%	1 YES, 8 NO	$0
N	2	Marana Regional Library	New		MUSD		$ 7,500,000	$0	7.9%	4 YES, 9 NO	$0
		SUBTOTAL				**$44,570,000**	**$ 74,437,000**	**$ 35,237,000**			**$ 35,237,000**
		Community Facilities									
PR	18	El Pueblo Center Improvements	TA - increase funding	16-Oct-09	Tucson - 17	$2,000,000	$ 2,500,000	$ 2,500,000	8.0%	18 YES, 0 NO	$ 2,500,000
PR	102	Picture Rocks Community Center Expansion	Resubmittal		Citizens for Picture Rocks		$ 2,500,000	$0	5.1%	1 YES, 9 NO	$0
PR	211	South Marana Multi-Generational Center	Resubmittal		Marana - 8		$ 5,400,000	$0	3.5%	1 YES, 8 NO	$0
PR	42	Quincie Douglas Center Expansion	Resubmittal		Tucson - 20		$ 1,000,000	$0	5.5%	8 YES, 3 NO	$1,000,000
PR	11	Clements Senior Center Expansion	Resubmittal		Tucson - 21		$ 4,500,000	$0	7.4%	5 YES, 4 NO	$4,500,000
N	3	YMCA Community Center at the UA Science and Tech Park	New		YMCA		$ 6,000,000	$ 6,000,000	14.3%	9 YES, 4 NO	$ 6,000,000
N	4	Marana Regional Performing Arts Center	New		MUSD		$ 6,000,000	$0	4.4%	2 YES, 9 NO	$0
N	6	Sahuarita Food Bank and Multi-Agency Community Service Facility	New		Sahuarita Food Bank		$ 300,000	$ 300,000	16.4%	14 YES, 3 NO	$ 300,000
		SUBTOTAL				**$2,000,000**	**$ 28,200,000**	**$ 8,800,000**			**$ 14,300,000**
		TOTAL				**$ 46,570,000**	**$ 102,637,000**	**$ 44,037,000**			**$ 49,537,000**

ID		Museums and Tourism	Status for 2014 Meetings	2009-11 BAC Tentative Approval Date	Submitted By, Priority if Provided	2009-11 BAC Tentatively Approved Funding	Current Funding Request	County Admin. Recommend.	2013 Public Bond Survey - % of 17,000 respondents that identified project as most important to fund with bonds	2014 BAC Member Preference Exercise	2014-15 BAC Draft Bond Package
FM	107	Tucson Children's Museum	TA - increase funding	19-Mar-10	Children's Museum	$5,000,000	$ 6,000,000	$ 6,000,000	33.6%	12 YES, 3 NO	$ 6,000,000
FM	109	Pima Air and Space Museum Cold War Hangar and Theater	TA - increase funding/update scope	21-May-10	Pima Air and Space	$4,000,000	$ 10,000,000	$ 10,000,000	24.9%	12 YES, 3 NO	$ 4,000,000
PR	266	Pima County Southeast Regional Park (Fairgrounds) Horse Racing Facility	TA - delete	16-Oct-09	PC	$ 6,500,000	$0	$0	5.5%	4 YES, 8 NO	$0
FM	77	County Fairgrounds Building & Infrastructure Improvements	TA - increase funding/update scope	16-Oct-09	SW Fair Commission	$3,000,000	$ 4,250,000	$ 4,250,000	11.1%	15 YES, 1 NO	$ 4,250,000
N	7	County Fairgrounds RV Park and Infrastructure Improvements	New		SW Fair Commission		$ 3,200,000	$ 3,200,000	5.0%	11 YES, 2 NO	$ 3,200,000
N	10	Old Pima Co. Courthouse Restoration, Repurposing, Jan. 8th Memorial, Tucson Museum of Art	New		PC		$ 35,000,000	$ 35,000,000	new project after survey	12 YES, 2 NO	$ 35,000,000
N	11	Arizona-Sonora Desert Museum-Exhibits and Facility Expansion	New		Desert Museum		$ 10,162,000	$ 10,162,000	43.3%	12 YES, 2 NO	$ 9,162,000
PR	80	Canoa Ranch New Museum/Orientation Center and Other Improvements	TA - expand scope/increase funding	4-Jan-10	PC	$ 5,000,000	$ 15,000,000	$ 15,000,000	5.5%	9 YES, 5 NO	$ 15,000,000
N	13	Reid Park Zoo African Expansion Phase II	New		Tucson - 4		$ 10,000,000	$ 10,000,000	37.4%	8 YES, 6 NO	$ 10,000,000
N	14	Southern AZ Regional Orientation Center (formally Tumamoc Hill Area Regional Visitors Center)	New		PC, COT, UA, Visit Tucson, Western Natior		$ 15,000,000	$ 15,000,000	14.2%	12 YES, 4 NO	$ 15,000,000
N	21	Downtown Community Theaters & Historic Cultural Landscape	New		Tucson - 2		$ 28,000,000	no recommendation	new project after survey	2 YES, 9 NO	$ 28,000,000
N	22	Temple of Music and Art	New		Tucson - 24		$ 900,000	no recommendation	new project after survey	3 YES, 8 NO	$ 900,000
N	23	Tucson Visual Arts Complex - Site Acquisition	New		UA, TMA, Jan 8th, ect.		$ 8,000,000	$ 8,000,000	new project after survey	3 YES, 9 NO	$0
		TOTAL				**$23,500,000**	**$ 145,512,000**	**$ 116,612,000**			**$ 130,512,000**

ID		Historic, Cultural and Natural Area Conservation	Status for 2014 Meetings	2009-11 BAC Tentative Approval Date	Submitted By, Priority if Provided	2009-11 BAC Tentatively Approved Funding	Current Funding Request	County Admin. Recommend.	2013 Public Bond Survey - % of 17,000 respondents that identified project as most important to fund with bonds	2014 BAC Member Preference Exercise	2014-15 BAC Draft Bond Package
		Historic and Cultural Resources									
HP	103	Archaeological Site Acquisitions: Marana Mounds and/or Cocoraque Butte	TA - increase funding	4-Jan-10	PC	$ 1,500,000	$ 4,400,000	$ 4,400,000	14.6%	10 YES, 4 NO	inc. in open space
HP	111	Steam Pump Ranch Rehabilitation	TA - increase funding/update scope	16-Oct-09	OV - 1	$2,000,000	$ 5,000,000	$ 5,000,000	6.2%	11 YES, 3 NO	$ 5,000,000
HP	125	Ajo Curley School Gym, Town Plaza & Other Historic Buildings	TA - update scope	16-Apr-10	PC	$ 1,300,000	$ 1,300,000	$ 1,300,000	5.3%	10 YES, 3 NO	$ 1,300,000
HP	109	Vail Area Historic Sites	TA - Delete	4-Jan-10	PC & Vail Preservation So	$ 250,000	$ 250,000	$0	8.7%	3 YES, 8 NO	$0
HP	107	Repair and Rehabilitation of Historic Buildings on County-Owned Ranches	TA	17-Jun-11	PC	$ 500,000	$ 500,000	$ 500,000	12.5%	11 YES, 4 NO	$ 500,000
HP	108	Site Interpretation/Preservation of County-owned Cultural Resource Sites	TA	4-Jan-10	PC (supported by OV-6)	$ 2,000,000	$ 2,000,000	$ 2,000,000	11.6%	12 YES, 3 NO	$ 2,000,000
HP	115	Historic Ft. Lowell Park Master Plan Implementation	TA	16-Oct-09	PC	$ 5,000,000	$ 5,000,000	$ 5,000,000	23.7%	15 YES, 0 NO	$ 5,000,000
HP	126	Dunbar School Rehabilitation	TA	16-Apr-10	Tucson - 29	$ 1,500,000	$ 1,500,000	$ 1,500,000	10.6%	11 YES, 2 NO	$ 1,500,000
N	15	Mission San Xavier East Tower & Façade Restoration	New		Patronato San Xavier		$ 2,500,000	$ 2,500,000	32.2%	16 YES, 1 NO	$ 2,500,000
N	16	Historic Miracle Mile/Oracle Revitalization Corridor	New		Tucson - 5		$ 2,000,000	$0	new project after survey	2 YES, 8 NO	$0
N	17	Sunshine Mile - Modernist Corridor Historic Façade Rehabilitation Program	New		Tucson - 11		$ 2,000,000	$0	new project after survey	2 YES, 8 NO	$0
		SUBTOTAL				**$ 14,050,000**	**$ 26,450,000**	**$ 22,200,000**			**$ 17,800,000**
		Natural Area Restoration									
PR	262	Altar Valley Watershed Restoration Project	TA	15-Oct-10	Altar Valley Conserv. Allia	$ 1,500,000	$ 1,500,000	$ 1,500,000	11.7%	13 YES, 3 NO	$ 1,500,000
N	20	Buffelgrass Removal, Public Safety and Parkland Restoration	New		Southern Arizona Buffelgrass Coordination (		$ 5,000,000	$ 5,000,000	new project after survey	5 YES, 7 NO	$0
		SUBTOTAL				**$ 1,500,000**	**$ 6,500,000**	**$ 6,500,000**			**$ 1,500,000**
		Floodprone and Open Space Land Acquisitions									
FC	2	Floodprone and Riparian Land Acquisition	TA	21-May-10	PC	$ 10,000,000	$ 10,000,000	$ 10,000,000	32.8%	14 YES, 2 NO	$ 10,000,000
OS	2	Open Space Acquisition Program	TA	16-Apr-10	PC	$ 120,000,000	$ 120,000,000	$ 120,000,000	40.3%, 36.6%	8 YES, 7 NO	120,000,000
		SUBTOTAL				**$ 130,000,000**	**$ 130,000,000**	**$ 130,000,000**			**$ 130,000,000**
		TOTAL				**$ 145,550,000**	**$ 162,950,000**	**$ 158,700,000**			**$ 149,300,000**

ID		Parks and Recreation	Status for 2014 Meetings	2009-11 BAC Tentative Approval Date	Submitted By, Priority if Provided	2009-11 BAC Tentatively Approved Funding	Current Funding Request	County Admin. Recommend.	2013 Public Bond Survey - % of 17,000 respondents that identified project as most important to fund with bonds	2014 BAC Member Preference Exercise	2014-15 BAC Draft Bond Package
City of Tucson proposals											
PR	4	Udall Park Expansion (Tier 2)	TA	16-Oct-09	Tucson - 19	$ 4,000,000	$ 4,000,000	$ 4,000,000	20.5%	13 YES, 3 NO	$ 4,000,000
PR	5	Jacobs Park Recreation Center (Tier 1)	TA	16-Oct-09	Tucson - 14	$ 4,000,000	$ 4,000,000	$ 4,000,000	8.7%	13 YES, 4 NO	$ 4,000,000
PR	20	Reid Park Improvements (Tier 2)	TA	16-Oct-09	Tucson - 9	$ 2,000,000	$ 2,000,000	$ 2,000,000	40.1%	17 YES, 0 NO	$ 2,000,000
PR	29	Purple Heart Park Expansion (Tier 2)	TA	16-Oct-09	Tucson - 23	$ 1,500,000	$ 1,500,000	$ 1,500,000	10.4%	12 YES, 4 NO	$ 1,500,000
PR	267	Sentinel Park - A Mountain Park Improvement Project (Tier 1)	TA	16-Oct-09	Tucson - 13	$ 2,500,000	$ 2,500,000	$ 2,500,000	17.6%	13 YES, 2 NO	$ 2,500,000
PR	34	Urban Greenways City of Tucson/City of South Tucson (Tier 3)	TA	19-Nov-10	Tucson - 3	$ 15,000,000	$15,000,000	$4,000,000	18.7%	8 YES, 5 NO	$ 16,500,000
PR	19	Freedom Center Expansion and Pool Improvements (Tier 2)	TA - increase funding/update scope	16-Oct-09	Tucson - 26	$2,000,000	$ 2,500,000	$ 2,500,000	6.0%	15 YES, 1 NO	$ 2,500,000
PR	28	Lincoln Park Improvements (Tier 3)	TA - update scope	16-Oct-09	Tucson - 25	$ 1,500,000	$ 1,500,000	$ 1,500,000	7.1%	11 YES, 3 NO	$ 1,500,000
PR	35	Regional Sports Fields and Lighting (Tier 3)	TA - increase funding & scope	15-Oct-10	Tucson - 1	$ 10,000,000	$ 17,615,000	$ 16,000,000	18.4%	15 YES, 1 NO	$ 17,615,000
PR	201	Oury Pool Renovations (Tier 2)	TA - increase funding	21-May-10	Tucson - 28	$620,000	$ 1,500,000	$ 1,500,000	6.2%	13 YES, 3 NO	$ 1,500,000
PR	220	Adaptive Recreation Center Expansion (Tier 2)	TA - update scope	15-Oct-10	Tucson - 7	$ 12,000,000	$ 12,000,000	$ 12,000,000	9.5%	12 YES, 3 NO	$ 12,000,000
PR	14	Silverlake Park Expansion	Resubmittal		Tucson - 22		$ 2,300,000	$0	6.9%	7 YES, 6 NO	$ 2,300,000
PR	46	Kennedy Park Improvements and Expansion (Tier 1)	Resubmittal		Tucson - 15		$ 2,500,000	$0	7.9%	6 YES, 5 NO	$ 2,500,000
N	24	Murrieta Park Improvements	New		Tucson - 16		$ 5,000,000	$5,000,000	5.0%	12 YES, 4 NO	$ 5,000,000
PR	44	Oury Park Festival Area	Resubmittal		Tucson - 27		$ 1,500,000	$0	3.5%	7 YES, 5 NO	$ 1,500,000
N	55	Jesse Owens Park Development	New		Tucson - 18		$ 1,000,000	$0	new project after survey		$ 1,000,000
N	56	Buffalo Soldiers Memorial	New		Tucson		$ 250,000	$250,000	new project after survey		$ 250,000
N	57	Fort Lowell Park Improvements	New		Tucson		$ 5,000,000	$0	new project after survey		$ 5,000,000
		SUBTOTAL				**$ 55,120,000**	**$ 81,665,000**	**$ 56,750,000**			**$ 83,165,000**
Town of Marana proposals											
PR	213	Marana Cultural and Heritage Park (now combined recreation & ED project)	Resubmittal		Marana - 1		$ 32,000,000	$16,000,000	5.5%	13 YES, 2 NO	$ 19,000,000
FC	8	Barnett Linear Park and Flood Control Channel	Resubmittal		Marana - 2		$ 6,000,000	$0	3.2%	4 YES, 7 NO	$0
		SUBTOTAL				**$0**	**$ 38,000,000**	**$16,000,000**			**$ 19,000,000**

		Pima County proposals									
PR	77	Shooting Sports Program Site Improvements (Tier 2)	TA	16-Oct-09	PC	$ 3,000,000	$ 3,000,000	$ 3,000,000	12.6%	13 YES, 2 NO	$0
PR	103	Rillito Race Track Conversion (Tier 1)	TA	18-Dec-09	PC	$ 14,000,000	$ 14,000,000	$ 14,000,000	13.6%	12 YES, 5 NO	$ 14,000,000
PR	109	Flowing Wells Park Skateboard Park and Improvements (Tier 1)	TA	16-Oct-09	PC	$ 1,600,000	$ 1,600,000	$ 1,600,000	8.8%	13 YES, 1 NO	$ 1,600,000
PR	115	Ted Walker Park Sporting Dog Training Site (Tier 1)	TA	16-Oct-09	PC	$ 2,500,000	$ 2,500,000	$ 2,500,000	5.0%	10 YES, 5 NO	$ 2,500,000
PR	237	Flowing Wells District Park Expansion (Tier 2)	TA	16-Oct-09	PC	$ 1,200,000	$500,000	$500,000	5.4%	13 YES, 2 NO	$ 500,000
PR	273	Kory Laos Freestyle Memorial BMX Park (Tier 3)	TA	16-Oct-09	PC	$ 1,300,000	$ 1,300,000	$ 1,300,000	4.3%	10 YES, 3 NO	$ 1,300,000
PR	138	SW Regional Sports Tournament Complex	TA - scope change, increase funding	18-Dec-09	PC	$ 5,400,000	$ 32,200,000	$ 32,200,000	new project after survey	14 YES, 2 NO	$ 32,200,000
PR	13	Esmond Station Regional Park (Tier 2)	TA - increase funding & scope	18-Dec-09	PC	$2,400,000	$ 6,800,000	$ 6,800,000	4.8%	13 YES, 2 NO	$ 6,800,000
PR	137	Canoa Preserve Park (Tier 1)	TA - decrease funding	16-Apr-10	PC and Baja Sports	$4,000,000	$ 3,500,000	$ 3,500,000	5.3%	16 YES, 0 NO	$ 3,500,000
PR	140	Willie Blake Park (formally Ajo Detention Basin Park) (Tier 1)	TA - decrease funding & scope	17-Jun-11	PC	$2,200,000	$ 350,000	$ 350,000	3.4%	11 YES, 4 NO	$ 350,000
PR	280	Flowing Wells High School Sports Field Lighting & Improvements	TA - reduce funding & scope	17-Jun-11	PC & School District	$ 15,000,000	$1,500,000	$ 1,500,000	new project after survey	9 YES, 6 NO	$ 1,500,000
PR	110	George Mehl Family Foothills Park (Tier 1)	TA - reduce scope & funding	16-Oct-09	PC	$ 4,000,000	$ 2,500,000	$ 2,500,000	5.6%	12 YES, 4 NO	$ 2,500,000
PR	116	Lawrence Park Improvements and Pool (Tier 1)	TA - combo with PR86	18-Dec-09	PC	$ 9,500,000	$ 6,500,000	$ 6,500,000	3.8% / 1.9%	14 YES, 1 NO	$ 6,500,000
PR	277	Pima County Softball Tournament and Recreation Park at Sports Park (Tier 1)	TA - scope change	16-Apr-10	PC	$ 5,000,000	$ 5,000,000	$ 5,000,000	9.4%	14 YES, 1 NO	$ 5,000,000
PR	96	Model Airplane Parks (Tier 3)	TA - scope change	16-Oct-09	PC	$ 1,500,000	$ 1,500,000	$ 1,500,000	8.8%	8 YES, 6 NO	$ 1,500,000
PR	278	River Park Acquisitions and Development Countywide	TA - update scope	15-Oct-10	PC (OV-4)	$ 20,000,000	$ 20,000,000	$ 20,000,000	20.4%	14 YES, 2 NO	$ 20,000,000
PR	281	Public Natural Park Trailheads	TA update scope /increase funding	15-Oct-10	PC	$ 2,000,000	$ 3,750,000	$ 3,750,000	26.5%	13 YES, 2 NO	$ 3,750,000
N	25	Kino Sports Complex Repurposing and Expansion	New		PC		$ 3,900,000	$ 3,900,000	19.2%	13 YES, 2 NO	$ 3,900,000
N	26	County-wide Splash Pad Program	New		PC		$ 7,000,000	$ 7,000,000	14.8%	13 YES, 3 NO	$ 7,000,000
N	27	36th Street Natural Resource Park	New		PC		$ 480,000	$ 480,000	7.9%	10 YES, 4 NO	$ 480,000
N	28	Agua Caliente Park Pond Restoration	New		PC		$ 1,000,000	$ 1,000,000	new project after survey	14 YES, 2 NO	$ 1,000,000
N	29	Pima Prickly Park	New		PC		$ 500,000	$ 500,000	7.2%	8 YES, 5 NO	$0
N	30	CAP Trail Program	New		PC		$ 14,000,000	$ 14,000,000	12.7%	11 YES, 5 NO	$0
FM	79	Colossal Cave Mountain Park Improvements	TA - increase scope & funding	21-May-10	Colossal Cave	$ 535,000	$ 3,000,000	$ 3,000,000	21.3%	11 YES, 5 NO	$ 3,000,000
PR	93	Yaqui Park Community Center	TA - no change	18-Dec-09	PC	$ 2,350,000	$0	$0	6.7%	17 YES, 2 NO	$0
		SUBTOTAL				**$ 97,485,000**	**$ 136,380,000**	**$ 136,380,000**			**$ 118,880,000**
		Town of Sahuarita proposals									
PR	181	Sahuarita Pool and Recreation Complex /YMCA (Tier 1)	TA - increase funding	16-Apr-10	Sahuarita - 1	$12,652,000	$ 15,880,500	$ 15,000,000	9.9%	15 YES, 1 NO	$ 15,000,000
		SUBTOTAL				**$12,652,000**	**$ 15,880,500**	**$ 15,000,000**			**$ 15,000,000**
		Town of Oro Valley proposals									
PR	217	James D. Kriegh Park Upgrades (Tier 1)	TA - increase funding/update scope	16-Oct-09	OV - 1	$1,000,000	$ 3,000,000	$ 3,000,000	4.1%	15 YES, 3 NO	$ 3,000,000
PR	218	Naranja Park Improvements	Resubmittal		OV - 2		$ 9,000,000	$ 10,000,000	4.1%	12 YES, 5 NO	$ 10,000,000
N	33	Riverfront Park Softball Fields	New		OV - 3		$ 1,000,000	$ 1,000,000	new project after survey	12 YES, 4 NO	$ 1,000,000
		SUBTOTAL				**$ 1,000,000**	**$ 13,000,000**	**$ 14,000,000**			**$ 14,000,000**
		City of South Tucson proposals									
PR	226	JVYC/Ochoa Gym (Tier 1)	TA	16-Oct-09	S.Tucson - 5	$ 1,000,000	$ 1,000,000	$0	3.2%	4 YES, 8 NO	$0
N	34	El Paso Southwestern Greenway Construction (S. Tucson portion)	New		S. Tucson - 3		$ 1,500,000	$ 1,500,000	5.6%	13 YES, 4 NO	inc. in Urban Greenways
		SUBTOTAL				**$ 1,000,000**	**$ 2,500,000**	**$ 1,500,000**			**$0**
		Pascua Yaqui Tribe proposals									
PR	228	Lawrence Hiaki Pathway (Tier 1)	TA	15-Oct-10	Pascua Yaqui - 2	$ 500,000	$ 500,000	$ 500,000	1.7%	11 YES, 4 NO	$ 500,000
		Other Organization proposals									
PR	231	Arizona Velodrome Center - Kino Campus (Tier 3)	TA	19-Nov-10	Perimeter Bicycling	$ 5,000,000	$ 5,000,000	$0	7.2%	4 YES, 8 NO	continued to Jan 23 meeting
FM	92	Ajo Community Golf Course Improvements	TA	19-Mar-10	Ajo Golf Course	$ 320,000	$ 320,000	$ 320,000	2.2%	6 YES, 8 NO	$ 320,000
N	35	First Tee of Tucson Youth Golf & Life Skills Center at Crooked Tree Golf Course	New		Tucson Conquistadores		$ 800,000	$ 800,000	new project after survey	7 YES, 7 NO	$ 800,000
N	12	Old Tucson Expansion by Arizona Sonora Western Heritage Foundation	New		Old Tucson		$ 6,000,000	$ 6,000,000	new project after survey	5 YES, 8 NO	continued to Jan 23 meeting
		SUBTOTAL				**$ 5,320,000**	**$ 12,120,000**	**$ 7,120,000**			**$ 1,120,000**
		TOTAL				**$ 173,077,000**	**$ 300,045,500**	**$ 247,250,000**			**$ 251,665,000**

ID		Neighborhoods, Affordable Housing, Public Health, Justice & Law Enforcement	Status for 2014 Meetings	2009-11 BAC Tentative Approval Date	Submitted By, Priority if Provided	2009-11 BAC Tentatively Approved Funding	Current Funding Request*	County Admin. Recommend.	2013 Public Bond Survey - % of 17,000 respondents that identified project as most important to fund with bonds	2014 BAC Member Preference Exercise	2014-15 BAC Draft Bond Package
		Neighborhood Reinvestment & Affordable Housing									
CD	1	Pima County Affordable Housing Program	TA - decrease funding	4-Jan-10	PC	$ 30,000,000	$ 30,000,000	$ 15,000,000	30.4%	16 YES, 1 NO	
CD	2	Pima County Neighborhood Reinvestment Program	TA - decrease funding	4-Jan-10	PC	$ 30,000,000	$ 30,000,000	$ 25,000,000	28.5%	18 YES, 0 NO	
CD	4	Marana Affordable Housing Land Acquisition, Entitlement & Improvement	Resubmittal		Marana - 4		$ 1,500,000	$0	5.0%	2 YES, 7 NO	
CD	5	Marana Neighborhood Reinvestment Housing Stock Retention	Resubmittal		Marana - 5		$ 1,000,000	$0	3.3%	2 YES, 8 NO	
N	36	Pedestrian Safety and Walkability Improvements	New		Living Streets Alliance		$ 25,000,000	$0	40.1%	3 YES, 8 NO	
N	37	South 12th Avenue Cultural and Culinary Corridor	New		Tucson - 6		$ 3,178,500	$0	12.8%	5 YES, 5 NO	
HP	128	Performing Arts Center Rehabilitation	TA	16-Apr-10	Tucson - 30	$ 1,000,000	$ 1,000,000	$0	25.6%	12 YES, 2 NO	
		SUBTOTAL				**$ 61,000,000**	**$ 91,678,500**	**$ 40,000,000**			
		Health									
FM	97	Pima Co. North Clinic Relocation & Expansion	TA - scope change	19-Mar-10	PC	$ 4,000,000	$ 4,000,000	$ 4,000,000	12.6%	15 YES, 1 NO	
FM	84	MHC Healthcare, Flowing Wells Family Health Center	TA - scope change	19-Mar-10	MHC	$ 3,000,000	$ 3,000,000	$ 3,000,000	10.3%	4 YES, 7 NO	
N	38	Pima County Office of Medical Examiner Expansion & Remodel (Forensic Science Center)	New		PC		$ 20,000,000	$ 20,000,000	18.7%	14 YES, 3 NO	
		SUBTOTAL				**$ 7,000,000**	**$ 27,000,000**	**$ 27,000,000**			
		Justice & Law Enforcement Facilities									
FM	99	Drexel Heights Sheriff District Station	Resubmittal		PC		$ 2,200,000	$ 2,200,000	new project after survey	16 YES, 2 NO	
N	39	North Central Sheriff's Substation	New		PC		$ 3,100,000	$ 3,100,000	new project after survey	14 YES, 3 NO	
N	41	Public Safety Training Academy - Judgmental Firearms Training Facility	New		Tucson - 8		$ 4,100,000	$0	new project after survey	5 YES, 7 NO	
N	42	Public Safety Training Academy - Multi-purpose Training Facility	New		Tucson -10		$ 11,700,000	$0	new project after survey	3 YES, 8 NO	
N	43	Public Safety Training Academy - Driver Training Facility	New		Tucson - 12		$ 3,000,000	$0	new project after survey	3 YES, 8 NO	
N	58	Pima County Jail Annex at Juvenile Detention Center Complex	New		PC		$ 5,000,000	$ 5,000,000	new project after survey		
		SUBTOTAL					**$ 29,100,000**	**$ 10,300,000**			
		TOTAL				**$ 68,000,000**	**$ 147,778,500**	**$ 77,300,000**			

*For Affordable Housing and Neighborhood Reinvestment Programs, the current funding request amount reflects recommendations from advisory committees, not the County Administrator.

ID		Flood Control and Governmental Facilities	Status for 2014 Meetings	2009-11 BAC Tentative Approval Date	Submitted By, Priority if Provided	2009-11 BAC Tentatively Approved Funding	Current Funding Request*	County Admin. Recommend.	2013 Public Bond Survey - % of 17,000 respondents that identified project as most important to fund with bonds	2014 BAC Member Preference Exercise	2014-15 BAC Draft Bond Package
		Flood Control									
FC	58	El Corazon - Santa Cruz River: Rillito and Canada del Oro Confluence	TA - scope change	21-May-10	PC	$ 10,000,000	$ 10,000,000	$ 10,000,000	16.7%	17 YES, 0 NO	
FC	9	Lower Santa Cruz Levee Extension	Resubmittal		Marana - 3		$ 7,000,000	$0	6.5%	3 YES, 5 NO	
FC	14	40th Street Drainage	Resubmittal		S. Tucson - 2		$ 3,000,000	$0	6.0%	6 YES, 6 NO	
FC	16	South 7th Avenue Between West 28th and 20th Streets Drainage	Resubmittal		S. Tucson - 4		$ 2,500,000	$2,500,000	6.0%	15 YES, 3 NO	
N	44	East 32nd 1/2 Street Drainage	New		S. Tucson - 1		$ 2,200,000	$0	5.0%	7 YES, 5 NO	
N	45	Cemetery Wash Drainage Improvements	New		PC & TO		$ 4,000,000	$4,000,000	new project after survey	15 YES, 2 NO	
N	46	Pascua Yaqui Tribe Regional Drainage Construction	New		Pascua Yaqui -1		$ 1,936,363		new project after survey	new project	
		SUBTOTAL				**$ 10,000,000**	**$ 30,636,363**	**$ 16,500,000**			
		Governmental Facilities									
FM	9	Green Valley Government Center Parking & Access Improvements	TA	19-Mar-10	PC	$ 2,000,000	$ 2,000,000	$ 2,000,000	4.5%	16 YES, 2 NO	
FM	34	Downtown Legal Services Building Asbestos Abatement & Fire Sprinklers	TA	19-Mar-10	PC	$ 2,000,000	$ 2,000,000	$ 2,000,000	9.6%	15 YES, 3 NO	
FM	110	Elections Equipment	TA - decrease funding	16-Apr-10	PC	$5,000,000	$ 2,400,000	$ 2,400,000	16.4%	16 YES, 2 NO	
		SUBTOTAL				**$ 9,000,000**	**$ 6,400,000**	**$ 6,400,000**			
		TOTAL				**$ 19,000,000**	**$ 37,036,363**	**$ 22,900,000**			

ID		Job Growth, Education and Workforce Training	Status for 2014 Meetings	2009-11 BAC Tentative Approval Date	Submitted By, Priority if Provided	2009-11 BAC Tentatively Approved Funding	Current Funding Request	County Admin. Recommend.	2013 Public Bond Survey - % of 17,000 respondents that identified project as most important to fund with bonds	2014 BAC Member Preference Exercise	2014-15 BAC Draft Bond Package
FM	1	Pima County One Stop Career Center	TA - increase scope/cost	16-Oct-09	PC	$ 4,500,000	$ 6,737,000	$ 6,737,000	29.2%	16 YES, 0 NO	
N	47	UAMC South Campus Allied Health Training & Facilities Expansion	New		UA		$ 40,000,000	$ 40,000,000	new project after survey	10 YES, 6 NO	
N	48	Innovation/Technology Building, UA Tech Park - Bridges	New		UA		$ 45,000,000	$ 45,000,000	new project after survey	10 YES, 6 NO	
N	49	Science Park Drive - Rita Road to Pantano Road Improvements	New		UA and PC		$ 10,772,000	$ 10,772,000	13.0%	11 YES, 4 NO	
N	51	Sonoran Corridor Highway Improvements between I-10 and I-19	New		PC		$ 20,000,000	$ 20,000,000	19.6%	13 YES, 5 NO	
N	52	Oro Valley Business Accelerator	New		OV - 1		$ 15,000,000	$ 15,000,000	7.5%	7 YES, 8 NO	
N	53	Southern Arizona Mining & Industrial Technology Centers	New		JTED		$ 12,000,000	$0	new project after survey	3 YES, 8 NO	
N	54	JobPath Program Facility	New		JobPath		$ 1,250,000	no recommendation	32.5%	8 YES, 5 NO	
		TOTAL				**$ 4,500,000**	**$ 150,759,000**	**$ 137,509,000**			

Bond Project Sheets

Department: Sustainability & Conservation: Cultural Resources & Historic Preservation (City of Tucson)
Date: March 21, 2014

2015 Bond Election Proposed Projects Template
Bond No. HP-128 Priority: A

Project Name: Performing Arts Center Rehabilitation

Location: 408 South 6th Avenue, Tucson

Scope: Planning, design, construction, and rehabilitation will complete the final phase of development on this historic building and allow it to be utilized for performing arts groups or for other uses. A historical architect consultant was hired in 1999 to conduct a study of needed repairs/rehabilitation, and they prepared construction documents for the work. Pima County 2004 Bond funds of just under $700,000 were used to fund the most important structural repairs to its foundations. Additional funding is needed for additional improvements to its interior and exterior and to upgrade utilities and mechanical systems in the building to allow the building to be used for public purposes as a performing arts center or for other community events.

Benefits: This red brick building was constructed in 1921 as All Saints Catholic Church, which the community commonly called "The Cursillo." It is a contributing property in the Armory Park National Register Historic District. Sometime between 1933 and 1948 the building was extensively remodeled to the Spanish Colonial Revival facade that is present today. The City of Tucson purchased it in 1989, and it was remodeled on the interior and used for theatrical performances until 1999, when it was closed. The building remains vacant and unused at present and its rehabilitation will allow it to benefit the neighborhood and the revitalization of downtown Tucson.

Costs: $1,000,000

Bond Funding: $1,000,000

Other Funding: None

Fiscal Year Project Start and Finish Date: TBD

Project Management Jurisdiction: City of Tucson

Future Operating and Maintenance Costs: This project will impact the City of Tucson Operation and Maintenance Budget. The City will identify this impact and incorporate it into its annual budget process to cover the increased cost associated with the addition of these facilities. The estimated increase in annual operating expenditures based on operations and maintenance impacts in the late 1990s is $250,000. A partnership to operate the facility or a management agreement will be pursued. There may be an increase in annual revenues associated with the operation of this facility. Both expenditures and revenues will need to be adjusted at the time of construction of the improvements and finalization of a management agreement.

Regional Benefits: The Performing Arts Center was home to a number of small performing arts during the 1990s. It has been closed for several years pending the completion of structural repairs.

Rehabilitation work will allow the building to be used as a venue for performing arts groups to provide their valuable services to the community.

Supervisor District of Project Location: District 2 – Ramon Valadez

CD1

Department: Pima County Community Development and Neighborhood Conservation Department

Revised Date: September 8, 2014

Future Pima County Bond Election Proposed Project

Project Name: AFFORDABLE HOUSING PROGRAM

Location: Communities throughout Pima County.

Scope: The program creates and expands affordable housing through the construction of new development and the rehabilitation of existing affordable housing units in order to provide safe decent and healthy affordable housing opportunities and options to low and moderate income families living in Pima County. Unlike other bond projects with specific earmarks for identified projects, the bond funds which support the Affordable Housing program has a pre-established process for project selection that requires the applicant meet a minimum threshold standard established by the Pima County Housing Commission (PCHC) prior to any notice of availability of funds. Additionally, the program records a 30 year Affordability Housing Restriction on each unit to ensure preservation and long term affordability.

Program Requirements:

1. Applicant must meet minimum thresholds described in the formal application completed and undergo an extensive review by qualified housing staff, then reviewed and scored by a subcommittee of the PCHC; after meeting the minimum thresholds, the application must score at least 80 points for the subcommittee to present the proposed project to the full PCHC for their vote to recommend the project to the Pima County Board of Supervisors for final approval.
2. Any proposed project located within a jurisdiction of Pima County must be able to demonstrate that the jurisdiction will contribute a reasonable match or other leverage (i.e.: donation of land and/or building structure, waiver of fees, other funding sources including but not limited to federal and general funds).
3. Applicant must have site control by evidence of a valid and current purchase contract, option agreement, or lease agreement providing the applicant with the right to develop the site for the proposed use and documentation that the project is appropriate for the current zoning approved for the site.
4. Applicant must provide evidence that there is sufficient need in the community to support the proposed use. An independent comprehensive market study is required at the time of application for projects with more than 25 units. Projects with 25 or fewer units must provide a comprehensive study within 90 days of receiving any conditional approval for funding.
5. Applicants are required to provide an Affirmative Marketing Plan within ninety days of approval of their application. The plan must demonstrate a concerted effort to reach out to households not likely to seek the proposed, bond-assisted housing development. This is a requirement consistent with state and federal fair housing laws and regulations and in the best interest of those seeking affordable housing in Pima County.

6. Upon commitment of funds by the Board of Supervisors (BOS), CDNC staff will negotiate an agreement with the applicant. All Housing Commission recommendations and BOS commitments will include deadlines for securing any funds not fully committed, deadlines for executing county contract and deadlines for beginning and completing construction of housing units. The contract will not be negotiated until commitments of all funding sources needed to support the project are determined to be available. Staff will determine whether any substantial changes in the project targeting or funding will require additional underwriting and/or resubmission of the application for re-review by the Housing Commission and possibly the BOS.

Benefits: The Affordable Housing program provides for the expansion of homeownership and rental opportunities, the provision of access to safe, decent, affordable housing for low-moderate income residents of Pima County, and encourages public-private partnerships in the development and creation of affordable housing. In 1997, the voters of Pima County approved $5 million, and $10 million in 2004 for the Affordable Housing program and the establishment

of a Housing Trust Fund. The success of the current program can be measured by the number of housing developments completed, the increase in property tax base, public and private sector partnerships developed, and the funds leveraged for home ownership and rental opportunities. As of March 31, 2014, The Pima County Housing Commission has recommended and the Board of Supervisors have approved funding for development of 469 single family housing units, and 461 multi-family rental units for a combined total of 930 affordable housing units (1997 & 2004 Bonds).

General Obligation Bond Funds for Affordable Housing from 1997 and 2004 combined total $15Million used for development that will leverage more than $129 Million. Increasing home ownership and rental opportunities for families by using bond funds to reduce housing costs becomes more critical than ever before. The General Obligation Bond Funds for Affordable Housing has been an "economic stimulus" package in Pima County since the completion of the first project in 2003. It has been well documented that housing development creates local jobs and stimulates the economy through property and sales tax revenue, while sustaining and stabilizing families, neighborhoods and community thus providing both economic and social impacts to Pima County.

The high foreclosure rates and the Great Recession in Pima County have affected housing development in Pima County. While foreclosures are on the decline, recent reports and studies confirm that affordable housing continues to be a challenge for the low-wage earner, special populations, the low- income aging population, low to moderate-income families, and housing industry stakeholders. The changes in the 2004 bond language expanded the use, providing an opportunity for bond funds to be used for the purchase of foreclosed homes and creating opportunities for community revitalization. Bond funds have historically provided developers leverage, as lenders will consider them less risky when considering financing a proposed project. They have become more attractive to developers for the reasons stated but can also work as a tool to encourage the inclusion of affordable housing in future development of housing. County Bond Counsel has determined that bond funds can be used for vertical development and construction, as long as there is a 30 year affordability restriction in place as required by state statutes. Overall, bond funds strengthen and expand the opportunities for for-profit and non-profit partnerships and collaborations for new development projects in the future.

Costs: $30 million (Projected costs of $20,000 per unit, with a goal of at least 1,500 new affordable housing units)

Bond Funding: $30,000,000

Other Funding: Although each project is unique in its funding sources, historically, the average leverage is 10:1, with typical funding sources often including: Home Investment Partnership Program (HOME), Federal Home Loan Bank—Affordable Housing Program (AHP), Low Income Housing Tax Credits (LIHTC), United States Department Of Agriculture (USDA)—Rural Development Loan Programs, Community Development Block Grants (CDBG), State Of Arizona Department Of Housing, Private Foundation, Private Lenders, Owners Equity

Fiscal Year Project Start and Finish Date: Since this is a successful ongoing program, it is estimated that there will be a 10-year timeframe for completing all 1,500 units.

Project Management Jurisdiction: A designated Project Manager from the department is responsible for oversight responsibilities related to the contract as approved by the Board of Supervisors. The Contractor must submit documentation for draw requests, which are verified, reviewed and approved by the Project Manager based upon a physical site inspection, proof of payment, and lien releases prior to funds being processed for disbursement. The Project Manager is actively involved in the project through the construction and/or rehab of all housing units. Once the project is completed, the Project Manager or designated staff continues to monitor and inspect properties for the duration of the affordability period to ensure compliance.

Future Operating and Maintenance Costs: For those bond funded projects that include offsite improvements in the public right of way, upon completion of the housing development project, the jurisdiction in which the project resides will be responsible for the operating and maintenance costs. For single-family housing units, the property ownership is conveyed to a qualified low-income buyer with deed restrictions requiring a 30-year affordability period. The Deed will name Pima County as the Trustor and requires that the County approve any subsequent

buyers within the 30 year period to ensure the new owner meets the income eligibility guidelines in place at the time of sale and transfer. Pima County or other Pima County municipalities with an internal Real Property division may own single-family rental units purchased or another approved management entity. Pima County may transfer housing units to a land trust or non-profit entity which will be responsible for ensuring long-term preservation, affordability, and management. The rental units must be able to show a positive cash flow to support the funds for management, maintenance and operating expenses. The Contractor upon completion will own multi-family units. Projects approved will require financing mechanisms such as Low Income Housing Tax Credits to ensure long-term affordability, monitoring, and management.

Regional Benefits: Affordable Housing projects benefit all residents of the specific development. Through increased affordable, safe and healthy rental and home ownership opportunities, benefits are extended to all residents in the surrounding community. While individual projects are specific to an identified community, the overall program is based on a regional approach and the improvement in the quality of life, throughout the urban, suburban and rural areas of Pima County.

Supervisor District of Project Location: All Districts

Department: Pima Co. Community Development & Neighborhood Conservation Department
Date: August, 5 2014

Future Pima County Bond Election Proposed Project

Project Name: Neighborhood Reinvestment Program

Location: Stressed neighborhoods and communities in Pima County. Stress is determined by a combination of sources and factors including but not limited to City of Tucson Neighborhood Stress Map and Pima County Community Development Block Grant (CDBG) Target Areas.

Scope: Small scale capital improvement projects developed in stressed neighborhoods and communities throughout Pima County, including but not limited to street lights, sidewalks, park improvements, community centers, speed bumps, and traffic mitigation devices. Unlike other bond projects with specific earmarks for identified projects, the bond funds support the Neighborhood Reinvestment program, with established criteria for eligible projects and a process for project selection.

Program Requirements:

1. Participating jurisdictions must designate a staff person at the senior management level, preferably in the manager's office, to be responsible for departmental and legal review of Intergovernmental Agreements (IGA), and IGA approvals by the governing body.
2. Intergovernmental agreements with participating jurisdictions must require projects to be completed within two years of the execution of the IGA.
3. Bond funds cannot be used by participating jurisdictions to fund internal staff costs related to projects.
4. The Neighborhood Reinvestment Oversight Committee will continue to review project proposals and recommend projects to the Board of Supervisors for approval.
5. The Neighborhood Reinvestment Oversight Committee will assign a higher priority to projects that include other sources of funding.
6. No participating jurisdiction will be awarded more than 50 percent of the total bond funding authorized by voters.
7. Individual projects are limited to a maximum of $500,000 in bond funding, except for projects that include the development of a new-standalone building (e.g. a community building), which would be limited to a maximum of $750,000.

Benefits: The Neighborhood Reinvestment program pursues two goals: physical revitalization of public infrastructure in stressed communities and empowerment of area residents. There are at least 35 identified stressed neighborhoods and communities in Pima County which have not yet applied for Neighborhood Reinvestment funding. Many of these neighborhoods and communities are in the unincorporated portion of Pima County, which were not eligible for 1997 Neighborhood Reinvestment funding. In addition, every one of the 50 2004 Neighborhood Reinvestment bond recipient neighborhoods has asked when they can submit a second proposal for additional infrastructure improvements, describing erosion of streets, parks, and other public amenities, in addition to absence of recreational facilities, street lighting, and accessible sidewalks.

As unincorporated communities grow and there is an increasing demand for small capital projects to promote community stability, it is inevitable that they will seek Neighborhood Reinvestment funding. As disintegrating infrastructure and social problems continue to plague the urban core neighborhoods, residents will seek funds to stabilize their communities. Written surveys returned by neighborhoods with completed Neighborhood Reinvestment projects, demonstrate the community building value of the small capital projects.

Costs: $30,000,000 (The average cost of 2004 Neighborhood Reinvestment projects was $341,528, not including matching funds from participating jurisdictions. Based on post survey information from 50 neighborhoods that received 2004 bond funds, additional infrastructure improvements would be needed. The $30 million bond request was estimated by using the 50 neighborhoods surveyed, and an additional 40 stressed neighborhoods that did not receive any funding, multiplied by the average cost per project).

Bond Funding: $30,000,000

Other Funding: None identified at this time. However, as each project is developed by neighborhood residents, it is incumbent upon the residents to identify other sources of funds for larger scale projects. The 1997 and 2004 Neighborhood Reinvestment projects have obtained supplemental funding from Pima County CDBG, State Department of Transportation Enhancement grants, City of Tucson CDBG, and Tucson Back to Basics grants. The 1997 and 2004 Neighborhood Reinvestment projects leveraged $15.7 million of other funding.

Fiscal Year Project Start and Finish Date: Entire length of bond program

Project Management Jurisdiction: A Project Coordinator from Pima County is responsible for the overall management of each project approved by the Board of Supervisors. The project construction management is determined in consultation with the participating jurisdiction. It is anticipated that projects will be developed in the City of Tucson, the City of South Tucson, the Town of Marana and unincorporated Pima County. A Memoranda of Agreement will be utilized for all projects that are the sole responsibility of an identified Pima County Department.

Future Operating and Maintenance Costs: The current IGA utilized for Neighborhood Reinvestment projects identifies the jurisdiction in which the project is developed to assume all responsibility for the Operation and Maintenance costs for a period of at least 25 years.

Regional Benefits: Neighborhood Reinvestment projects benefit neighborhoods and communities throughout incorporated and unincorporated Pima County. While individual projects are specific to an identified community, the overall program is based on a regional approach and the improvement in the quality of life throughout the urban, suburban and rural areas of Pima County.

Supervisor District of Project Location: All Districts

Town of Marana
Date: April 15, 2013

Future Pima County Bond Election Proposed Projects

Project Name: Affordable Housing Land Acquisition, Entitlement, and Improvement Fund

Location: Town of Marana incorporated area

Scope: By acting as the land developer for affordable housing projects, the Town can leverage land acquisition dollars and community resources to offer community partners entitled and improved land. Marana's Affordable Housing Advisory Commission will work under the direction and oversight of the Pima County Affordable Commission to administer designated funding for land acquisition and infrastructure planning and development. Infrastructure improvements may include the installation of sewer lines, road construction, and parks and shared amenities development.

Benefits: Recognizing the key links between future commercial growth and the ability for the region to supply a ready workforce, safe affordable housing for working families and low-income vulnerable populations is a critical element to growth and sustainability. The lack of affordable housing in Northwest Pima County and the Town of Marana, in particular provides, a significant challenge to the region that will require create flexible solutions and a wide-variety of partnerships to address. The Town of Marana will be able to offer improved housing lots to non-profit partners for the development of affordable housing at a cost that is not prohibitive and contributes to the overall success of the project. The availability of safe appropriate affordable housing is vital to regional stability.

Costs: $1,500,000

Bond Funding: $1,500,000

Other Funding: None identified at this time

Fiscal Year Project Start and Finish Date: TBD

Project Management Jurisdiction: Town of Marana

Future Operating and Maintenance Costs: Operating costs (indirect and administrative) - for land acquisition and off-site infrastructure improvements will be paid by the Town of Marana through general fund dollars.

Regional Benefits: Safe affordable housing is critical to the continued economic growth in the region. The ability to retain and attract new businesses to the region will be reliant on the availability of adequate housing for the workforce in Pima County.

Supervisor District of Project Location: District 1 and 3

Town of Marana
Date: April 15, 2013

Future Pima County Bond Election Proposed Projects

Project Name: Neighborhood Reinvestment Housing Stock Retention Fund

Location: Town of Marana incorporated area

Scope: Recognizing the value Marana's rich history plays as we move toward the future, neighborhood revitalization and infill projects have to work in coordination with new development to address a wide-variety of needs. Designated funding for both housing and infrastructure repair will be used in conjunction with other funding streams to bring aging neighborhoods and housing stock into alignment with contemporary standards including the development of neighborhood parks, sidewalk improvements, or other infrastructure needs designed to bring older neighborhoods the amenities enjoyed by newer developments.

Benefits: The rehabilitation of aging housing stock and the development of a neighborhood reinvestment fund will help rejuvenate and maintain vibrant neighborhoods offering affordable options in a fast growing real estate market.

Costs: $1,250,000

Bond Funding: $1,000,000

Other Funding: $150,000 annually

Fiscal Year Project Start and Finish Date: TBD

Project Management Jurisdiction: Town of Marana

Future Operating and Maintenance Costs: Operating costs (indirect and administrative) - for parks and infrastructure improvements will be paid by the Town of Marana through general fund dollars.

Regional Benefits: Safe affordable housing is critical to the continued economic growth in the region. The ability to retain and attract new businesses to the region will be reliant on the availability of adequate housing for the workforce in Pima County.

Supervisor District of Project Location: Districts 1 and 3

Department: TBD
Date: December 16, 2014

2014 Bond Election Proposed Projects Template

Project Name: Pedestrian Safety and Walkability Improvements

Location: Pima County (all jurisdictions)

Scope: $25 million for pedestrian safety and walkability capital improvement projects throughout Pima County; $21 million for 16 specific corridor improvement projects totaling over 22 linear miles of roadway, and $4 million for categorical improvements in one of three categories.

Corridor projects will focus on that pedestrian collector system that falls between the in-neighborhood pedestrian efforts of Neighborhood Reinvestment and the arterial efforts of the Regional Transportation Authority. In cooperation with these entities and the jurisdictions, it will focus on bringing pedestrians safely and comfortably to community destinations, such as schools, businesses, parks, community centers, libraries, and transit stops. Corridor projects may include, but are not limited to, such improvements as enhanced connections and crossings; continuous sidewalk networks; streetscape improvements; traffic calming; and green infrastructure.

Categorical projects will be awarded through the PAG Bicycle & Pedestrian Subcommittee through a competitive and transparent process. All jurisdictions within Pima County may apply.

Benefits: Walking is the most basic and equitable mode of transportation that exists; every person is a pedestrian at some point during his or her day. To increase the number of people walking, the distances being walked, and the diversity of trips made by foot, walking needs to be safe, comfortable and convenient. A walkable environment has the following benefits:

- Safety – a reduction in the terrible toll of injuries and deaths to pedestrians in our communities
- Transportation – reduced traffic congestion and increased efficiency/effectiveness of a multi-modal transportation system
- Health – reduced levels of obesity, heart disease, adult onset diabetes, and other illnesses resulting from sedentary lifestyle
- Equity and Diversity – increased access for people of all ages and abilities, including the 33% of the population who cannot or do not drive an automobile at any given point in time
- Climate & Environment – reduced emissions, improved air and water quality, curbed urban heat island
- Economic Development – improved pedestrian connections to business districts to promote small scale, local economic development as well as increased "livability" which will make the region nationally competitive as a desirable place for major employers and start-up ventures.

Costs: $21 million in pedestrian capital improvements along 16 specific "Signature Project" corridors throughout Pima County; $4 million for categorical pedestrian improvements in at least one of three categories: Safe Crossings, Safe Routes to School Infrastructure Projects, Enhancements.

Bond Funding: Twenty-five Million Dollars

Other Funding: Significant investment has already been made in developing the scope of each project and the proposal as a whole. Living Streets Alliance and partners have donated over $50,000 in time, as have staff from each jurisdiction that submitted projects. The City of Tucson has already invested $50,000 in preliminary engineering cost estimates for their projects. Jurisdictions may leverage these bond funds

to secure additional match funding through the Transportation Alternatives Program and other local, state, and federal funding opportunities. If built, **the 16 corridor projects stand to leverage upward of $94 million in public investment (Pima County Bonds, etc.) through projects funded since 1997. An additional $87 million in proposed projects (the majority of which are proposed 2015 County Bond projects) stand to be leveraged as well.**

Fiscal Year Project Start and Finish Date: Start FY2016; End when all funding has been expended

Project Management Jurisdiction: Each jurisdiction will be in charge of managing both Signature Projects and Categorical Funding projects that fall within its boundaries. This will be done in cooperation with Pima County Project Management Department via Inter-government Agreements (IGAs). Living Streets Alliance (LSA) will be happy to provide project guidance and planning assistance on a contractual or pro-bono basis to Pima County or other jurisdictions as projects are implemented, but currently has no contractual connection to the projects. Rather, LSA is acting as an advocacy organization in proposing these projects, advocating on behalf of pedestrians and the pedestrian system.

Future Operating and Maintenance Costs: Each jurisdiction will assume responsibility for future Operation and Maintenance costs of improvements made within its boundaries and will be required to provide documentation of existing O&M policies.

Regional Benefits: Benefits outlined above, as they relate to pedestrian safety, the economy, public health and the environment are at a regional level. Each trip made by Pima County residents begin and end with walking. A robust multi-modal transportation network (which benefits and is used by the entire region) necessitates walking as a mode of transportation, which alleviates traffic congestion for drivers and provides affordable alternative transportation options for non-drivers. Additionally, the Pima Association of Governments just adopted a 2014 Regional Pedestrian Plan Update, which clearly demonstrates the demand for improved walking conditions throughout the region and the potential for such improvements to positively affect the local economy as well as the quality of life for Pima County residents.

Supervisor District of Project Location: All Pima County Supervisor Districts

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Project Name: South 12th Avenue Cultural and Culinary Corridor – Phase 1

Location: Project area is a two mile corridor on South 12th Avenue, from 44th Street in the north to Drexel in the south. Phase I funding of $3,100,000 requested to fund Irvington to Drexel.

Scope Pedestrian safety features – refuge islands ($100k for 5), Sidewalks ($400k/mile), Right of way improvements –landscaping, bus shelters, pedestrian nodes for shade, art and signage (total approx. $250k/mile which may include land acquisition for right of way).

Benefits: The South 12th Avenue Cultural and Culinary Corridor project involves master planning and infrastructure improvements to develop pedestrian and bicycle facilities, shade, signage and art in a cultural district that celebrates our unique Mexican American heritage and brings commercial investment to this highly used transportation corridor. There is broad public support for pedestrian and bicycle facilities, public art and cultural conservation.

Neighborhoods and local business leaders have engaged in corridor planning for years. Despite these planning initiatives leading to investment at both the north and south end of 12th Avenue, the most heavily utilized core of the roadway has been left unimproved.

Recently a business association has come together around vendor issues and with the interest of beautifying and investing in the corridor. The South Side Business Coalition (SSBC) has grown rapidly over the past year, and the group has sponsored lending and credit support, classes at Microbusiness Advancement Center (MAC) and the University of Arizona, and local graffiti abatement events and cleanups. The SSBC has been collaborating with city staff on grant applications and efforts to seek out support for strategic investments in infrastructure along the corridor. Neighborhood associations and local schools (C.E. Rose, St. John's, and Pueblo H.S.) have indicated support for improvement planning and initiatives.

Corridor stakeholders have expressed interest in looking at a flexible phasing process, targeting the most commercially dense portion of the roadway for maximum impact. Developing substantial infrastructure improvements will be key to encouraging multi-modal visitors and creating a cultural destination space that is welcoming to all.

Cost: $3,100,000

Bond Funding: $3,100,000

Other Funding:
Leveraging existing public investments:

- Landscaped, improved roadways to the north and south of the project area (south of Drexel and north of 44th)…(Multiple revenue sources: City of Tucson, Public Improvement District & Pima County)
- Liberty Bike Boulevard (1/2 mile to the east and parallel to S. 12th Avenue) – in progress, wayfinding needed
- Northern access to Pima County "Urban Loop" bicycle path at Julian Wash Archeological Park

Leveraging existing planning efforts:

- 2013 existing conditions planning study by Drachman Institute (high stress, high poverty, 427 businesses)
- 12th Avenue Area Plan (Pima County, 1999)
- Plan Tucson – approved by voters in 2013 – Southside commercial district public process next year
- Sunnyside Neighborhood Plan (1998)
- Valencia Road Area Plan, Major Streets and Routes (City of Tucson)

Pursuing other public and private partnerships:

- Community Development Block Grant funding –3 bus shelters (complete)
- Clean City Task Force Gateway Project (planned for TEP property at S. 12th and Drexel)
- Pima County Flood Control – Airport Wash Basin Management Study (to be completed in 2014)
- Pursuing City of Tucson development incentives modeled after Downtown incentive package (2014)
- Pursuing federal commerce and transit grants – two existing International Bus Services (Tufesa and TAP Royal) to connect with Greyhound and Downtown transit (wheeled historic Trolley for 23 miles of Mexican food)
- Pursuing historic sign funding (available in 2015 – three signs in corridor that meet qualifications)
- Pursuing Tohono O'odham 12% Gaming Funds
- Pursuing Transportation Alternative Program (TAP) Funding in 2015
- Pursuing tree planting on private and public property (Trees for Tucson and Mayor's 10,000 Trees)
- WIFA / Watershed Management Group – Recipients of a $35,000 green infrastructure grant for area (2014)

Fiscal Year Project Start and Finish Date: The project start date will be 2017/2018 and will continue until the funds are fully expended.

Project Management Jurisdiction: The City of Tucson will have project management jurisdiction of this project.

Future Operating and Maintenance Costs: The City of Tucson is committed to funding the on-going operating and maintenance costs associated with the proposed bond project.

Regional Benefits: The construction of road and pedestrian improvements creates infrastructure that promotes economic development and jobs for a regional benefit. The culinary and cultural corridor promotes tourism throughout the community and outside the Tucson area. Recent branding initiatives through Visit Tucson include "The Best 23 Miles of Mexican Food," identifying the area as the home of the Southwest's most authentic and delicious Mexican cuisine. Local restaurants have been featured on national television, and 12th Ave is currently the focus of a popular "Best of the Barrio" food tour. Developing a pedestrian-friendly destination of 12th Avenue will attract visitors, and has the potential to create a culturally relevant space comparable to that of Olvera Street in L.A. or the Mission District in San Francisco. In addition, 12th Avenue serves as an alternative thoroughfare to I-19, bringing drivers and transit users from south Tucson into downtown.

Supervisor District of Project Location: District 5

Department: Health Department
Date: December 29, 2014

2014 Bond Election Proposed Projects Template

Project Name: North Public Health Clinic

Location:
This bond project proposal replaces the current Health Department locations at 3550 N.1st Ave. The site for the new facility needs to be readily accessible by individuals with limited income and limited transportation, including our community's homeless and refugee populations.

Scope: Construction of a new 12,000 sq. ft. facility or purchase/remodel of an existing facility of similar size to replace the existing clinic. The current North Clinic has operated as a public health center since 1973. The North Clinic itself operates from a leased facility. The building is too small to support current service demands and is out of compliance with best practices for clinical facilities. Minimal modifications have been made to the building since it opened as a public health center, which leaves it essentially medically obsolete.

Benefits:
Public health services in a new modern multi-service clinical facility or purchased/remodeled facility of approximately 12,000 square feet will serve an estimated 5,400 per year which are currently served by our North Clinic location. The benefits and services to be delivered at this site include the following:

- Readily accessible disease prevention services, located proximate to the hard-to-reach populations served by these programs.
- Planning, integrating, coordinating and sharing resources, expertise and information to effectively and efficiently respond to communicable disease surveillance and outbreaks.
- Replacing medically antiquated facilities with a new and remodeled building conducive to incorporation of new medical technology, as well as having a site that complies with current building codes for medical services.
- HIV/STD Program (mandated): Counseling and education to residents about sexually transmitted diseases and prevention measures; testing services, screening, evaluation, partner notification, treatment of infections; investigation of mandatory reports; needle exchange program.
- Well Woman Health Check (WWHC): Breast and cervical cancer screening and diagnostic services for low-income, uninsured, and underinsured women; case management, outreach, and education.
- Family Planning: Contraceptive counseling and supplies, reproductive health exams, cervical and breast cancer screening; evaluation and treatment of abnormal tests; diagnosis and treatment of sexually transmitted diseases.
- Immunization Program: Immunizations and related counseling services are provided to adults and children at this location. These services are provided to both insured and uninsured individuals.

As public health evolves, other appropriate services may be added to this location to meet community needs.

Costs: $4,000,000

Bond Funding: $4,000,000

Other Funding: None identified at this time.

Fiscal Year Project Start and Finish Date: TBD

Department: MHC Healthcare
Date: September 5, 2014

2014 Bond Election Proposed Project

Project Name: MHC Healthcare, Flowing Wells Family Health Center

Location: 1323 N. Prince Rd., Tucson, AZ 85705

Scope: Construct a 12,000 sq. ft. building for the MHC Flowing Wells Family Health Center (FWFHC) which will provide: Full-range of Family Practice medical, diagnostic and treatment services; vaccinations; treatment of minor injuries and wounds; disease management programs; and behavioral health services for children and adults, primarily in the 85705 zip code.

Benefits: The current health center facility has 5,306 sq. ft. and was originally built in 1963. It originated as two separate buildings later joined into one practice. This resulted in a poor layout for proper patient flow, with a significant waste of valuable space and doorways and bathrooms which were grandfathered in and are not within the American Disabilities Act (ADA) standards.

The proposed bond funding will enable MHC to construct a new 12,000 sq. ft. building for the Flowing Wells Family Health Center. This will allow MHC to add behavioral health services and to serve 3,500 additional medical and behavioral health patients at FWFHC. MHC will expand the current delivery model at this location to provide higher quality healthcare focusing on primary and preventive medicine, immunization management, disease management, depression, substance abuse and mental illnesses.

The Flowing Wells Family Health Center is located in the 85705 zip code of Pima County. It is a densely populated, low-income area with many homeless patients. The Flowing Wells service area has a target population of approximately 37,000 patients and FWFHC is currently serving over 3,000. The overall ethnic makeup of the population served by MHC is 73% Caucasian, 22% Hispanic or Latino and 5% other. The majority of the population is composed of young families, with 58% of the population being under 44 years of age and 26% under 20 years of age. The majority of the population residing in the community is composed of blue-collar workers who are employed in the Tucson Metropolitan area. Approximately 51% of the total population served at the Flowing Wells facility either have no health insurance or are enrolled in the AHCCCS Medicaid program. The overall average income of the population served in the area is low, with 54% of the households having incomes below 200% of the FPL.

The MHC Flowing Wells Family Health Center provides services for all patients regardless of their ability to pay. FWFHC provides eligibility assistance for patients applying for AHCCCS, a Marketplace Qualified Plan and the Sliding Fee Scale (SFS) programs. MHC's SFS Program allows patients who cannot afford health insurance and who do not qualify for AHCCCS to pay a specific charge for each visit based on the patient's income level. Construction of the new health center will increase the amount, quality and scope of services MHC provides to those in need of healthcare services, but unable to pay for it. As well as increasing uncompensated care, it will

also increase the provision of healthcare to patients on AHCCCS, Medicare or in the Healthcare Marketplace.

MHC currently offers extended hours at the Marana Main Health Center and weekend hours at two locations. Once FWFHC is fully staffed and meeting normal business hour demands for services, MHC will evaluate the need for extended and weekend hours, expanding services Monday through Friday to 7 p.m. and establishing a Saturday clinic from 8 a.m. to 5 p.m. The new facility will allow for an increase in the availability of same-day and walk-in appointments, allowing patients to receive care when needed. The extended hours and same-day visits will provide working families a way to obtain healthcare without missing work or having to go to higher-cost Emergency Departments (ED). The new health center, with expanded capabilities, will benefit Pima County's residents by saving time and money as a result of diverting patients from more costly EDs. It will also help to improve the health and well-being of patients as they will not have to put off seeking treatment or miss work in order to go to the clinic. The improved access to care will benefit Pima County businesses by avoiding lost productivity from sick employees who miss work or face increased medical and insurance bills.

The proposed MHC Flowing Wells Family Health Center will improve access and availability of medical and behavioral health services, save money and improve health outcomes for adults and children by providing integrative care in the 85705 zip code.

Costs: $3,700,000

Expenses	**Estimated Costs**
Architect Fees	$85,000
Construction of Two-Story Facility	$2,195,000
Furniture and Medical Equipment	$720,000
Total Estimated Expense	$3,000,000

Bond Funding: $3,000,000

Other Funding: $700,000

Fiscal Year Project Start and Finish Date: Construction start date *projected* for January, 2017, completion date June, 2018.

Project Management Jurisdiction: MHC Healthcare

Future Operating and Maintenance Costs: Based on 12,000 sq. ft. facility, total projected O&M will be $2,850,000 annually covered by the MHC operational budget.

Regional Benefits: MHC Flowing Wells Family Health Center provides services for adults and children, regardless of their ability to pay, in the 85705 zip code area. The proposed new facility will improve access and availability of medical and behavioral health services, save money and improve health outcomes through the addition of behavioral health services and the ability to serve 3,500 additional medical and behavioral health patients.

Supervisor District of Project Location: 3

Requestor: Health Department
Date: December 15, 2014

Future Pima County Bond Election Proposed Project

Project Name: Pima County Office of the Medical Examiner

Location: 2825 E District – Kino Medical Campus

Scope: Build new or a complete renovation and expansion of the existing facility for the Office of the Medical Examiner at the Kino Campus; with six (6) complete autopsy stations, refrigerated storage for a minimum of 300 remains, anthropology and special procedures suite, advanced imaging technology (CT or LODOX Scanning and Digital Radiography) and all associated support spaces. The facility will include a separate visitor entrance and waiting area with public restrooms and meeting and deposition areas. There will also be an administration area to support the CME and his staff and state-of-the-art and energy efficient mechanical and electrical systems.

Benefits: The Pima County Office of the Medical Examiner is a regional facility providing autopsy and death investigation services to Pima and 10 surrounding counties. The current facility has outgrown its' capacity and is severely outdated and inadequate. A new facility will update technology, correct problems of capacity and safety as well as allow growth into the foreseeable future.

Total Cost Estimate: $20,000,000

Bond Funding: $20,000,000

Other Funding: None identified at this time.

Total Cost Estimate by Major Task:

Land Acquisition:	$0
Planning/Design/Management:	$3,000,000
Construction:	$17,000,000
Total Project Cost:	$20,000,000

Fiscal Year Project Start and Finish Date: TBD

Project Schedule by Major Task: Land acquisition not applicable, planning and design at 12 to 14 months, construction at 16 to 20 months (incl. 2 separate phases of construction).

Project Management Jurisdiction: Pima County

Operating Jurisdiction: Health Department, Office of the Medical Examiner

Future Operating and Maintenance Costs: Total additional increase in annual operating and maintenance would be $176,000.

Personnel: One additional FTE	$36.000/yr.
Annual Facility Costs (Utilities & Maintenance):	$140,000 annual increase

Regional Benefits: The Pima County Office of the Medical Examiner is truly a regional facility providing autopsy and death investigation services to Pima and 10 surrounding counties. It is also the regional receiver of the remains of border crossers who perish in the desert while crossing into the US, which often includes long term storage as identification, disposition and repatriation of remains is a difficult process.

Supervisor District of Project Location: District 2 – Ramón Valadez

Department: Pima County Sheriff's Dept.
Date: December 19, 2014

Future Pima County Bond Election Proposed Project

Project Name: Drexel Heights Sheriff's Sub-Station

Location: Area of southwest Tucson between Drexel and Valencia Roads. Location considered is Drexel Heights Community Complex at W. Irvington and San Joaquin Rd.

Scope: Project may include construction of a new Sheriff's sub-station approximately 5,000 sq. ft., including site development and parking, or rehab an existing facility if one is identified as a suitable site. Substations are the base of operations for Sheriff's Department District teams to provide efficient and timely response.

Benefits: The Drexel Heights area southwest of Tucson is currently served from the San Xavier substation located on East Ajo Way near Country Club Rd. The proposed new location would reduce current response times for incident calls to the area. The geographical area of this district would include the Drexel Heights and surrounding areas covering both Districts 3 and 5. The substation would also become part of the developing Community Services Complex in this area.

Costs: $2,200,000

Bond Funding: $2,200,000

Other Funding: None identified at this time

Fiscal Year Project Start and Finish Date: TBD

Project Management Jurisdiction: Pima County and the Sheriff's Department

Future Operating and Maintenance Costs: $30,000 per year for maintenance & utilities funded through the general fund.

Regional Benefits: Improved law enforcement services for Southwest Tucson and Pima County.

Supervisor District of Project Location: District 3 or 5 - Sharon Bronson or Richard Elias

Department: Pima County Sheriff's Dept.
Date: December 19, 2014

Future Pima County Bond Election Proposed Project

Project Name: Pima County North Central Sheriff's Sub-Station

Location: Property to be purchased in the vicinity of River Rd to the south, Sunrise to the north, Sabino Canyon to the east and Campbell Ave. to the west, with easy access on and off streets.

Scope: Project will include land acquisition and construction of a new 5,000 sq. ft. Sheriff's sub-station, including site development and parking, or rehab of an existing facility if one is identified as a suitable site.

Benefits: Provide enhanced Law Enforcement services to this already heavily populated unincorporated area. The location of this facility would enhance response times and relieve the load from other existing sub-stations.

Costs: $3,100,000

Bond Funding: $3,100,000

Other Funding: None identified at this time

Fiscal Year Project Start and Finish Date: TBD

Project Management Jurisdiction: Pima County

Future Operating and Maintenance Costs: Estimated to be $30,000 per year for building maintenance & utilities funded through the general fund.

Regional Benefits: Improved law enforcement services for north central Tucson and Pima County.

Supervisor District of Project Location: District 1 or 3 - Ally Miller or Sharon Bronson

Project Management Jurisdiction: Pima County

Future Operating and Maintenance Costs: There should be no increase in the O&M budget of the existing North Clinic coming from the County's general fund as existing expenses will transfer to the new facility.

Regional Benefits: Clinical services provided at the North Health Clinic benefit all of Pima County.

Supervisor District of Project Location: TBD

PROJECT SHEET

Project Name: Regional Public Safety Training Academy: Judgmental Firearms Training Facility

Location: The proposed location for the Judgmental Firearms Training Facility is on the northeast corner of the current firearms range located at the Southern Arizona Law Enforcement Training Center (SALETC) at 10001 S. Wilmot Road, in Tucson, Arizona. It is adjacent to four other firearms ranges at the site.

Scope: The Judgmental Firearms Training Facility is composed of two components - a 300-degree handgun indoor tactical scenario range and a 300-meter outdoor rifle range with incremental target stations.

The indoor range will consist of a 2500 square foot indoor air-conditioned space that allows for handgun training. The exterior walls and ceiling of the facility will be capable of preventing the escape of conventional pistol ammunition, allowing for live fire at the walls without ricochet or penetration when this technology is available. A technology vendor will supply a projection system that provides a 300-degree simulation drawn from a video source that will replicate a real life situation in which police officer students will be forced to make deadly force utilization choices and carry out the use of that force. Scenarios will be filmed using tools supplied by the vendor, utilized by the training staff, allowing for contemporary training situations to be offered in a timely manner. The simulation involves movement in three dimensions for the student to create conditions that allow for the safe use of deadly force. A lead recovery system will be included in the project plans to facilitate the move to newer technologies.

The outdoor range consists of a 300 meter range surrounded by a concrete supported earth berm that would allow for the movement of ten officers at one time to safely shoot high powered rifles at judgmental targets at incrementally different ranges as part of a judgmental exercise. Potential targets would be available in the range at ranges beginning at 25 meters, with several potential targets presenting judgmental options for 300 meters. High-powered rifles assigned to patrol officers have presented challenges in training because of the lack of a safe long-range training facility. Judgment issues regarding the distance between officers and suspects in field situations have not been adequately addressed in training. A lead recovery system will be included in this project to minimize maintenance expense.

Benefits: This regional training asset allows for efficient, valuable training of police officers in the decision to use deadly force, as well as in the actual application of that force.

Cost: $4,100,000 - Project includes soft costs, construction, site work, central plant, furniture, equipment, and a project contingency.

Bond Funding: $4,100,000

Other Funding: Leveraging existing public investments:

- Utilizing the land, including the encroachment buffer, and infrastructure at the Southern Arizona Law Enforcement Center
- Agencies utilizing this facility will be charged a nominal fee to cover the costs of supervision of the facility.

Fiscal Year Project Start and Finish Date: The project start date will be 2018 / 2019 and will continue until the funds are fully expended.

Project Management Jurisdiction: The City of Tucson will have project management jurisdiction of this project.

Future Operating and Maintenance Costs: City of Tucson will cover operations and maintenance costs, which are estimated at $20,000 per year.

Regional Benefits: These improvements would offer a training capacity that is currently unavailable in Southern Arizona. All regional agencies would have access to the new facilities to provide valuable training in judgmental shooting situations.

Realistic judgmental shooting situations for officers with handguns have been provided in two dimensions for many years. Officers approach a movie screen and are confronted with situations that require they make a decision regarding the use of deadly force. Officers know the situation will be on the screen right in front of them during the training. Over the decades of training judgmental shooting in this fashion, it has become apparent that tunnel vision may be exacerbated by this training approach. Officers may actually be reducing their ability in shooting situations to maintain situational awareness because of this method. Tunnel vision issues present serious safety concerns to the public and officers in these situations. The scenarios do not allow for officers to minimize the likelihood of collateral injury, as only one path is available to address the deadly situations as they appear. Movement of officers is critical in shooting situations, and must be trained to address this issue. The 300-degree range will allow for movement within a large room to improve the officer's ability to respond to threats appropriately. Additionally, the officers will be able to use the firearms during the training they would be using in real situations, giving them confidence in the equipment they carry. Finally, the development of scenarios will no longer be relegated to those produced by a vendor and distributed to law enforcement agencies, but will be produced by local training staff with limited training. This will allow training adjustments to be made quickly when circumstances dictate.

Emphasis in the past fifty years of law enforcement firearms training has been focused on pistol proficiency, with a recent move toward giving students opportunities to exercise judgment about when to shoot, and when not to shoot. This training has not been extended to the use of high-powered rifles, as training facilities have typically not been built to accommodate judgmental rifle training. Rifles are capable of delivering deadly force at long distances, changing variables in shooting situations. While rifles in the hands of most patrol officers were rare even fifteen years ago, most agencies now have rifles available to most patrol officers. Realistic training for the use of rifles in urban situations has not included a judgmental component because of a lack of facilities to do so. Officers must be challenged with regard to decisions to use deadly force as they approach a potentially lethal confrontation in training to equip them with the decision making skills necessary in field situations. Officers must physically practice moving from 300 meters to the suspect to exercise this skill effectively. This requires a purpose built range to provide that opportunity. Below is a current list of agencies that use the existing facility.

ADOT	Gila River Police Department	Pinetop-Lakeside Police Department
Ak-Chin Police Department	Globe Police Department	Sahuarita Police Department
Apache County Sheriff's Office	Graham County Sheriff's Office	San Carlos Police Department
Apache Junction Police Department	Greenlee County Sheriff's Office	San Carlos Recreation and Wildlife
Arizona Department of Corrections	Hopi Resource Enforcement Services	San Luis Police Department
Arizona Game and Fish Department	Huachuca City Police Department	Santa Cruz County Sheriff's Office
Arizona State Parks	Marana Police Department	Show Low Police Department
Benson Police Department	Navajo County Sheriff's Department	Sierra Vista Police Department
Bisbee Police Department	Navajo Department of Law Enforcement	Somerton Police Department
Casa Grande Police Department	Navajo Police Department	Thatcher Police Department
Clifton Police Department	Nogales Police Department	Tohono O'odham Nation Police Department
Cochise County Sheriff's Department	Oro Valley Police Department	Tombstone Marshal's Office
Coconino County Sheriff's Department	Parker Police Department	Tucson Airport Authority Police Department
Colorado River Indian Tribes Police Department	Pascua Yaqui Tribal Police Department	Tucson Police Department
Coolidge Police Department	Patagonia Marshal's Office	University of Arizona Police Department
Douglas Police Department	Peoria Police Department	Wellton Police Department
Eloy Police Department	Pima Community College Police Department	Willcox Department of Public Safety
Flagstaff Police Department	Pima County Sheriff's Department	Williams Police Department
Florence Police Department	Pima Police Department	Yuma County Sheriff's Office
Gila County Sheriff's Office-Payson	Pinal County Sheriff's Office	Yuma Police Department

Supervisor District of Project Location: District 4.

PROJECT SHEET

Project Name: Regional Public Safety Training Academy: Multi-Purpose Training Facility

Location: The Regional Public Safety Training Academy is a joint academy for both the Tucson Fire Department (TFD) and Tucson Police Department (TPD). It is located at 10001 S. Wilmot

Scope: Scope of work includes the construction of a new 25,000 square foot multi-purpose facility that will enable an expansion for both police and fire classrooms, locker rooms, physical training and entry-level physical tests, and a raised stage and large flexible room for presentations, graduations, and ceremonies. The overall facility will also provide a vital and critical regional asset for emergency housing in case of disasters in Pima County. Required site work to address parking reconfigurations and drainage is also included in the scope of work as well as required Central Plant upgrades to accommodate the additional facility and programmed square footage.

Benefits: The classrooms will be able to expand to different sizes based on the number of students in the class. Each classroom will have individual entrances and exits to avoid distractions, convenience, and address egress code requirements. Existing classroom space for the public safety academy is extremely limited at this time. TFD and TPD have had to postpone and cancel classes due to current classrooms being fully utilized and over scheduled. With the addition of these new flexible classrooms, TFD, TPD and other agencies will be able to conduct classes for recruits, conduct continuing education classes, certifications classes, and other outside agency classes. During training, the dedicated classroom setting can be left in place as training moves outdoors and then back to the classroom. This provides an overall more efficient schedule for the departments and visiting agencies. Pima College currently uses the Academy for their classes and the additional square footage would also support their curriculum.

The 100' x 158' multi-purpose space will be used at various times throughout the year for indoor testing and training for physical maneuvers that currently have to be cancelled due to bad weather.

The raised stage will be beneficial for multiple events. TFD, TPD, Pima College Fire and Police programs, and regional agencies will be able to utilize the facility for graduations and ceremonies that hold up to 900 people. When large events occur the speakers will be on an elevated stage for full visibility. In addition, the City of Tucson is responsible for maintaining emergency plans for times when people are evacuated from their homes. The new Multi-Purpose Training Facility will have a facility that can be utilized as an emergency shelter for Tucson citizens and Southern Arizona.

The locker space is needed for the cadre of fire and police officers that are assigned to the area. When fire and police have their academies, the locker rooms fill up to a point where we have had recruits double up with another recruit. The new locker room in the Multi-Purpose Training Facility will move the training cadre to the new lockers and reconfigure our existing locker room to increase the number of lockers for our recruits.

Physical training is important to both fire and police. There are standards that fire must adhere to when completing our recruit candidate testing for physical ability. In order to comply with the standards the testing can only take place when the temperature is within limits and there is no precipitation. In the new Multi-Purpose Training Facility, TFD will be able to conduct testing at any time of the year. TPD conducts physical training that requires an area large enough to handle crowd dispersion techniques. Currently, the training must be divided into smaller sections because there is currently not adequate space to properly conduct the training. The new facility will provide the required area to allow TPD and other agencies to conduct the physical training at any time throughout the year.

Cost: $11,700,000 - Project includes soft costs, construction, site work, central plant, furniture, equipment, and a project contingency.

Bond Funding: $11,700,000

Other Funding:
Leveraging existing public investments:

- Utilizing the land and infrastructure at the Southern Arizona Law Enforcement Center
- Agencies utilizing the facility pay a nominal fee to help cover operation costs, including the salary of a supervisor to oversee the facility use.

Fiscal Year Project Start and Finish Date: The project start date will be 2018 / 2019 and will continue until the funds are fully expended.

Project Management Jurisdiction: The City of Tucson will have project management jurisdiction of this project.

Future Operating and Maintenance Costs:
City of Tucson will cover operations and maintenance costs, which are estimated at $50,000 a year.

Regional Benefits: The new multipurpose training facility will be an added benefit to Tucson, Pima County, and Southern Arizona. Currently, Pima Community College utilizes the existing classroom space for both their fire and police curriculum. With the addition of this new facility and classrooms including the large area for physical training and public gatherings, the Regional Public Safety Training Academy: Multi-Purpose Training Facility will be able to host a variety of venues that agencies from around the county as well as outside our county participate in. A large multi-functional training facility is currently not readily available in Southern Arizona.

Having a regional facility where multiple agencies can train together will help to facilitate communication and team work amongst these agencies which will further develop Southern Arizona's disaster preparedness.

Supervisor District of Project Location: District 4

PROJECT SHEET

Project Name: Regional Public Safety Training Academy: Driver Training Facility

Location: The proposed location for the Driver Training Facility is on the South West corner of the Southern Arizona Law Enforcement Training Center at 10001 S. Wilmot Road, in Tucson, Arizona. It is adjacent to the current driver-training track.

Scope: The Driver Training Facility is comprised of two components - a 337,000 square foot asphalt driver-training track with an irrigated 112,000 square foot concrete skid pad, and a training room facility / ramada for 50 people.

The driver-training track will be constructed of asphalt on a concrete base to replicate the surface of the roadways encountered in Southern Arizona. It will be situated to leverage the current high-speed loop that is on the property serving the current track surface. A concrete skid pad will be incorporated into the surface of the track to augment the current skid pad to increase the overall training area. One quarter of the track area will have a more durable and lower maintenance required surface to provide training to meet the demands of police motorcycle training.

Adjacent to the track, a 2,000 square foot building will provide a classroom for 50 students and a ramada to provide a needed exterior classroom setting. The interior training room requires an open space for flexible classroom setups, phone and data, classroom furniture, audiovisual equipment, and 300 square feet for a driving simulator. Card readers on all exterior doors are required for controlled access. Scope of work also includes restroom facilities.

Benefits: A modern driver training facility that is essential in providing law enforcement training in tactical driving that is currently unavailable in Southern Arizona. This training is vital and critical for comprehensive law enforcement safety and realistic tactical training opportunities.

Cost: $3,069,000 - Project totals include soft costs, construction, furniture, equipment, and a project contingency.

Breakdown of Project Components:

Driver-training Track and Skid Pad:	$1,880,000
Training Room and Ramada:	$1,189,000
Overall Project Total:	$3,069,000

Bond Funding: $3,069,000

Other Funding: Leveraging existing public investments:

- Utilizing the land, including the encroachment buffer, and infrastructure at the Southern Arizona Law Enforcement Center
- Agencies utilizing the facility pay a nominal fee to help cover operation costs, including the salary of a supervisor to oversee the facility use.

Fiscal Year Project Start and Finish Date: The project start date will be 2018 / 2019 and will continue until the funds are fully expended.

Project Management Jurisdiction: The City of Tucson will have project management jurisdiction of this project.

Future Operating and Maintenance Costs: City of Tucson will cover operations and maintenance costs, which are estimated at $20,000 a year.

Regional Benefits: This project will offer a training capacity that is currently unavailable in Southern Arizona. All regional agencies will have access to this new facility to provide critical training in tactical

driving. Additionally, other government entities will have access to the facilities as currently allowed with the existing facility.

Driver training is of the most important risk reduction strategies for law enforcement agencies. Traffic collisions involving law enforcement officers continue to be the single largest source of serious injuries and fatalities for employees. Basic driving skills are easily taught at conventional training facilities, but officers drive in a tactical environment, which requires realistic training opportunities. The original training facility, built 20 years ago, neglected to include a classroom facility. As training has evolved, it has become clear that two thirds of training time requires a classroom setting, while one third requires the use of a highly technical track. Classrooms are used to teach the judgmental portions of the training for high-speed pursuits, tactical vehicle interventions, and emergency response. In addition, the classroom allows officers to learn about legal issues, as well as vehicle dynamics.

Once on the track, theory is put into practice. The track surface allows officers to experience skids, evasive maneuvers, stopping distances from high speeds, reaction times, and anti-lock braking in a realistic environment. Officers drive at low speeds on the large concrete surface covered with water to practice recovering from skids they will encounter at high speeds during emergency driving events. A portion of the surface is dedicated to allowing officers to experience leaving the paved surface of a roadway and returning to it safely. Currently, these skills cannot be safely trained anywhere in Southern Arizona efficiently.

Other government agencies who currently utilize the facility, including Sun Tran and Tucson Fire, will be well served by the new driver-training track, skid pad, training room, and ramada. A new Driver Training Facility will strengthen our partnerships with these agencies and will demonstrate the City's commitment to the community and Southern Arizona.

Below is a current list of agencies using the facility.

ADOT	Gila River Police Department	Pinetop-Lakeside Police Department
Ak-Chin Police Department	Globe Police Department	Sahuarita Police Department
Apache County Sheriff's Office	Graham County Sheriff's Office	San Carlos Police Department
Apache Junction Police Department	Greenlee County Sheriff's Office	San Carlos Recreation and Wildlife
Arizona Department of Corrections	Hopi Resource Enforcement Services	San Luis Police Department
Arizona Game and Fish Department	Huachuca City Police Department	Santa Cruz County Sheriff's Office
Arizona State Parks	Marana Police Department	Show Low Police Department
Benson Police Department	Navajo County Sheriff's Department	Sierra Vista Police Department
Bisbee Police Department	Navajo Department of Law Enforcement	Somerton Police Department
Casa Grande Police Department	Navajo Police Department	Thatcher Police Department
Clifton Police Department	Nogales Police Department	Tohono O'odham Nation Police Department
Cochise County Sheriff's Department	Oro Valley Police Department	Tombstone Marshal's Office
Coconino County Sheriff's Department	Parker Police Department	Tucson Airport Authority Police Department
Colorado River Indian Tribes Police Department	Pascua Yaqui Tribal Police Department	Tucson Police Department
Coolidge Police Department	Patagonia Marshal's Office	University of Arizona Police Department
Douglas Police Department	Peoria Police Department	Wellton Police Department
Eloy Police Department	Pima Community College Police Department	Willcox Department of Public Safety
Flagstaff Police Department	Pima County Sheriff's Department	Williams Police Department
Florence Police Department	Pima Police Department	Yuma County Sheriff's Office
Gila County Sheriff's Office-Payson	Pinal County Sheriff's Office	Yuma Police Department

Supervisor District of Project Location: District 4.

Requestor: Pima County
Date: December 29, 2014

Future Pima County Bond Election Proposed Project

Project Name: Pima County Jail Annex at the Juvenile Detention Complex

Location: 2225 E. Ajo Way

Scope: Modify existing detention pods at the Pima County Juvenile Court Center to serve as a Jail Annex housing approximately 180 inmates in the custody of the Sheriff. Such inmates will include adults and juveniles awaiting trial as adults. Modifications will include new building construction of approximately 3,200 square feet and equipping a control room for the Jail Annex; security upgrades for the entire detention facility; two classroom areas for juvenile detention totaling 1,500 square feet, engineered metal building of 3,000 square feet for juvenile probation program and services, and a sally port and attorney visitation area for the Jail Annex. A new roof for the court building and gymnasium is also anticipated as part of the project.

Benefits: The project will provide the Sheriff an additional 180 beds at a cost of about $27,777 per bed, in contrast with the cost of about $150,000 per bed for newly constructed detention facilities. It will help alleviate serious overcrowding at the Adult Detention Center. The project also will also repurpose and fully utilize costly detention space that was largely funded with 1997 General Obligation Bonds and which is currently underutilized due to a substantial decrease in the number of juveniles being detained by Juvenile Court.

Total Cost Estimate: $5 million

Bond Funding: $5 million

Other Funding: None at this time

Total Cost Estimate by Major Task:

Land acquisition:	No land acquisition necessary.	$0
Planning and design:		$ 375,000
Construction:		$3,200,000
Equipment:		$1,425,000

Fiscal Year Project Start and Finish Date: **Start in FY 2015-16 and complete in FY 2016-17.**

Project Schedule by Major Task: Land acquisition at 0 months, planning and design at 6 to 9 months, construction at 12 to 18 months.

Project Management Jurisdiction: Pima County/Facilities Management

Operating Jurisdiction: Pima County Sheriff's Department and Arizona Juvenile Court in Pima County

Future Operating and Maintenance Costs:

Sheriff's Department – Corrections Division 49 FTE's new	$3,370,000 annual
Equipment: security systems, cameras, recording equip, supply vehicle	$ 87,000 annual
Food service & Laundry (based on estimated population)	$ 345,777 annual
Building Utility and Maintenance (increase)	$ 40,000 annual increase

Regional Benefits: The Adult Detention Center and Jail Annex provide a public safety benefit throughout Pima County and to the incorporated cities and towns within Pima County.

Supervisor District of Project Location: District 2 – Ramon Valadez

Criteria

Pima County Bond Advisory Committee
Criteria for Project Inclusion
Revised June 14, 2013

- Broad demonstrated support by public
- Has regional public benefit
- Partnerships
- Other funding sources or matches
- Education and workforce training
- Advances Board adopted principles of sustainability and conservation
- Previously authorized large-scale bond projects or programs that are now short funding
- Phasing of large projects
- Impact on operating and maintenance costs for governments and commitment to fund these ongoing costs
- Project or program is a capital improvement, not a repair or maintenance project

Criteria below would apply to the entire bond package at the end of the process and not to individual projects:

- Advances Board adopted principles of economic development and basic employment growth that will attract more jobs to the community.
- Advances the following nine principles that represent the shared values identified in the Imagine Greater Tucson process: accessibility, educational excellence, environmental integrity, good governance, healthy communities, higher education, broad-based prosperity, quality neighborhoods, and regional identity.
- Regional or jurisdictional balance

Pedestrian Safety and Walkability Improvements
Proposal Revisions and Specific Project Information

living streets alliance

16 December 2014

To: Larry Hecker, Pima County Bond Advisory Committee, Chair

Cc: Nicole Fyffe, Executive Assistant to the Pima County Administrator
Carolyn Campbell, Pima County Bond Advisory Committee, Vice-Chair

Re: **Pedestrian Safety & Walkability Improvements Proposal Revisions + Specific Project Information**

Dear Mr. Hecker and honorable Committee members,

Attached is our updated Project Sheet and supplemental "packet" for regional Pedestrian Safety & Comfort Capital Improvements. At the request of the BAC, it is significantly different from what was proposed in the past. It is no longer a proposal for a $25 million "program." Rather, it is a proposal for 16 specific capital improvement projects throughout the region, as well as categorical funding for three types of pedestrian capital improvements.

The most pertinent information to consider regarding this proposal is as follows:

1. This proposal has been organized by Living Streets Alliance (LSA), on behalf of a broad coalition of supporters and partners in creating a safe, walkable community. Our allies include dozens of organizations like Pima Council on Aging, the Primavera Foundation, Carondelet St. Mary's Hospital, as well as a variety of neighborhood organizations. LSA's sole role has been to put forth and advocate for pedestrian improvements funding in the Pima County Bond on behalf of these constituencies. Please be clear: **LSA will not be a recipient of any bond funding awarded to this proposal; it <u>all</u> goes directly to jurisdictions to build their respective projects.**
2. This proposal was conceived of during a conversation with Mr. Huckelberry back in 2011. To begin to tackle the grave condition of the region's pedestrian environment, he suggested proposing a $25 million package for inclusion in the upcoming County Bond election.
3. The list of 16 Signature Projects was generated by working closely with local jurisdictions, and reflects the efforts of those jurisdictions willing to prioritize pedestrian safety and comfort. **In the process of creating this proposal, LSA solicited projects from <u>all</u> PAG member jurisdictions.** Pima County, Sahuarita, and Marana elected not to submit signature projects. Regardless, <u>all</u> PAG member jurisdictions will be eligible to apply for Categorical Funding through a transparent and competitive process.
4. This proposal – and especially projects within the City of Tucson – is **firmly rooted in data generated for the PAG Adopted 2014 Pedestrian Plan Update**. The 185-page document justifies the need for these projects. Moreover, virtually every Signature Projects is among the highest priorities in its respective jurisdiction.

5. Signature Projects included in this proposal fall within what we call the "Pedestrian Collector System," that is, the scale of roadway between the major arterial efforts of the RTA and the neighborhood-scale improvements of the Neighborhood Investment Program. **Pedestrian infrastructure along this scale of roadway is virtually impossible to fund via current local and regional transportation funding structures.** Funding sources are few and highly competitive, and the amount of money available is miniscule.

6. When Pima County did a regional bond survey in the summer of 2013, Pedestrian Safety & Walkability Improvements (proposed at $50 million at the time) did extremely well. It ranked 2nd highest overall in its category (2nd only to Pima County Animal Care Center Improvements, which has already been funded), 1st in its category within the city center, and **tied for 3rd-highest ranked proposal in the overall list of projects**. It is clear that Pima County residents are strong supporters of a safe, walkable environment. **That support translates to "yes" votes for the overall bond.**

7. **This proposal is an economic development strategy.** Over 3,273 businesses are located within ¼ mile of Signature Project corridors. These businesses stand to greatly benefit from improved access to their businesses via increased foot traffic and revenues. Moreover, Millennials and Boomers – the two largest generations in America – are relocating en masse to walkable communities. To attract and retain its fair share of these demographics, the region would be wise to invest in walkability now.

8. **Investing in walkability now will increase property tax revenues down the road.** A recently published white paper found that, in the City of Tucson, for each Walk Score point a neighborhood has above the median Walk Score point, a home in said neighborhood increases from $700 to $3,000 in value. Another report finds that, nationwide, "each step up the walkability ladder adds $9 per square foot to annual office rents, $7 per square foot to retail rents, more than $300 per month to apartment rents, and nearly $82 per square foot to home values."

9. **Signature Projects alone stand to leverage over $94,000,000 in public investment made since 1997,** by making parks, public facilities, and other enhancements funded through bonds and public funding over the years accessible to the entire region. This is, in essence, completing the "last mile" to make public destinations truly accessible for any and every Pima County resident.

We look forward to January 9th, when this proposal will be reviewed by the Bond Advisory Committee. In the meantime, we wish you a joyful holiday season. Please feel free to contact me should you have any questions or require additional information.

Sincerely,

Emily Yetman
Executive Director

Pedestrian Safety & Comfort Implementation Diagram
Signature Projects & Categorical Funding

*All jurisdictionsn in Pima County were invited to submit Signature Projects for inclusion; Pima County, Marana and Sahuarita declined
**All Pima County jurisdictions may apply for Categorical Funding
***This segment of Roger is the border between two jurisdictions; City of Tucson on the south and Pima County on the north

Signature Projects from Local Jurisdictions*
(administered through IGAs)

Jurisdiction

Individual projects

Oro Valley

1. La Canada Road
   $345,917
   ($3,099,551)
2. Northern/Calle Buena Vista
   $1,048,495
   ($3,197,764)

Tucson

1. Grande Avenue
   $1,160,374
   ($8,352,561)
2. St. Mary's Road
   $1,534,433
   ($18,162,595)
3. Vicksburg/Sarnoff
   $2,898,045
   ($5,300,851)
4. Roger Road***
   $1,250,700
   ($5,069,284)
5. Glenn Street
   $3,945,729
   ($9,548,191)
6. Dodge Boulevard
   $1,777,787
   ($1,946,861)
7. Nebraska Street
   $1,239,842
   ($12,556,465)
8. 36th Street
   $1,492,876
   ($80,687,755)
9. 5th/6th Street
   $2,717,925
   ($50,000)

South Tucson

1. 6th Avenue
   $600,000
   ($17,190,764)
2. 8th Avenue
   $96,000
   ($9,625,874)

Tohono O'odham Nation

1. San Xavier District
   $250,000
   ($5,546,975)
2. Sells District
   $226,699
   ($1,500,000)

Pascua Yaqui Tribe

1. Old Pascua
   $414,160
   ($687,001)

Note: Amounts indicated in green indicate public investment leveraged by pedestrian capital improvement project(s). With the exception of the San Xavier project, these numbers do not include RTA investments leveraged, which would greatly inflate these estimates.

Total by jurisdiction:	Oro Valley	Tucson	South Tucson	Tohono O'odham Nation	Pascua Yaqui Tribe
	$1,394,412 ($6,297,315)	**$18,017,711** ($141,674,563)	**$696,000** ($26,816,638)	**$476,699** ($7,046,975)	**$414,160** ($687,001)

Combined project total= $20,998,982

Categorical Funding**
(awarded through PAG)

Safe Crossings

+

Enhancements

+

Safe Routes to School
(Infrastructure Projects)

Combined categorical total = $4,000,000

Proposal Total = $24,998,982

Department: TBD
Date: December 16, 2014

2014 Bond Election Proposed Projects Template

Project Name: Pedestrian Safety and Walkability Improvements

Location: Pima County (all jurisdictions)

Scope: $25 million for pedestrian safety and walkability capital improvement projects throughout Pima County; $21 million for 16 specific corridor improvement projects totaling over 22 linear miles of roadway, and $4 million for categorical improvements in one of three categories.

Corridor projects will focus on that pedestrian collector system that falls between the in-neighborhood pedestrian efforts of Neighborhood Reinvestment and the arterial efforts of the Regional Transportation Authority. In cooperation with these entities and the jurisdictions, it will focus on bringing pedestrians safely and comfortably to community destinations, such as schools, businesses, parks, community centers, libraries, and transit stops. Corridor projects may include, but are not limited to, such improvements as enhanced connections and crossings; continuous sidewalk networks; streetscape improvements; traffic calming; and green infrastructure.

Categorical projects will be awarded through the PAG Bicycle & Pedestrian Subcommittee through a competitive and transparent process. All jurisdictions within Pima County may apply.

Benefits: Walking is the most basic and equitable mode of transportation that exists; every person is a pedestrian at some point during his or her day. To increase the number of people walking, the distances being walked, and the diversity of trips made by foot, walking needs to be safe, comfortable and convenient. A walkable environment has the following benefits:

- Safety – a reduction in the terrible toll of injuries and deaths to pedestrians in our communities
- Transportation – reduced traffic congestion and increased efficiency/effectiveness of a multi-modal transportation system
- Health – reduced levels of obesity, heart disease, adult onset diabetes, and other illnesses resulting from sedentary lifestyle
- Equity and Diversity – increased access for people of all ages and abilities, including the 33% of the population who cannot or do not drive an automobile at any given point in time
- Climate & Environment – reduced emissions, improved air and water quality, curbed urban heat island
- Economic Development – improved pedestrian connections to business districts to promote small scale, local economic development as well as increased "livability" which will make the region nationally competitive as a desirable place for major employers and start-up ventures.

Costs: $21 million in pedestrian capital improvements along 16 specific "Signature Project" corridors throughout Pima County; $4 million for categorical pedestrian improvements in at least one of three categories: Safe Crossings, Safe Routes to School Infrastructure Projects, Enhancements.

Bond Funding: Twenty-five Million Dollars

Other Funding: Significant investment has already been made in developing the scope of each project and the proposal as a whole. Living Streets Alliance and partners have donated over $50,000 in time, as have staff from each jurisdiction that submitted projects. The City of Tucson has already invested $50,000 in preliminary engineering cost estimates for their projects. Jurisdictions may leverage these bond funds

to secure additional match funding through the Transportation Alternatives Program and other local, state, and federal funding opportunities. If built**, the 16 corridor projects stand to leverage upward of $94 million in public investment (Pima County Bonds, etc.) through projects funded since 1997. An additional $87 million in proposed projects (the majority of which are proposed 2015 County Bond projects) stand to be leveraged as well.**

Fiscal Year Project Start and Finish Date: Start FY2016; End when all funding has been expended

Project Management Jurisdiction: Each jurisdiction will be in charge of managing both Signature Projects and Categorical Funding projects that fall within its boundaries. This will be done in cooperation with Pima County Project Management Department via Inter-government Agreements (IGAs). Living Streets Alliance (LSA) will be happy to provide project guidance and planning assistance on a contractual or pro-bono basis to Pima County or other jurisdictions as projects are implemented, but currently has no contractual connection to the projects. Rather, LSA is acting as an advocacy organization in proposing these projects, advocating on behalf of pedestrians and the pedestrian system.

Future Operating and Maintenance Costs: Each jurisdiction will assume responsibility for future Operation and Maintenance costs of improvements made within its boundaries and will be required to provide documentation of existing O&M policies.

Regional Benefits: Benefits outlined above, as they relate to pedestrian safety, the economy, public health and the environment are at a regional level. Each trip made by Pima County residents begin and end with walking. A robust multi-modal transportation network (which benefits and is used by the entire region) necessitates walking as a mode of transportation, which alleviates traffic congestion for drivers and provides affordable alternative transportation options for non-drivers. Additionally, the Pima Association of Governments just adopted a 2014 Regional Pedestrian Plan Update, which clearly demonstrates the demand for improved walking conditions throughout the region and the potential for such improvements to positively affect the local economy as well as the quality of life for Pima County residents.

Supervisor District of Project Location: All Pima County Supervisor Districts

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Pedestrian Safety & Walkability Capital Improvement Proposal

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I. Introduction

This proposal is to increase the walkability and pedestrian safety of Pima County. It proposes $25 in pedestrian capital improvements via 16 specific corridor projects totaling $21 million, and $4 million in categorical funding. The proposal has been organized by local non-profit organization, Living Streets Alliance, **on behalf of a broad coalition of supporters and partners in creating a walkable community, including:**

1. American Automobile Association (AAA) Arizona
2. American Planning Association (APA) Southern Arizona Chapter
3. Arizona School for the Deaf & Blind
4. American Society of Landscape Architects (ASLA) Southern Arizona Chapter
5. Barrio Hollywood Neighborhood Association
6. Barrio Kroeger Lane Neighborhood Association
7. City of Tucson Pedestrian Advisory Committee
8. Carondelet St. Mary's Hospital
9. Direct Center for Independence
10. Duffy Neighborhood Association
11. Dunbar/Spring Neighborhood Association
12. ELDER Alliance
13. Feldman's Neighborhood Association
14. Garden District Neighborhood
15. International Rescue Committee: Center for Well Being
16. Local First Arizona
17. Madden Media
18. Menlo Park Neighborhood Association
19. Miramonte Neighborhood Association
20. National Federation for the Blind Tucson Chapter
21. Palo Verde Neighborhood Association
22. Pima Council on Aging
23. Primavera Foundation
24. Rincon Heights Neighborhood Association
25. Senior Impact Coalition
26. Southern Arizona Association for the Visually Impaired (SAAVI)
27. South Tucson Healthy Habits Coalition
28. Sunnyside Neighborhood Association
29. Technicians for Sustainability
30. Tucson Bus Rider's Union
31. Tucson Clean and Beautiful
32. Tucson's REACH Coalition
33. United Way - Senior Impact Coalition
34. Watershed Management Group
35. West University Neighborhood Association

II. Purpose

The purpose of this proposal is two-fold: 1) to bring pedestrians safely and comfortably to community destinations, such as schools, businesses, and transit stops; and 2) to increase the economic vitality of jurisdictions within Pima County by encouraging walkable and therefore desirable communities in which to live, locate a business or visit as a tourist or convention-goer.

There is a movement in Pima County towards complete streets. For planners, complete streets refers to a planning process that at all stages considers the needs of all modes of transportation, but we also mean this project to complete streets in the most literal sense throughout Pima County. Often, millions of dollars in federal, state and local funding have gone to improve a particular stretch of roadway, but the last stretch (and especially pedestrian accommodations) often goes incomplete for lack of funding. For example, this program proposes a project in Tucson's Ward 5 that has seen over $30 million in public investment (bond funds, etc.) to improve parks, housing, neighborhoods, drainage and regional attractions, but yet is lacking the basic funding to get its most likely users — those on foot, bicycle and using mass transit —to take advantage of those investments of public dollars. This bond proposal aims to translate those millions of dollars of public funds already invested into livability dividends.

Living Streets Alliance's role in this proposal is as an advocacy organization working on behalf of the needs and desires of the community to create a safe and walkable region. **This proposal advocates for funding for pedestrian capital improvement projects for local jurisdictions; <u>not</u> funding for Living Streets Alliance.** To reiterate: LSA will not receive a penny of this funding, rather it is working to ensure that jurisdictions receive money to fund their much-needed pedestrian capital improvement projects.

A. Everyone Is, Or Wants to Be, A Pedestrian

Walking is the most basic and equitable mode of transportation that exists; every person is a pedestrian at some point during their day. The Arizona Public Interest Research Group recently released a research report around transportation trends in Arizona. The PIRG report found that in Arizona, as in the nation, there is a trend away from driving.[1] Indeed, between 2005 and 2012, there was a 10.5% decline in the number of annual per capita miles driven by Arizonans![2] According to the 2000 US Census, 48% of households in Pima County have one or fewer vehicles.

This trend away from driving is led by Millennials, the largest generation in the United States, and the second largest demographic group to relocate to Arizona.[3] In the Phoenix-Tucson "Sun Corridor", population growth between now and 2050 is projected to be 117.9%, an apparently large portion of which will be Millennials.[4] If Pima County expects to attract its fair share of this demographic and economic boom, it had better invest now in the multi-modal transportation infrastructure that Millennials are seeking, including pedestrian infrastructure. The PIRG report points out that, "Millennials are more

[1] Arizona PIRG Education Fund, Bikes, Trains and Less Driving: Transportation Trends in Arizona, Summer 2014
[2] Transportation Trends, pg. 8
[3] Transportation Trends, pgs. 11-12
[4] Transportation Trends, pg. 6

likely to want to live in urban and walkable neighborhoods and are more open to non-driving forms of transportation than previous generations. A recent survey of Millennials found that 54 percent said they would consider moving to another city if it had more and better options for getting around, and 66 percent said that access to high quality transportation is one of the top three criteria they would weigh when deciding where to live."[5]

Millennials aren't the only ones who desire walkable communities. In the summer of 2013, Pima County conducted a regional bond survey to get a sense of which bond proposals voters were likely to support. This pedestrian safety and walkability proposal received the second highest ranking in its category, the highest ranking within central Tucson, and the third highest ranking of all of the bond proposals listed. This is no surprise; Imagine Greater Tucson identifies walkability as a key priority for residents in the Tucson metro region.

The PIRG report recommends "With driving stagnating and demand for transit, bicycling and pedestrian infrastructure increasing, officials should reallocate resources toward system repair and programs that expand the range of transportation options available to Arizonans."[6]

B. The Walkability Dividend[7]

Walking is also increasingly a driver of economic development. Report after report finds that pedestrians and cyclists visit accessible businesses more often and spend more money in those businesses overall. This may partially be a result of having less transportation expenses and thus more discretionary income. For example, a household in Armory Park (Walk Score 75) spends $587 per month on transportation as compared to a household in Rita Ranch, (Walk Score 17) which spends $1,042 per month on transportation.[8] That's $455 per month per household that could be spent on local retail and services instead of in service of a vehicle.

A cursory look at home prices in downtown Tucson as compared to outer lying areas will reveal the truth that buyers place a premium on homes in walkable communities. A recently published white paper found that, in the City of Tucson, for each Walk Score point a neighborhood has above the median Walk Score point, a home in said neighborhood increases from $700 to $3,000 in value.[9] Another report finds that, nationwide, "each step up the walkability ladder adds $9 per square foot to annual office rents, $7 per square foot to retail rents, more than $300 per month to apartment rents, and nearly $82 per square foot to home values."[10]

There is no doubt that pedestrianism is a critical part of Pima County's transportation future. To increase the number of people walking, the distances being walked, and the diversity of trips made by foot, walking needs to be safe, comfortable and convenient. A walkable environment has the following

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[5] Transportation Trends, pg. 11
[6] Arizona PIRG Education Fund, Transportation Trends in Arizona, Summer 2014, pg. 5
[7] Walkable City: How Downtown Can Save America One Step at a Time, Jeff Speck, 2012
[8] Housing + Transportation Affordability in Tucson Metropolitan Area, Pima County, and Pinal County, The Drachman Institute, March 2009, pg. 25
[9] Walking the Walk: How Walkability Raises Home Values in U.S. Cities, Joe Cortright, 2009
[10] Now Coveted: A Walkable, Convenient Place, Christopher B. Leinberger

benefits:

- **Safety** – a reduction in the terrible toll of injuries and deaths to pedestrians in our communities
- **Transportation** – reduced traffic congestion and increased efficiency/effectiveness of a multi-modal transportation system
- **Health** – reduced levels of obesity, heart disease, adult onset diabetes, and other illnesses resulting from sedentary lifestyle
- **Equity and Diversity** – increased access for people of all ages and abilities, including the 33% of the population that can not or does not drive an automobile at any given point in time
- **Environment** – improved air and water quality as well as curbed heat island effect
- **Economic Development** – improved pedestrian connections to business districts to promote small scale, local economic development as well as increased "livability" which makes it nationally competitive as a desirable place for major employers and venture start-ups.

Given the above-described benefits, Pima County can't afford not to invest in pedestrian infrastructure, safety and walkability.

C. Regional Demand: PAG 2015 Pedestrian Plan Update

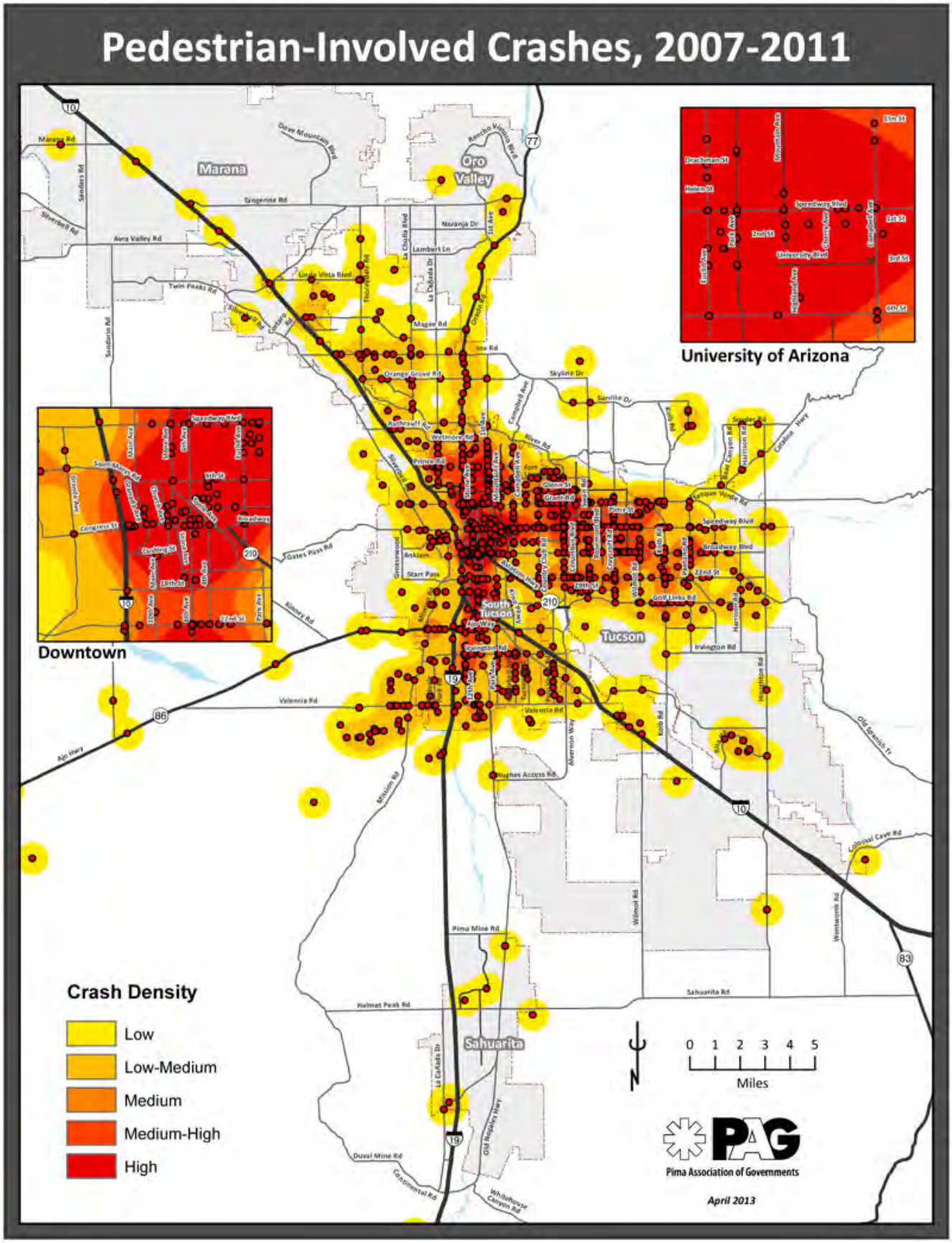
There is clearly urgent need for pedestrian capital improvements throughout Pima County, as demonstrated through the recently adopted Pima Association of Government (PAG) 2014 Pedestrian Plan Update.[11]

Data collected via the Plan shows that there is not only great demand for pedestrian accommodations, but that pedestrian safety is also a pressing issue throughout the region. A visualization of each of these issues can be seen on the next two pages; maps directly pulled from the PAG Pedestrian Plan Update.

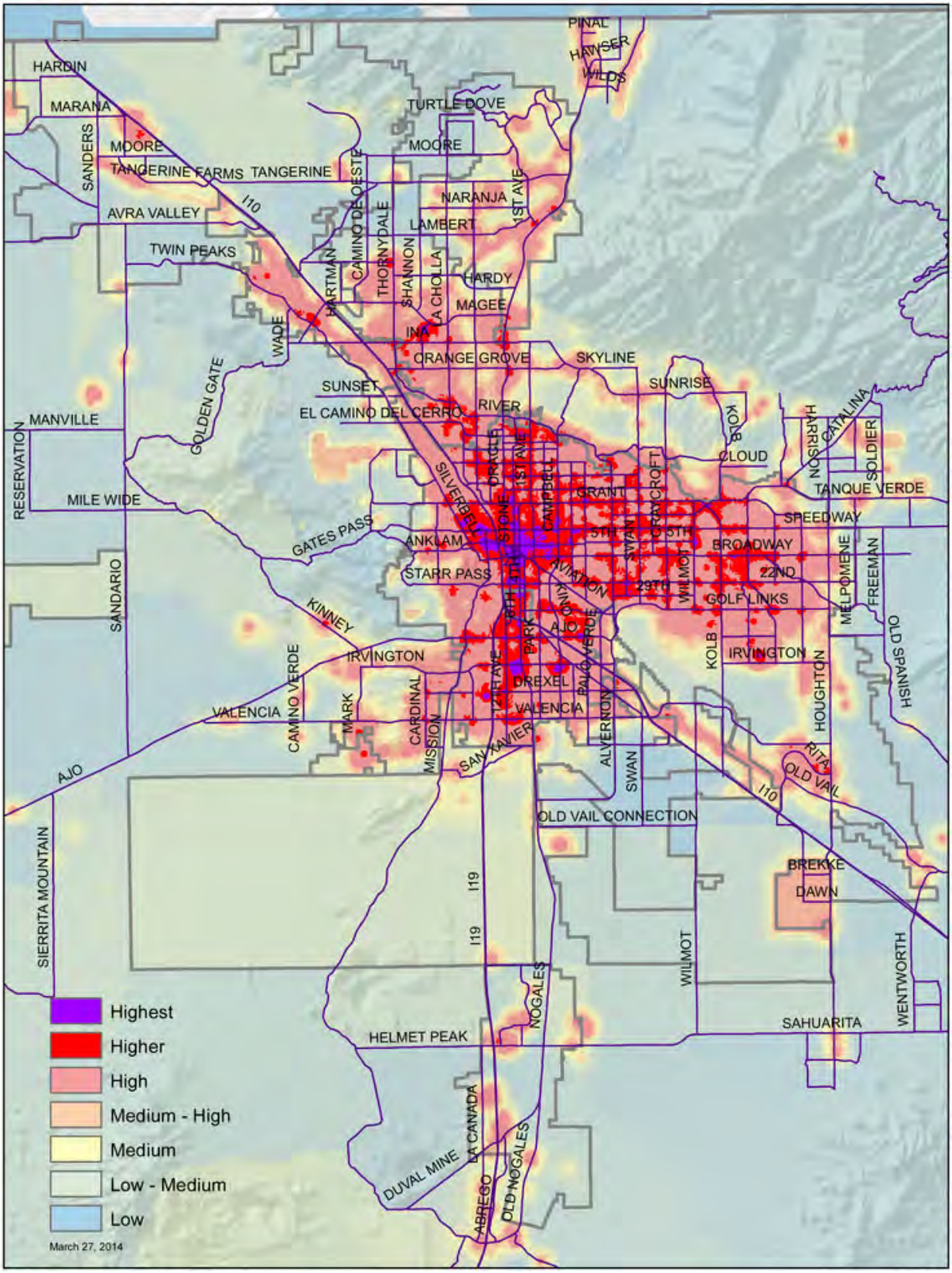
These two data sets, in combination with an inventory of the sidewalk network along major roadways in Pima County, were used to rank corridors through the region and generate a regional priority list for making improvements. Additionally, a recalibrated segment priority list was created for each PAG member jurisdiction. Virtually all of the corridors – or at least the majority of the segment – listed as Signature Projects in this proposal ranked within the top quartile of their respective jurisdiction's priority list. This further underscored the potential they have to improve safety and increase walkability.

Priority lists for each jurisdiction can be viewed on pages 134-177 of the Draft Plan.
(Note: it is important to note that priority lists are limited in that they only include major roadways and arterials. This is because there is not regional sidewalk data available for roadways of smaller scales and not because they don't merit improvements.)

[11] http://www.pagnet.org/documents/bicycle/PedestrianPlan2014Draft.pdf


Pedestrian-Involved Crashes, 2007-2011
Marana
Oro Valley
Tucson
South Tucson
Sahuarita
University of Arizona
Downtown
Crash Density
Low
Low-Medium
Medium
Medium-High
High
0 1 2 3 4 5
Miles
PAG
Pima Association of Governments
April 2013

Demand Composite



III. Scope of Pedestrian Safety & Walkability Capital Improvements

This proposal is for $25 million to implement jurisdiction-based pedestrian safety and walkability capital improvement projects throughout Pima County via a dual component approach including 16 signature corridor projects (totaling $21 million) in combination with 3 areas of categorical funding (totaling $4 million). Projects will begin in 2016, or as early as bond funds are released. Capital improvement projects may include, but are not limited to components such as: enhanced connections and crossings; continuous sidewalk networks; streetscape improvements; pedestrian lighting; traffic calming; and green infrastructure.

Specific corridor projects listed in this document will focus on the "pedestrian collector system" scale of roadway that falls between the intra-neighborhood pedestrian efforts of the Pima County Neighborhood Reinvestment Program and arterial efforts of the Regional Transportation Authority (RTA). **Because of current transportation funding structures, it is particularly difficult to secure funding for pedestrian capital improvements on this scale of roadway in the region.**

The signature project component features 16 corridor improvement projects put forth by participating jurisdictions at the request of Living Streets Alliance.[12] This includes projects submitted by the City of Tucson, Town of Oro Valley, City of South Tucson, the Pascua Yaqui Tribe, and the Tohono O'odham Nation.

The categorical component will allow jurisdictions to request funds for particular pedestrian improvement projects through a competitive process. Any categorical project must fall within one of three categories:

1. Safe Crossings;
2. Enhancements; and
3. Safe Routes to School (infrastructure only).

Additionally, jurisdictions may leverage these funds to secure additional match funding through the federal Transportation Alternatives Program, RTA funding, development impact fees, and any other potential source of matching or competitive funds.

Any project as a part of either component should align with the goals and objectives outlined in the Pima Association of Governments (PAG) 2014 Regional Pedestrian Plan Update.

[12] LSA solicited all PAG member jurisdictions (Eastern Pima County) to include projects in this proposal.

IV. History of the Planning Process

Living Streets Alliance was founded in January 2011 by people representing a diverse set of expertise and perspectives but united by a shared concern about the negative effects of a regional transportation system designed to prioritize a single mode of transportation. Though its founding members came from various disciplines such as public health, economic development, urban planning and landscape architecture, environmental preservation, education, transportation and public policy, they all came together to focus on advancing a regional transportation policy that accounted for multi-modal transportation. With that in mind, LSA immediately recognized that the major gap in transportation conversations in the region was pedestrianism and conceived of its 2012-2013 Pedestrian Safety & Comfort Campaign. Its goal was to make the simple act of walking safe, comfortable and convenient in the greater Tucson area.

As part of its campaign, LSA began and still facilitates Neighborhood Walkability Assessments. These assessments are intended to help neighborhoods identify the gaps and obstacles in their pedestrian networks as well as the amenities or characteristics that would make walking easier, more comfortable and more enjoyable. LSA also spearheaded the creation of a Pedestrian Advisory Committee (PAC) for the City of Tucson and established walking promotion month, known as WALKtober.

In December of 2011, mindful of the great need that exists for safe and comfortable pedestrian infrastructure and encouraged by community, partners, and leadership who have voiced support for a more walkable region, LSA met with Pima County Administrator Chuck Huckelberry in order to see what might be done about making Pima County a more walkable, livable place. At that meeting, **Mr. Huckelberry suggested that LSA generate a bond proposal for pedestrian infrastructure.** Following that direction, LSA began the process of creating a $50 million pedestrian infrastructure bond proposal.

A general timeline of the planning process to date is as follows:

- **March 2013:** LSA submitted a $50 million bond proposal for a pedestrian program.
- **Summer 2013:** Pima County conducted a regional bond survey to assess potential voter support for various propositions. LSA's proposal received the second highest ranking (40.1%) of the votes in its category, and was the highest ranking proposal within central Tucson, receiving 54.8% of all votes. Most importantly, of the entire list of proposals, LSA's ranked third highest.
- **Fall 2013-Spring 2014:** LSA met with community partners such as Neighborhood Reinvestment, the 12th Ave Coalition and the Tucson Pedestrian Advisory Committee and stakeholders such as Pima Association of Governments and the Tucson Department of Transportation to refine its proposal and ensure that bond proposals with similar ends did not overlap or compete for limited bond resources.
- **April 2014:** LSA submitted a revised proposal for $25 million, proposing a capital improvement program focusing on the streets and thoroughfares that fall between intra-neighborhood streets that are the domain of Neighborhood Reinvestment and arterial efforts of the RTA. These inter neighborhood streets are the connective tissue of the pedestrian network.
- **May 2014:** LSA presented its revised proposal at the monthly meeting of the Pima County Bond

Advisory Committee. Around 50 supporters attended the meeting, and over a dozen spoke; numerous letters of support were sent in before and after the meeting; dozens of comments in support were submitted via the County's online form. The motion on the proposal was "to move the concept forward without a specific amount tied to it, with a request to other jurisdictions regarding whether or how they would support the concept, and specifically ask the City of Tucson Bond Committee for its recommendation."

- **May-August 2014:** LSA approached all PAG member jurisdictions to assess support for the proposal and determine specific projects appropriate for each jurisdiction. Pima County, the Town of Marana, and the Town of Sahuarita elected not to submit projects, while the City of Tucson, City of South Tucson, Town of Oro Valley, Tohono O'odham Nation and Pascua Yaqui Tribe each submitted projects. Since then, LSA has been working closely with the responsive jurisdictions to develop the final Signature Project package. (Note: Pima County, Marana and Sahuarita could still submit projects for this proposal, which would necessitate further review and evaluation.)

V. Funding: Why Bonds?

Bond funds are critical to multi-modal transit development, and particularly pedestrian infrastructure improvement for at least two reasons. First, Pima County and its constituent jurisdictions have already invested millions of dollars in bond funds, impact fees, highway user funds and other resources to start all manner of road and neighborhood projects that are nearly finished, but for the most basic connection: the pedestrian connection. Second, traditional sources of transportation funding are problematic to the say least. State HURF funds, even when properly allocated to Pima County, can generally only be spent on road improvements. The region receives roughly $35 million in federal transportation funds (both Federal Highway Administration and Federal Transit Administration), the bulk of which is reserved for major roadways. The remainder goes to federal highway projects and a scant $1 million is allocated for "Transportation Alternatives." These funds are specifically intended to fund bicycle, pedestrian and other alternative modes of transportation as well as recreational trails and educational outreach around alternative transportation. (For example, local Safe Routes to School programs are funded with these dollars.)

The RTA 1/2 cent sales tax provides the bulk of transportation funding in Pima County down the road, and LSA and its partners are working closely with PAG to ensure that all available RTA funding can be leveraged to support and amplify the impact of bond-funded projects.

VI. Cost Estimates

At $25 million, this bond proposal is a small fraction compared to the hundreds of millions that PAG estimates are needed to meet Pima County's most basic pedestrian infrastructure and safety needs. The City of Tucson alone estimates that $500 million is needed to bring its sidewalk network up to basic ADA compliance. This does not even begin to cover additional pedestrian needs like shade, safety lighting, enhanced crossings, traffic calming, etc.

Cost estimates for each signature project were provided by the appropriate local jurisdiction. In the case of projects submitted by the City of Tucson, initial cost estimates for each corridor were provided by Psomas Engineering. Estimates for green infrastructure[13] provided by Watershed Management Group and estimates for lighting, traffic calming, and additional enhancements by TDOT were then added on top of the initial cost estimate for each corridor.

Each jurisdiction will assume responsibility for future Operation and Maintenance costs of improvements made within their jurisdiction and will be required to provide documentation of their existing O&M policies. This will be included in the IGAs.

VII. Program Elements and Implementation

Both the Signature Project and Categorical Funding components of the Pedestrian Safety and Comfort Proposal will begin in 2016. The signature project component is comprised of 16 signature projects across Pima County, while the categorical component may feature projects in any PAG member jurisdiction.

A. Signature Project Component

Right around $21 million is slated for the Signature Project component. Ideally, each of the 16 signature projects will yield a complete street, able to safely and attractively accommodate multi-modal transportation. Project pricing has been calculated with a complete street in mind, bearing in mind that a complete street varies from context to context — a complete street in Oro Valley is likely to look different than a complete street in Vail or the Catalina Foothills. Even so, each signature project has been selected to respond to its urban/rural context and may include sidewalks, transit stops, safe and frequent crossings, traffic calming devices where appropriate, pedestrian lighting, green infrastructure and environmental enhancements, etc.

B. Categorical Funding Component

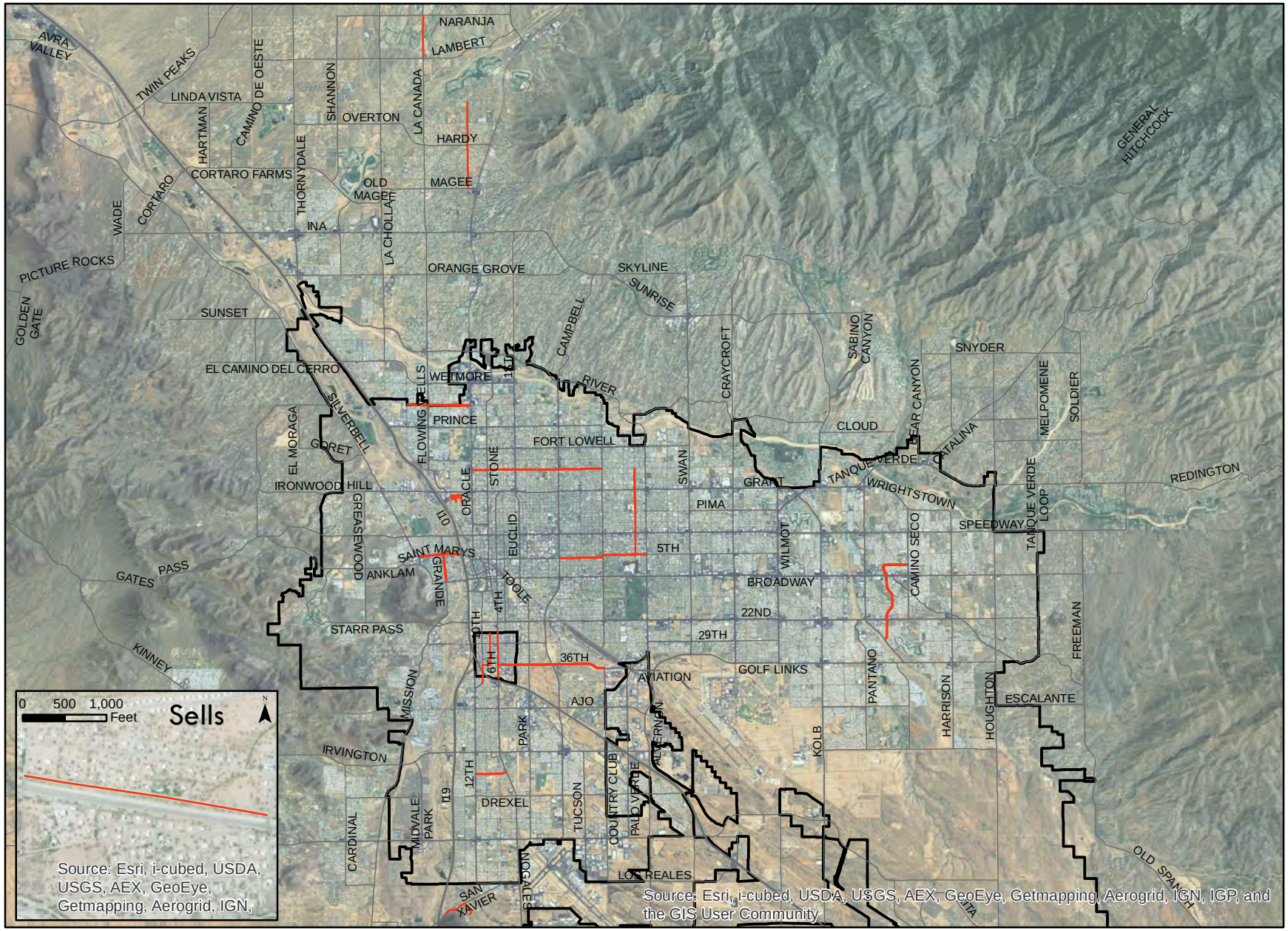
Under the Categorical Funding component of the proposal, funds will be awarded by the PAG Bicycle & Pedestrian Subcommittee through a competitive process. This committee is made up of a voting member from each jurisdiction. There are also up to seven community volunteers who are appointed by the Regional Council for two-year terms. Project proposals must fall under one of three categorical priorities: Safe Crossings; Enhancements; and Safe Routes to School (Infrastructure Projects). Projects or improvements in each category may include, but are not limited to:

- **Safe Crossings:** Projects awarded funding through this category may include, but are not limited to, HAWKs, PELICANs, TOUCANs, pedestrian refuge islands, accentuated crosswalks, chicanes, bulb-outs

[13] "Green infrastructure" uses vegetation, soils, and natural processes to manage water and create healthier urban environments. At the scale of a city or county, green infrastructure refers to the patchwork of natural areas that provides habitat, flood protection, cleaner air, and cleaner water. At the scale of a neighborhood or site, green infrastructure refers to stormwater management systems that mimic nature by soaking up and storing water. (Source: EPA)

- **Enhancements:** Projects awarded funding through this category may include, but are not limited to, pedestrian lighting, benches, drinking fountains, shade trees and green infrastructure, art, ADA ramps, sidewalk gap fills
- **Safe Routes to School:** Projects in this category will be infrastructure projects only, literally building sidewalks and enhanced connections that comprise safe routes to schools, **not providing any programmatic funding for the Safe Routes to School programs**.

Bond Projects



Selected Bond Projects

City of Tucson Limits

N

0 5 10 Miles

Office of integrated Planning
12/16/14, MB

Jurisdiction	City of Tucson (Ward 1)
Roadway (from/to)	Grande Avenue (from St. Mary's Rd. to Congress St.)
Approximate Distance	0.7 miles
Cost Estimate	$1,160,374
PAG Pedestrian Plan priority ranking (per jurisdiction)	78.37 (east side) 71.29 (west side)
Capital Improvements	• Sidewalk widening or wheelchair passing areas • Sidewalk improvements (heaving, buckling spots) • Additional enhanced pedestrian crossings • Stormwater harvesting from street via curb cuts/ scuppers or other inlet • Retrofitting of existing bump-outs as runoff harvesting basins • Shade, landscaping and beautification
Connections: Regional Network	Streetcar terminus (Mercado San Agustin) SunTran 22 on Grande 21 on Congress 3 on St. Mary's The Loop Shared Use Path Future Menlo Park Bicycle Boulevard
Trip Generators & Community Resources	Menlo Park Nosotros Academy Ward 1 Council Office
Public Funds Leveraged: Completed Projects $2,627,561	$ 443,693 Barrio Hollywood Cambio Grande Project Neighborhood Reinvestment (2004 Bond, completed 2012) $ 456,785 Cambio Grande Revitalization Project (2004 TE Project) $ 498,975 Menlo Park Neighborhood Reinvestment (2004 Bond, completed 2011) $ 130,547 17 N Linda Adaptive Reuse (2004 Bond, completed 2011) $ 532,073 El Banco Remodel (2004 Bond, completed 2011) $ 37,784 Alvernon Heights Neighborhood Reinvestment (2004 Bond, completed 2007)

Public Funds Leveraged (continued):	$ 50,704	Menlo Park Neighborhood & Park Improvements (various Back to Basics Projects)
	$ 25,000	Grande Avenue, from Congress to A-Mountain (Back to Basics)
	$ 45,000	Grande Avenue, from St. Mary's Road to Mission (Back to Basics)
	$ 407,000	Westmoreland Neighborhood Project (2004 Bond, completed 2010)
Proposed Projects $5,725,000	$ 225,000	Menlo Park Bicycle Boulevard
	$2,500,000	Sentinel Peak - A Mountain Improvements (City of Tucson, 2015 County Bond)
	$1,500,000	Oury Park Festival Area (City of Tucson, 2015 Pima County Bond)
	$1,500,000	Oury Pool Renovations (City of Tucson, 2015 County Bond)
	N/A	Regional Sports Field and Lighting - Menlo Park; part of a $17,615,000 package for several City parks (City of Tucson, 2015 County Bond)
Total Leverage	**$8,352,561**	
Notes	Living Streets Alliance worked with the Menlo Park Neighborhood on a Walkability Assessment in 2014, which included this section of Grande. The corridor has some notable pedestrian amenities (such as a HAWK crossing and pedestrian refuge islands), but the assessment participants had suggestions for additional improvements to make it more pedestrian-friendly (all captured in the "Suggested Treatments" section of the final report.)	

Grande Ave
Corridor
Bicycle Route
SunTran Bus Route
Bus Stop
School
Park
Commercial Activity within 1/4 Mile of Corridor
Neighborhood Reinvestment Areas
Completed
Proposed
W Speedway Blvd
Barrio Hollywood Cambio Grande
2004 Bond ($443,693)
Cambio Grande Revitalization Project
2004 TE Project ($456,785)
Manzo Elementary
Oury Pool Renovations
2015 Bond ($1,500,000)
Oury Park
Oury Park Festival Area
2015 Bond ($1,500,000)
W St Marys St
Regional Sports Field and Lighting - Menlo Park
2015 Bond
Nosotros Academy
Westmoreland Neighborhood Project
2004 Bond ($407,000)
Menlo Park
Menlo Park Neighborhood and Park Improvements
Back to Basics ($50,704)
Alvernon Heights Neighborhood Reinvestment
2004 Bond ($37,784)
Grande - St Mary's to Mission
Back to Basics ($45,000)
N Grande Ave
Future Menlo Park Bicycle Boulevard
($225,000)
17 N Linda Adaptive Reuse
2004 Bond ($130,547)
Ward 1 Council Office
El Banco Remodel
2004 Bond ($532,073)
Menlo Park Neighborhood Reinvestment
2004 Bond ($498,975)
W Congress St
Modern Streetcar Terminus
Sentinel Peak – A Mountain Improvements
2015 Bond ($2,500,000)
Grande - Congress to A-Mountain
Back to Basics ($25,000)
1/2 mile

	Road	Grande Avenue					
	From	St. Mary's Rd					
	To	Congress St					
	Side of Road	W		E			
	Length	0.7		0.7			
	New or Fill gaps?	Gaps		Gaps			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	9,180	$ 45,900	9,790	$ 48,950		
Asphalt Path (SF)	$ 2	0	$ -	0	$ -		
New Ramp (each)	$ 3,000	3	$ 9,000	2	$ 6,000		
Reconstruct Ramp (each)	$ 4,000	8	$ 32,000	8	$ 32,000		
Truncated Domes (each)	$ 250	3	$ 750	9	$ 2,250		
New Driveway (each)	$ 1,500	3	$ 4,500	4	$ 6,000		
Reconstruct Driveway (each)	$ 2,000	12	$ 24,000	17	$ 34,000		
HAWK Signal (each)	$ 150,000	1	$ 150,000	0	$ -		
Subtotal Unit Costs			**$ 266,150**		**$ 129,200**	**$ 395,350**	
Lump Sum Costs							
Utility adjustments	10%	1	$ 26,615	1	$ 12,920		
Drainage improvements	10%	0	$ -	0	$ -		
Traffic Control	10%	1	$ 26,615	1	$ 12,920		
Mobilization	10%	1	$ 26,615	1	$ 12,920		
Grading	10%	0	$ -	0	$ -		
Landscaping	6%	1	$ 15,969	1	$ 7,752		
Clearing and Grubbing	2%	1	$ 5,323	1	$ 2,584		
Construction Total			$ 367,287		$ 178,296	**$ 545,583**	
ROW	10%	0	$ -	0	$ -		
Design	15%	1	$ 55,093	1	$ 26,744		
Cosnt Mgmt/Inspection	15%	1	$ 55,093	1	$ 26,744		
Contingency	20%	1	$ 73,457	1	$ 35,659		
Project Total			$ 550,930		$ 267,444	**$ 818,374**	

Comments

Remove ramp on NW corner of Emery/Grande, construct curb (included as new ramp). Segment near south end has palm trees in the curbway which may necessitate less widening at the tree locations.

Additional Improvement Items*	**Cost**	
Green Infrastructure	$ 250,000	
Pedestrian Refuge/Median Islands	$ 50,000	
Pedestrian Lighting	$ 42,000	
Grand Total		**$ 1,160,374**

* Cost estimates obtained from TDOT and Watershed Management Group in addition to the PSOMAS estimates above

Jurisdiction	City of Tucson (Ward 1)
Roadway (from/to)	St. Mary's Road (from Silverbell to I-10)
Approximate Distance	1 mile
Cost Estimate	$1,534,433
PAG Pedestrian Plan priority ranking (per jurisdiction)	Freeway to Bonita: 109.21 on south, 80.85 on north Bonita to Grande: 83.33 on south, 81.73 on north Grande to Silverbell: 80.89 on south, 86.20 on north
Capital Improvements	• Build out sidewalk network where it doesn't exist • Sidewalk expansion in high demand areas • Stormwater harvesting from street via curb cuts/ scuppers or other inlet • Shade, landscaping, and beautification • Pedestrian safety lighting • Enhanced pedestrian crossings including pedestrian refuge islands
Connections: Regional Network Trip Generators & Community Resources	SunTran 3 on St. Mary's Road 102X, 202X, 104X on I-10 22 on Grande 21 on Silverbell The Loop Shared Use Path Future Menlo Park Bicycle Boulevard Pima Community College Tumamoc Hill St. Mary's Hospital Menlo Park Seminole park Major commercial along entire corridor Major employers to the south (City of Tucson, United Way, etc.)
Public Funds Leveraged: Completed Projects $13,437,595	$ 407,000 Westmoreland Neighborhood Project (2004 Bond, completed 2010) $ 443,693 Barrio Hollywood Cambio Grande Project Neighborhood Reinvestment (2004 Bond, completed 2012) $ 456,785 Cambio Grande Revitalization Project (2004 TE Project) $ 498,975 Menlo Park Neighborhood Reinvestment

Public Funds Leveraged (continued):		(2004 Bond, completed 2011)
	$ 123,396	Santa Cruz River Park Playground (1997 Bond, completed 2007) ($114,929 Bond; $8,467 other)
	$ 394,200	Barrio Anita Neighborhood Reinvestment (2004 Bond, completed 2010)
	$1,217,989	Dunbar School Historic Preservation (2004 Bond, completed 2011)
	$6,073,696	Large Line Rehabilitation & Construction (2004 Bond, completed 2013) ($5,842,686 Bond; $232,010 other funding)
	$3,688,373	Tumamoc Hill (1997 Bond, completed 2010) ($1,249,391 Bond; $2,438,982 other funding)
	$ 50,704	Menlo Park Neighborhood & Park Improvements (various Back to Basics projects)
	$ 45,000	Grande Avenue, from St. Mary's Road to Mission (Back to Basics)
	$ 37,784	Alvernon Heights Neighborhood Reinvestment (2004 Bond, completed 2007)
Proposed Projects $4,725,000	$ 225,000	Menlo Park Bicycle Boulevard
	$1,500,000	Oury Park Festival Area (City of Tucson, 2015 County Bond)
	$1,500,000	Oury Pool Renovations (City of Tucson, 2015 County Bond)
	N/A	Regional Sports Field and Lighting - Menlo Park; part of a $17,615,000 package for several City parks (City of Tucson, 2015 County Bond)
	$1,500,000	Dunbar School Rehabilitation (City of Tucson, 2015 County Bond)
Total Leverage	**$18,162,595**	
Notes	Living Streets Alliance worked with Menlo Park Neighborhood on a Walkability Assessment in 2014, which included a portion of this site. Participants highlighted the need for pedestrian refuge islands between I-10 and Silverbell. Barrio Hollywood Neighborhood Association has also been concerned about this street and requested a HAWK crossing at St. Mary's Road and Cherokee, where a pedestrian was killed in 2011	

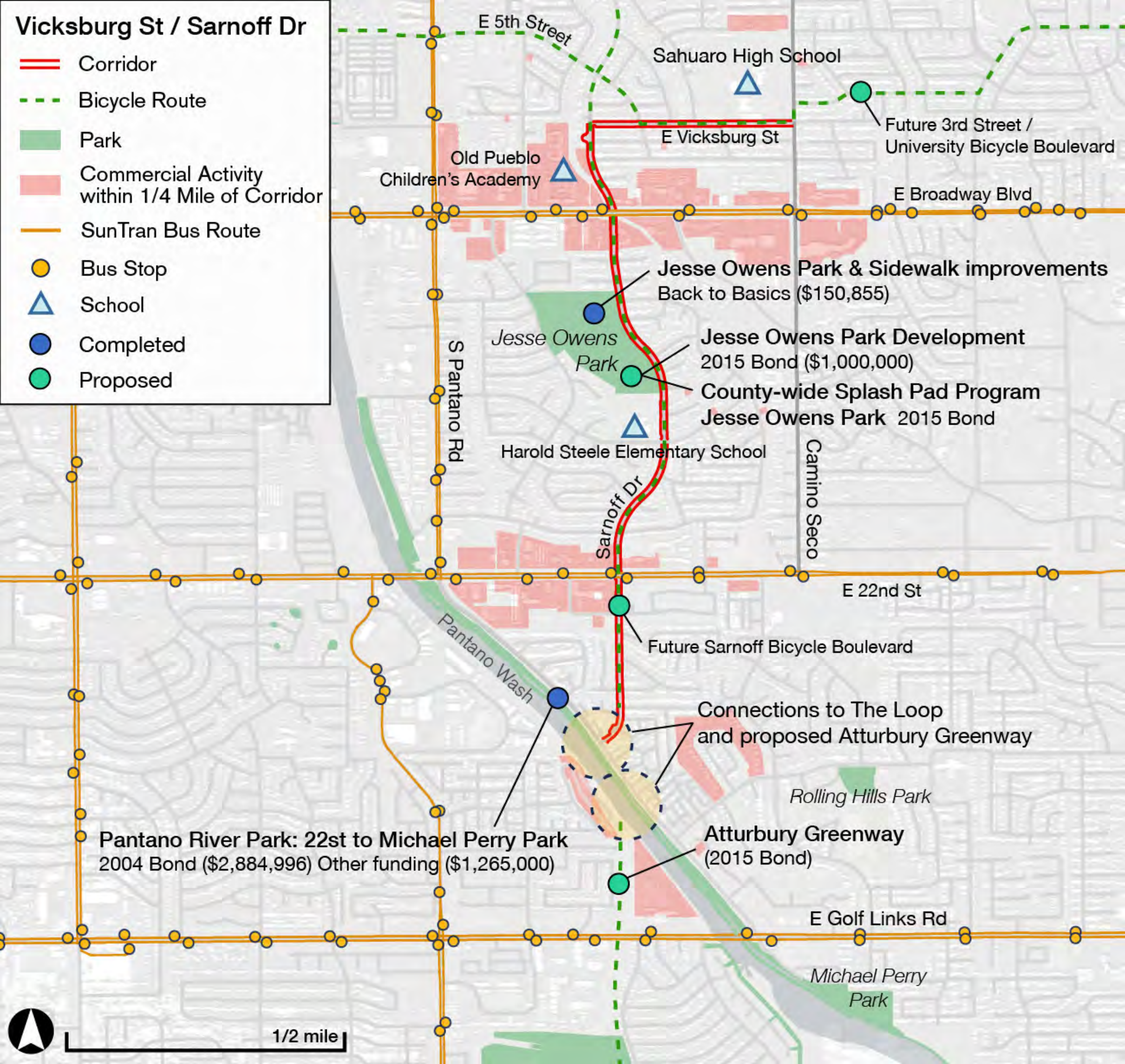
St. Mary's Street
Corridor
Bicycle Route
SunTran Bus Route
Bus Stop
Park
School
Commercial Activity within 1/4 Mile of Corridor
Neighborhood Reinvestment Areas
Completed
Proposed
Barrio Anita Neighborhood Reinvestment
2004 Bond ($394,200)
W Speedway Blvd
Barrio Hollywood Cambio Grande
2004 NR Bond ($443,693)
Cambio Grande Revitalization
2004 TE Project ($456,785)
Santa Cruz River Park Playground
Dunbar School Historic Preservation
2004 Bond ($1,217,989)
Dunbar School
Dunbar School Rehabilitation
2015 Bond ($1,500,000)
N Silverbell Rd
Future Menlo Park Bicycle Boulevard
($225,000)
Seminole Park
The Loop
Oury Park
St Mary's Hospital
W St Mary's St
Oury Pool Renovations
2015 Bond ($1,500,000)
Pima Community College West Campus
Nosotros Academy
Oury Park Festival Area
2015 Bond ($1,500,000)
Menlo Park
Westmoreland Neighborhood Project
2004 Bond ($407,000)
PCC Community Campus
Anklam Rd
Alvernon Heights Neighborhood Reinvestment
2004 Bond ($37, 784)
17 N Linda Adaptive Reuse
2004 Bond ($137,547)
Grande Ave
Menlo Park Neighborhood and Park Improvements
Back to Basics ($50,704)
W Congress St
El Banco Remodel
2004 Bond ($ 532,073)
Tumamoc Hill
1997 Bond ($1,249,391)
Other funding ($2,438,982)
Menlo Park Neighborhood
2004 Bond ($498,975)
Grande - St Mary's to Mission
Back to Basics ($45,000)
Sentinel Peak – A Mountain Improvements
($2,500,000)
10
1/2 mile

	Road	St. Mary's Road					
	From	Silverbell Road					
	To	I-10					
	Side of Road	N		S			
	Length	1.0		1.0			
	New or Fill gaps?	New/Gaps		New/Gaps			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	3,360	$ 16,800	7,935	$ 39,675		
Asphalt Path (SF)	$ 2	0	$-	175	$ 350		
New Ramp (each)	$ 3,000	1	$ 3,000	2	$ 6,000		
Reconstruct Ramp (each)	$ 4,000	12	$ 48,000	25	$ 100,000		
Truncated Domes (each)	$ 250	3	$ 750	2	$ 500		
New Driveway (each)	$ 1,500	0	$-	4	$ 6,000		
Reconstruct Driveway (each)	$ 2,000	53	$ 106,000	15	$ 30,000		
HAWK Signal (each)	$ 150,000	1	$ 150,000	0	$-		
Subtotal Unit Costs			**$ 324,550**		**$ 182,525**		**$ 507,075**
Lump Sum Costs							
Utility adjustments	10%	1	$ 32,455	1	$ 18,253		
Drainage improvements	10%	0	$ -	0	$ -		
Traffic Control	10%	1	$ 32,455	1	$ 18,253		
Mobilization	10%	1	$ 32,455	1	$ 18,253		
Grading	20%	0	$ -	0	$ -		
Landscaping	6%	1	$ 19,473	1	$ 10,952		
Clearing and Grubbing	2%	1	$ 6,491	1	$ 3,651		
Construction Total			$ 447,879		$ 251,885		**$ 699,764**
ROW	10%	1	$ 44,788	0	$ -		
Design	15%	1	$ 67,182	1	$ 37,783		
Cosnt Mgmt/Inspection	15%	1	$ 67,182	1	$ 37,783		
Contingency	20%	1	$ 89,576	1	$ 50,377		
Project Total			$ 716,606		$ 377,827		**$ 1,094,433**

Additional Improvement Items*	**Cost**
Green Infrastructure	$ 300,000
Pedestrian Refuge/Median Islands	$ 80,000
Pedestrian Lighting	$ 60,000
Grand Total	**$ 1,534,433**

* Cost estimates obtained from TDOT and Watershed Management Group in addition to the PSOMAS estimates above

Jurisdiction	City of Tucson (Wards 2 & 4)
Roadway (from/to)	Vicksburg (from Camino Seco to Sarnoff); Sarnoff (from Vicksburg to Pantano Parkway)
Approximate Distance	2.4 miles
Cost Estimate	$2,898,045
PAG Pedestrian Plan priority ranking (per jurisdiction)	Pantano to Vicksburg: varies from 51.06-79.34 Sarnoff to Camino Seco: 77.96 on south, 72.83 on north
Capital Improvements	• Fill sidewalk gaps and widen existing 3 ft. side-walks • ADA compliant curb ramps • Stormwater harvesting from street via curb cuts/ scuppers or other inlet • Shade, landscaping and beautification • Pedestrian safety lighting
Connections: Regional Network Trip Generators & Community Resources	 SunTran 7 on 22nd Street Sarnoff and Vicksburg are future Bicycle Boulevards The Loop Shared Use Path Atturbury Greenway (proposed) Old Pueblo Children's Academy Harold Steel Elementary School Saguaro High School Jesse Owens Park Commercial activity
Public Funds Leveraged: Completed Projects $4,300,851 Proposed Projects $1,000,000 **Total Leverage**	 $4,149,996 Pantano River Park from 22nd Street to Michael Perry Park (2004 Bond, completed 2011) ($2,884,996 Bond; $1,265,000 other funding) $ 150,855 Jesse Owens Park & Sidewalk Improvements (Back to Basics) N/A Atturbury Greenway; part of a $16,500,000 package for 5 different greenways (City of Tucson, 2015 County Bond) $1,000,000 Jesse Owens Park Development (City of Tucson, 2015 Country Bond) N/A County-wide Splash Pad Program - Jesse Owens Park; part of a $7,000,000 package for 10 different parks (Pima County, 2015 County Bond) **$5,300,851**


Vicksburg St / Sarnoff Dr
Corridor
Bicycle Route
Park
Commercial Activity within 1/4 Mile of Corridor
SunTran Bus Route
Bus Stop
School
Completed
Proposed
E 5th Street
Sahuaro High School
Future 3rd Street / University Bicycle Boulevard
E Vicksburg St
Old Pueblo Children's Academy
E Broadway Blvd
Jesse Owens Park & Sidewalk improvements
Back to Basics ($150,855)
Jesse Owens Park
Jesse Owens Park Development
2015 Bond ($1,000,000)
County-wide Splash Pad Program
Jesse Owens Park 2015 Bond
S Pantano Rd
Harold Steele Elementary School
Sarnoff Dr
Camino Seco
E 22nd St
Pantano Wash
Future Sarnoff Bicycle Boulevard
Connections to The Loop and proposed Atturbury Greenway
Rolling Hills Park
Pantano River Park: 22st to Michael Perry Park
2004 Bond ($2,884,996) Other funding ($1,265,000)
Atturbury Greenway
(2015 Bond)
E Golf Links Rd
Michael Perry Park
1/2 mile

	Road	Vicksburg Street					
	From	Camino Seco					
	To	Sarnoff Dr					
	Side of Road	N		S			
	Length	0.6		0.6			
	New or Fill gaps?	Gaps		Gaps			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	8,670	$ 43,350	6,120	$ 30,600		
Asphalt Path (SF)	$ 2	0	$ -	0	$ -		
New Ramp (each)	$ 3,000	9	$ 27,000	9	$ 27,000		
Reconstruct Ramp (each)	$ 4,000	3	$ 12,000	1	$ 4,000		
Truncated Domes (each)	$ 250	0	$ -	0	$ -		
New Driveway (each)	$ 1,500	0	$ -	0	$ -		
Reconstruct Driveway (each)	$ 2,000	1	$ 2,000	0	$ -		
HAWK Signal (each)	$ 150,000	1	$ 150,000	0	$ -		
Subtotal Unit Costs			**$ 234,350**		**$ 61,600**		**$ 295,950**
Lump Sum Costs							
Utility adjustments	10%	1	$ 23,435	1	$ 6,160		
Drainage improvements	10%	1	$ 23,435	1	$ 6,160		
Traffic Control	10%	1	$ 23,435	1	$ 6,160		
Mobilization	10%	1	$ 23,435	1	$ 6,160		
Grading	10%	0	$ -	0	$ -		
Landscaping	6%	1	$ 14,061	1	$ 3,696		
Clearing and Grubbing	2%	1	$ 4,687	1	$ 1,232		
Construction Total			$ 346,838		$ 91,168		**$ 438,006**
ROW	10%	1	$ 34,684	0	$ -		
Design	15%	1	$ 52,026	1	$ 13,675		
Cosnt Mgmt/Inspection	15%	1	$ 52,026	1	$ 13,675		
Contingency	20%	1	$ 69,368	1	$ 18,234		
Project Total			$ 554,941		$ 136,752		**$ 691,693**

Comments

On the south side, there may only be room to widen sidewalk by 2 feet. Additional widening will likely require reconstruction of all driveways. Also, it was assumed that asphalt path would be provided at drainage areas to minimize need for drainage improvements.

Additional Improvement Items*	**Cost**	
Green Infrastructure	$ 190,000	
Traffic Calming	$ 14,000	
Pedestrian Lighting	$ 36,000	
Grand Total		**$ 931,693**

* Cost estimates obtained from TDOT and Watershed Management Group in addition to the PSOMAS estimates above

	Road	Sarnoff Drive					
	From	Vicksburg St					
	To	Pantano Pkwy					
	Side of Road	W		E			
	Length	1.8		1.8			
	New or Fill gaps?	Gaps		Gaps			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	18,030	$ 90,150	16,050	$ 80,250		
Asphalt Path (SF)	$ 2	9,480	$ 18,960	10,320	$ 20,640		
New Ramp (each)	$ 3,000	18	$ 54,000	29	$ 87,000		
Reconstruct Ramp (each)	$ 4,000	6	$ 24,000	18	$ 72,000		
Truncated Domes (each)	$ 250	7	$ 1,750	11	$ 2,750		
New Driveway (each)	$ 1,500	1	$ 1,500	2	$ 3,000		
Reconstruct Driveway (each)	$ 2,000	7	$ 14,000	2	$ 4,000		
HAWK Signal (each)	$ 150,000	0	$ -	0	$ -		
Subtotal Unit Costs			**$ 204,360**		**$ 269,640**		**$ 474,000**
Lump Sum Costs							
Utility adjustments	10%	1	$ 20,436	1	$ 26,964		
Drainage improvements	10%	1	$ 20,436	1	$ 26,964		
Traffic Control	10%	1	$ 20,436	1	$ 26,964		
Mobilization	10%	1	$ 20,436	1	$ 26,964		
Grading	5%	1	$ 10,218	1	$ 13,482		
Landscaping	6%	1	$ 12,262	1	$ 16,178		
Clearing and Grubbing	2%	1	$ 4,087	1	$ 5,393		
Construction Total			$ 312,671		$ 412,549		**$ 725,220**
ROW	10%	1	$ 31,267	1	$ 41,255		
Design	15%	1	$ 46,901	1	$ 61,882		
Cosnt Mgmt/Inspection	15%	1	$ 46,901	1	$ 61,882		
Contingency	20%	1	$ 62,534	1	$ 82,510		
Project Total			$ 500,273		$ 660,079		**$ 1,160,352**

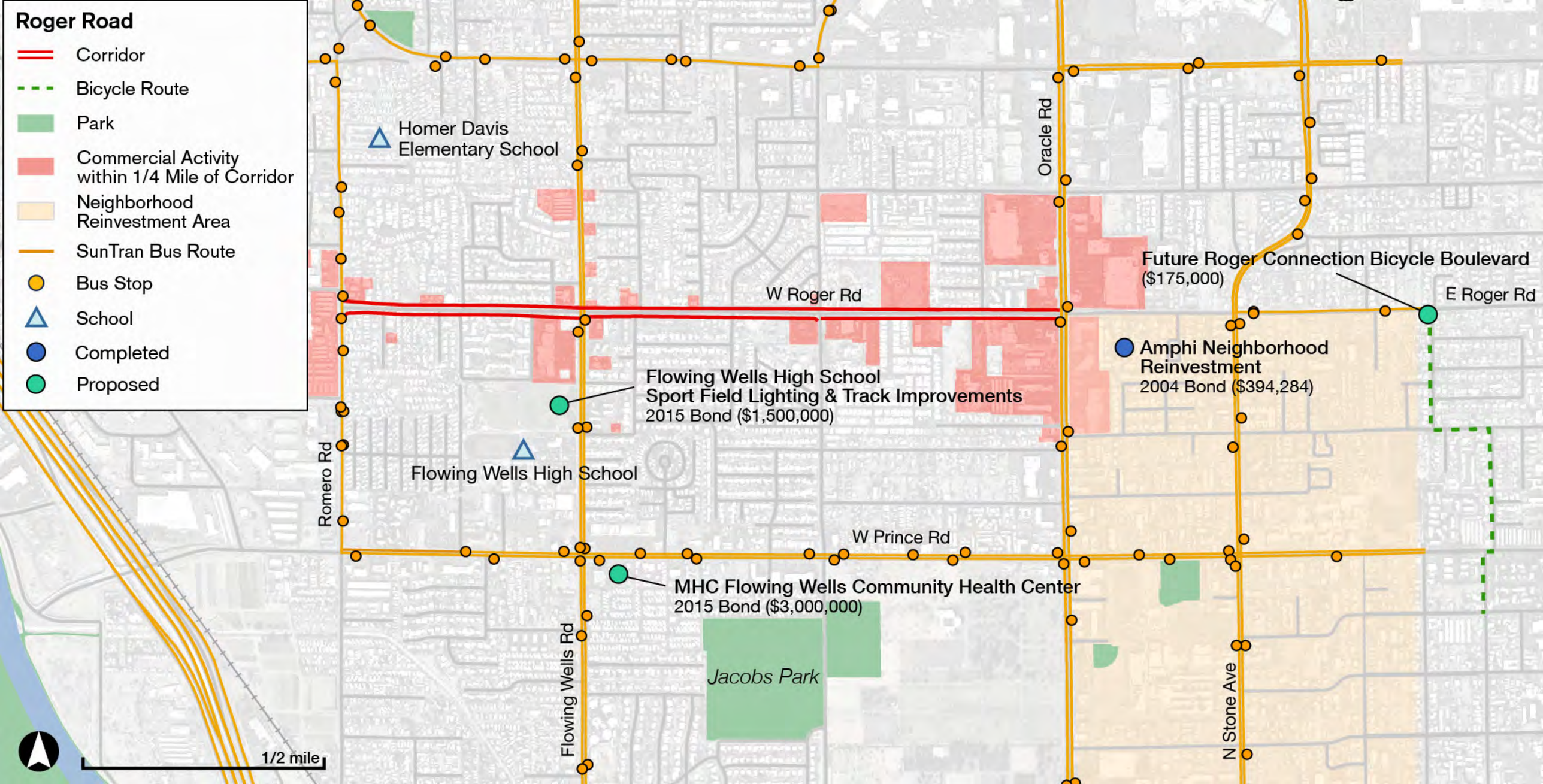
Comments

Drainage structure south of 24th Street on west side, may need to remove some concrete curb. On west side, start at tangent point across from Vicksburg St. No sidewalk needed on west side along Jesse Owens Park and Steele Elementary or along ADOT frontage (north of Bowline). On east side south of 22nd, add 2 ft to 4-ft sidewalk in 6-ft curbway.

Additional Improvement Items*	**Cost**	
Green Infrastructure	$ 560,000	
Pedestrian Refuge/Median Islands	$ 110,000	
Traffic Calming	$ 28,000	
Pedestrian Lighting	$ 108,000	
Grand Total		**$ 1,966,352**

* Cost estimates obtained from TDOT and Watershed Management Group in addition to the PSOMAS estimates above

Jurisdiction	City of Tucson (Ward 3) + Unincorporated Pima County
Roadway (from/to)	Roger Road (from Oracle to Romero)
Approximate Distance	1.5 miles
Cost Estimate	$1,250,700
PAG Pedestrian Plan priority ranking (per jurisdiction)	Oracle to Fairview: 67.67 on north, 61.79 on south Fairview to Flowing Wells: 80.77 on north, 68.16 on south Flowing Wells to Romero: 72.76 on north, 77.94 on south
Capital Improvements	• Sidewalks • Pedestrian safety lighting • Enhanced pedestrian crossings • Stormwater harvesting from street via curb cuts/ scuppers or other inlet • Shade, landscaping and beautification
Connections: Regional Network Trip Generators & Community Resources	 SunTran 10 along Flowing Wells 17 along Romero 16, 107X along Oracle Future Roger Road Connection Bicycle Boulevard Flowing Wells High School Homer Davis Elementary School Major commercial activity on Roger and Oracle
Public Funds Leveraged: Completed Projects $394,284 Proposed Projects $4,675,000 **Total Leverage**	 $ 394,284 Amphi Neighborhood Investment (2004 Bond, completed 2009) $ 175,000 Roger Connection Bicycle Boulevard $3,000,000 MHC Healthcare, Flowing Wells Community Health Center (MHC, 2015 County Bond) $1,500,000 Flowing Wells High School Sports Field Lighting & Track Improvements (Pima County, 2015 County Bond) **$5,069,284**
Notes	Living Streets Alliance worked with Flowing Wells Neighborhood Association & Community Coalition - Westwood Village Subdivision on a Walkability Assessment in 2014, which included the section of Roger Road between Flowing Wells and Fairview. Roger Road was a big concern among the residents in terms of pedestrian safety and comfort, due to lack of sidewalks, curbs, streetlights, pedestrian crossings, shade, and landscaping. Improvements along Roger Road are particularly important because the east-west neighborhood streets have very limited connectivity in this area, depriving pedestrians of alternative routes.


Roger Road
Corridor
Bicycle Route
Park
Commercial Activity within 1/4 Mile of Corridor
Neighborhood Reinvestment Area
SunTran Bus Route
Bus Stop
School
Completed
Proposed
Homer Davis Elementary School
Oracle Rd
Future Roger Connection Bicycle Boulevard
($175,000)
E Roger Rd
W Roger Rd
Amphi Neighborhood Reinvestment
2004 Bond ($394,284)
Flowing Wells High School
Sport Field Lighting & Track Improvements
2015 Bond ($1,500,000)
Romero Rd
Flowing Wells High School
W Prince Rd
MHC Flowing Wells Community Health Center
2015 Bond ($3,000,000)
Flowing Wells Rd
Jacobs Park
N Stone Ave
1/2 mile

Road		Roger Road					
From		Oracle Rd					
To		Romero Rd					
Side of Road		N		S			
Length		1.5		1.5			
New or Fill gaps?		New		New			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	6,860	$ 34,300	14,470	$ 72,350		
Asphalt Path (SF)	$ 2	31,290	$ 62,580	18,540	$ 37,080		
New Ramp (each)	$ 3,000	18	$ 54,000	17	$ 51,000		
Reconstruct Ramp (each)	$ 4,000	5	$ 20,000	6	$ 24,000		
Truncated Domes (each)	$ 250	0	$ -	4	$ 1,000		
New Driveway (each)	$ 1,500	0	$ -	5	$ 7,500		
Reconstruct Driveway (each)	$ 2,000	5	$ 10,000	8	$ 16,000		
HAWK Signal (each)	$ 150,000	0	$ -	0	$ -		
Subtotal Unit Costs			**$ 180,880**		**$ 208,930**		**$ 389,810**
Lump Sum Costs							
Utility adjustments	10%	1	$ 18,088	1	$ 20,893		
Drainage improvements	10%	0	$ -	0	$ -		
Traffic Control	10%	1	$ 18,088	1	$ 20,893		
Mobilization	10%	1	$ 18,088	1	$ 20,893		
Grading	10%	0	$ -	0	$ -		
Landscaping	6%	1	$ 10,853	1	$ 12,536		
Clearing and Grubbing	2%	1	$ 3,618	1	$ 4,179		
Construction Total			$ 249,614		$ 288,323		**$ 537,938**
ROW	10%	1	$ 24,961	1	$ 28,832		
Design	15%	1	$ 37,442	1	$ 43,249		
Cosnt Mgmt/Inspection	15%	1	$ 37,442	1	$ 43,249		
Contingency	20%	1	$ 49,923	1	$ 57,665		
Project Total			$ 399,383		$ 461,317		**$ 860,700**

Comments

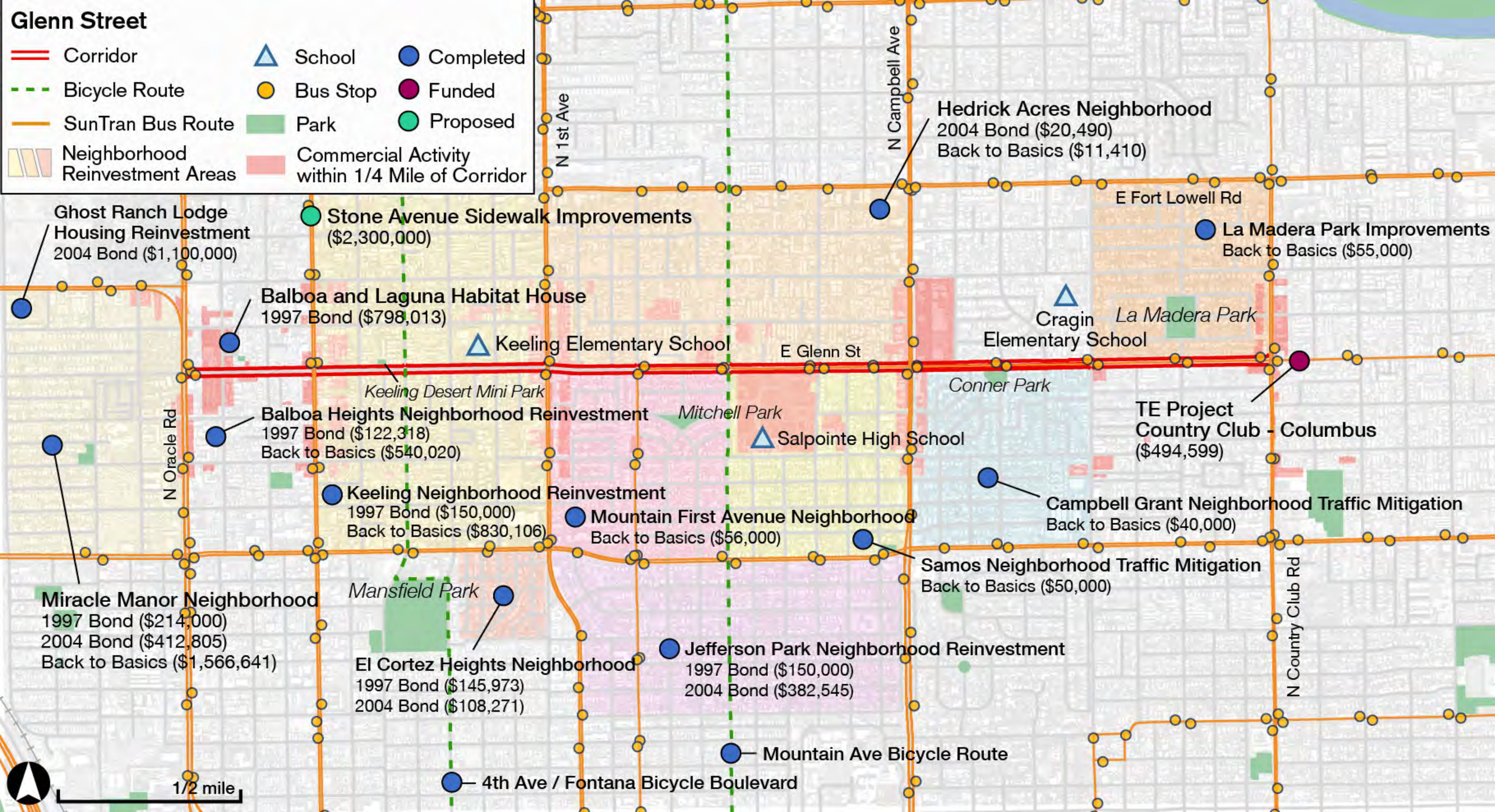
On south side, complete ~25' of curb just west of Midge (not shown as separate cost).

Additional Improvement Items*	**Cost**	
Green Infrastructure	$ 300,000	
Pedestrian Lighting	$ 90,000	
Grand Total		**$ 1,250,700**

* Cost estimates obtained from TDOT and Watershed Management Group in addition to the PSOMAS estimates above

Jurisdiction	City of Tucson (Ward 3)
Roadway (from/to)	Glenn (from Oracle to Country Club)
Approximate Distance	3 miles
Cost Estimate	$3,945,729
PAG Pedestrian Plan priority ranking (per jurisdiction)	Country Club to Tucson: 81.27 on north, 80.56 on south Tucson to Campbell: 53.21 on north, 77.86 on south Campbell to Mountain: 50.82 on north, 66.49 on south Mountain to Park: 35.34 on north, 38.04 on south Park to 1st Avenue: 43.12 on south, 46.71 on south 1st to 6th Avenue: 53.43 on north, 55.03 on south 6th Avenue to Stone: 49.14 on north, 48.79 on south Stone to Oracle: 76.44 on north, 74.32 on south
Capital Improvements	• Complete the sidewalk network • Stormwater harvesting from street via curb cuts/ scuppers or other inlet • Shade, landscaping and beautification • Pedestrian safety lighting • Enhanced crossings at major roadways
Connections: Regional Network	SunTran 1 on Glenn 19 on Stone 6 on 1st Avenue 15, 103X on Campbell 17 on Country Club 4th Avenue/Fontana Bicycle Boulevard Mountain Avenue Bicycle Route
Trip Generators & Community Resources	Keeling Elementary School Cragin Elementary School Salpointe High School Keeling Desert Mini Park Connor Park Mitchell Park La Madera Park
Public Funds Leveraged: Completed Projects $6,753,592	$ 20,490 Hedrick Acres Neighborhood Reinvestment (2004 Bond, completed 2008) $ 150,000 Miracle Manor I Neighborhood Reinvestment (1997 Bond, completed 2001)

Public Funds Leveraged (Continued):	$ 64,000	Miracle Manor II Neighborhood Reinvestment (1997 Bond, completed 2002)
	$ 798,013	Balboa and Laguna Habitat House Housing Reinvestment (1997 Bond, completed 2008)
	$ 122,318	Balboa Heights Neighborhood Reinvestment (1997 Bond, completed 2001)
	$ 150,000	Keeling Neighborhood Reinvestment (1997 Bond, completed 2003)
	$ 150,000	Jefferson Park Neighborhood Reinvestment (1997 Bond, completed 2004)
	$ 145,973	El Cortez Heights Neighborhood Reinvestment (1997 Bond, completed 2005)
	$ 203,804	Miracle Manor II Neighborhood Reinvestment (2004 bond, completed 2009)
	$ 209,001	Miracle Manor Playground Equipment (2004 Bond, completed 2009)
	$ 108,271	El Cortez Neighborhood Project (2004 Bond, completed 2009)
	$ 382,545	Jefferson Park Neighborhood Reinvestment (2004 Bond, completed 2010)
	$1,100,000	Ghost Ranch Lodge Housing Reinvestment (2004 Bond, completed 2010)
	$1,566,641	Miracle Manor Neighborhood Improvements (Back to Basics)
	$ 540,020	Balboa Heights Sidewalks & Streetlights (Back to Basics)
	$ 830,106	Keeling Neighborhood Improvements (Back to Basics)
	$ 11,410	Hedrick Acres Neighborhood Improvements (Back to Basics)
	$ 56,000	Mountain First Avenue Neighborhood Traffic Mitigation (Back to Basics)
	$ 50,000	Samos Neighborhood Traffic Mitigation (Back to Basics)
	$ 40,000	Campbell Grant Neighborhood Traffic Mitigation (Back to Basics)
	$ 55,000	La Madera Park Improvements (Back to Basics)
Funded Projects $494,599	$ 494,599	Glenn: Country Club to Columbus (Transportation Enhancement project)
Proposed Projects $2,300,000	$2,300,000	Stone Avenue sidewalk improvements: Grant to Limberost (Impact Fees)
Total Leverage	**$9,548,191**	


Glenn Street
Corridor
Bicycle Route
SunTran Bus Route
Neighborhood Reinvestment Areas
School
Bus Stop
Park
Commercial Activity within 1/4 Mile of Corridor
Completed
Funded
Proposed
N 1st Ave
N Campbell Ave
Hedrick Acres Neighborhood
2004 Bond ($20,490)
Back to Basics ($11,410)
E Fort Lowell Rd
La Madera Park Improvements
Back to Basics ($55,000)
Ghost Ranch Lodge Housing Reinvestment
2004 Bond ($1,100,000)
Stone Avenue Sidewalk Improvements
($2,300,000)
Balboa and Laguna Habitat House
1997 Bond ($798,013)
Cragin Elementary School
La Madera Park
Keeling Elementary School
E Glenn St
Keeling Desert Mini Park
Conner Park
TE Project
Country Club - Columbus
($494,599)
Mitchell Park
Salpointe High School
Balboa Heights Neighborhood Reinvestment
1997 Bond ($122,318)
Back to Basics ($540,020)
N Oracle Rd
Keeling Neighborhood Reinvestment
1997 Bond ($150,000)
Back to Basics ($830,106)
Mountain First Avenue Neighborhood
Back to Basics ($56,000)
Campbell Grant Neighborhood Traffic Mitigation
Back to Basics ($40,000)
Samos Neighborhood Traffic Mitigation
Back to Basics ($50,000)
Mansfield Park
Miracle Manor Neighborhood
1997 Bond ($214,000)
2004 Bond ($412,805)
Back to Basics ($1,566,641)
El Cortez Heights Neighborhood
1997 Bond ($145,973)
2004 Bond ($108,271)
Jefferson Park Neighborhood Reinvestment
1997 Bond ($150,000)
2004 Bond ($382,545)
N Country Club Rd
Mountain Ave Bicycle Route
4th Ave / Fontana Bicycle Boulevard
1/2 mile

	Road	Glenn Street					
	From	Oracle Rd					
	To	Country Club Rd					
	Side of Road	N		S			
	Length	3.0		3.0			
	New or Fill gaps?	Gaps		Gaps			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	41,955	$ 209,775	42,590	$ 212,950		
Asphalt Path (SF)	$ 2	0	$ -	0	$ -		
New Ramp (each)	$ 3,000	1	$ 3,000	4	$ 12,000		
Reconstruct Ramp (each)	$ 4,000	26	$ 104,000	45	$ 180,000		
Truncated Domes (each)	$ 250	3	$ 750	6	$ 1,500		
New Driveway (each)	$ 1,500	49	$ 73,500	28	$ 42,000		
Reconstruct Driveway (each)	$ 2,000	95	$ 190,000	111	$ 222,000		
HAWK Signal (each)	$ 150,000	0	$ -	1	$ 150,000		
Subtotal Unit Costs			**$ 581,025**		**$ 820,450**		**$ 1,401,475**
Lump Sum Costs							
Utility adjustments	10%	1	$ 58,102	1	$ 82,045		
Drainage improvements	10%	0	$ -	1	$ 82,045		
Traffic Control	10%	1	$ 58,102	1	$ 82,045		
Mobilization	10%	1	$ 58,102	1	$ 82,045		
Grading	10%	0	$ -	0	$ -		
Landscaping	6%	1	$ 34,861	1	$ 49,227		
Clearing and Grubbing	2%	1	$ 11,620	1	$ 16,409		
Construction Total			$ 801,814		$ 1,214,266		**$ 2,016,080**
ROW	10%	1	$ 80,181	1	$ 121,427		
Design	15%	1	$ 120,272	1	$ 182,140		
Cosnt Mgmt/Inspection	15%	1	$ 120,272	1	$ 182,140		
Contingency	20%	1	$ 160,363	1	$ 242,853		
Project Total			$ 1,282,903		$ 1,942,826		**$ 3,225,729**

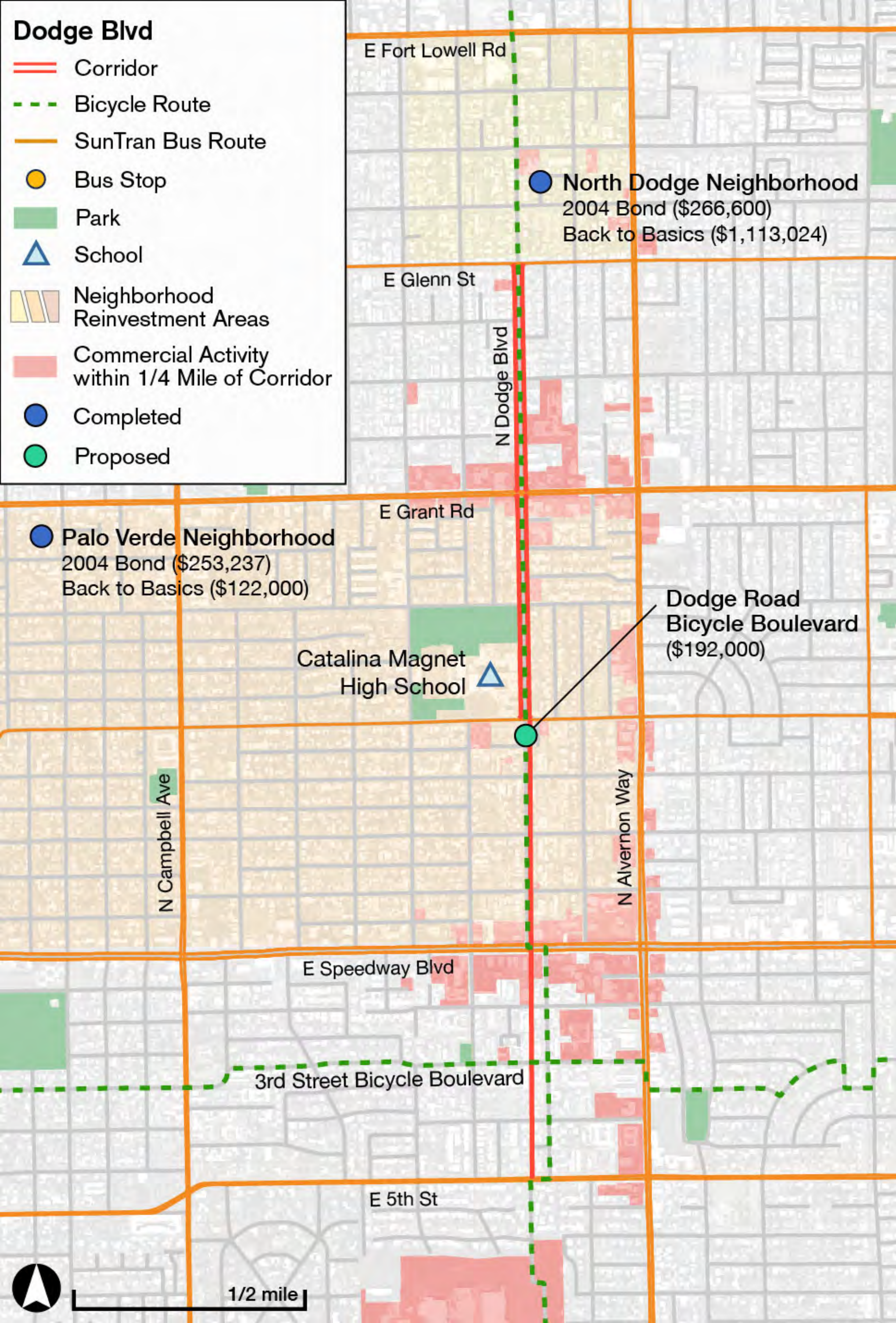
Comments

Unmarked crosswalk at Cortez? Estimate includes reconstructing ramp on north side at that location. Two driveways on north side immediately west of 1st can be removed, and are counted as reconstructions in estimate. On south side, driveway immediately west of Stone can be removed, is included as reconstruction in estimate. Driveway on south side east of Warren can be removed, is included as reconstruction in estimate. On north side, some areas have a 2' (or maybe narrower) curbway, so sidewalk was based on just filling that in. If wider sidewalks are desired, more ROW will likely be needed.

Additional Improvement Items*	**Cost**	
Green Infrastructure	$ 300,000	
Pedestrian Refuge/Median Islands	$ 240,000	
Pedestrian Lighting	$ 180,000	
Grand Total		**$ 3,945,729**

* Cost estimates obtained from TDOT and Watershed Management Group in addition to the PSOMAS estimates above

Jurisdiction	City of Tucson (Wards 3 & 6)
Roadway (from/to)	Dodge Boulevard (from Glenn to 5th Street)
Approximate Distance	2 miles
Cost Estimate	$1,777,787
PAG Pedestrian Plan priority ranking (per jurisdiction)	Glenn to Grant: 72 on both sides Grant to Pima: 79 on east, 69 on west (Other sections not rated)
Capital Improvements	• Sidewalks • Pedestrian safety lighting • Stormwater harvesting from street via curb cuts/ scuppers or other inlet • Shade, landscaping and beautification • Additional traffic calming features • Drainage improvements
Connections: Regional Network	SunTran 1 on Glenn 9 on Grant 5 on Pima 4, 105X, 109X on Speedway 3 on 5th Street Dodge is a future Bicycle Boulevard 3rd Street Bicycle Boulevard Fairmont, Seneca, Flower are future Bicycle Boulevards
Trip Generators & Community Resources	Catalina Magnet High School
Public Funds Leveraged: Completed Projects $1,754,861	$ 253,237 Palo Verde Neighborhood Reinvestment (2004 Bond, completed 2010) $ 266,600 North Dodge Neighborhood Reinvestment (2004 Bond, completed 2009) $ 122,000 Palo Verde Neighborhood Traffic Mitigation (Back to Basics) $1,113,024 North Dodge (various Back to Basics projects)
Proposed Projects $192,000	$ 192,000 Dodge Road Bicycle Boulevard
Total Leverage	**$1,946,861**
Notes	Living Streets Alliance worked with Miramonte and Palo Verde Neighborhoods on separate Walkability Assessments, which included Dodge between 5th St. and Grant. During the assessments, notable pedestrian activity was observed along Dodge, likely because of its connection to bus stops and the higher-density residential developments. Both neighborhoods raised several concerns about Dodge, which are captured in the “Suggested Treatments” section of the final reports.


Dodge Blvd
Corridor
Bicycle Route
SunTran Bus Route
Bus Stop
Park
School
Neighborhood Reinvestment Areas
Commercial Activity within 1/4 Mile of Corridor
Completed
Proposed
E Fort Lowell Rd
North Dodge Neighborhood
2004 Bond ($266,600)
Back to Basics ($1,113,024)
E Glenn St
N Dodge Blvd
E Grant Rd
Palo Verde Neighborhood
2004 Bond ($253,237)
Back to Basics ($122,000)
Dodge Road Bicycle Boulevard ($192,000)
Catalina Magnet High School
N Campbell Ave
N Alvernon Way
E Speedway Blvd
3rd Street Bicycle Boulevard
E 5th St
1/2 mile

	Road	Dodge Boulevard					
	From	Glenn St					
	To	5th St					
	Side of Road	W		E			
	Length	2.0		2.0			
	New or Fill gaps?	New		New			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	17,060	$ 85,300	12,535	$ 62,675		
Asphalt Path (SF)	$ 2	30,360	$ 60,720	41,340	$ 82,680		
New Ramp (each)	$ 3,000	27	$ 81,000	36	$ 108,000		
Reconstruct Ramp (each)	$ 4,000	6	$ 24,000	6	$ 24,000		
Truncated Domes (each)	$ 250	4	$ 1,000	4	$ 1,000		
New Driveway (each)	$ 1,500	19	$ 28,500	16	$ 24,000		
Reconstruct Driveway (each)	$ 2,000	8	$ 16,000	10	$ 20,000		
HAWK Signal (each)	$ 150,000	0	$ -	0	$ -		
Subtotal Unit Costs			**$ 296,520**		**$ 322,355**	**$ 618,875**	
Lump Sum Costs							
Utility adjustments	10%	1	$ 29,652	1	$ 32,235		
Drainage improvements	10%	0	$ -	0	$ -		
Traffic Control	10%	1	$ 29,652	1	$ 32,235		
Mobilization	10%	1	$ 29,652	1	$ 32,235		
Grading	10%	1	$ 29,652	1	$ 32,235		
Landscaping	6%	1	$ 17,791	1	$ 19,341		
Clearing and Grubbing	2%	1	$ 5,930	1	$ 6,447		
Construction Total			$ 438,850		$ 477,085	**$ 915,935**	
ROW	10%	1	$ 43,885	0	$ -		
Design	15%	1	$ 65,827	1	$ 71,563		
Cosnt Mgmt/Inspection	15%	1	$ 65,827	1	$ 71,563		
Contingency	20%	1	$ 87,770	1	$ 95,417		
Project Total			$ 702,159		$ 715,628	**$ 1,417,787**	

Comments

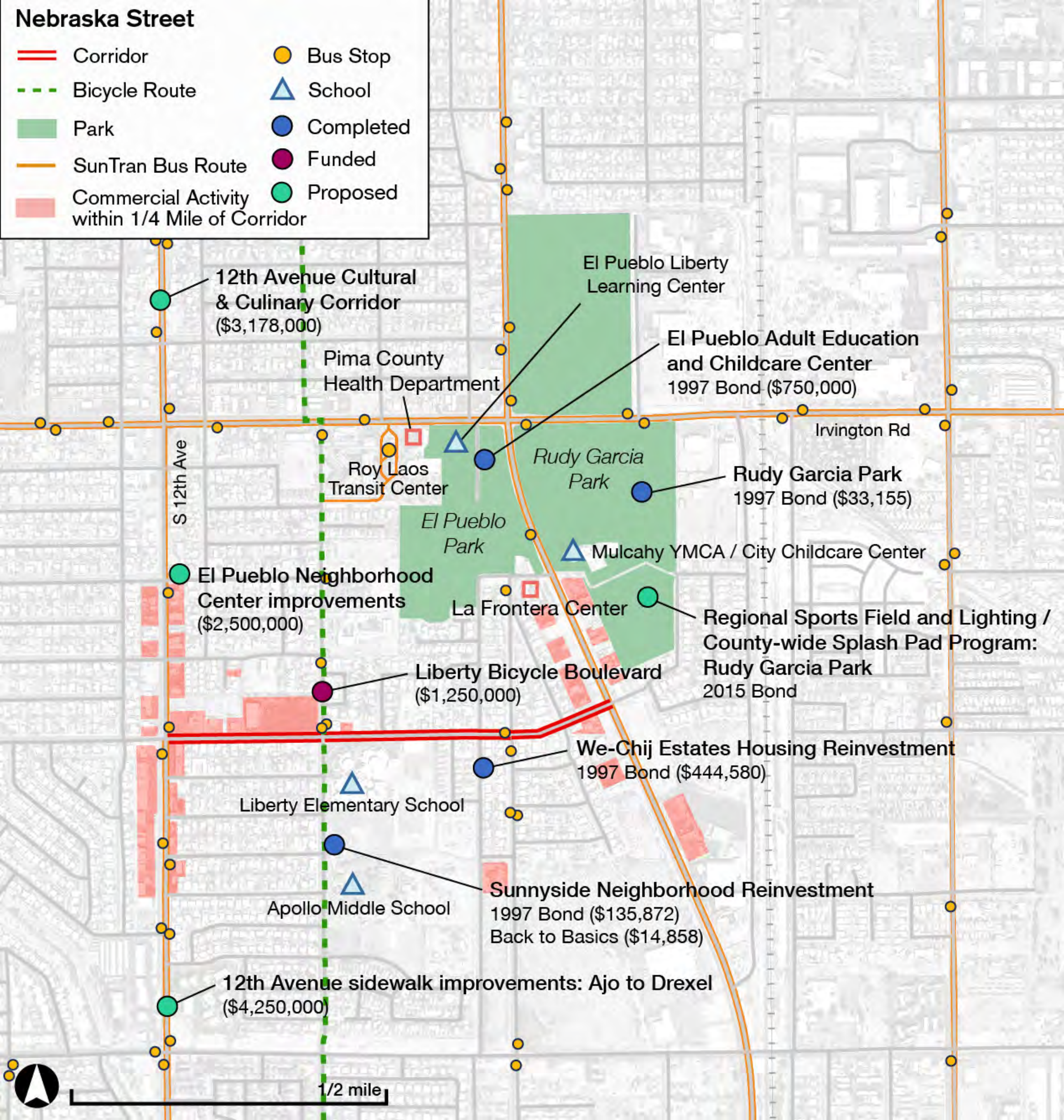
Five new driveways on east side south of Speedway might not be needed. Nothing new needed along Catalina HS frontage on west side.

Additional Improvement Items*	**Cost**	
Green Infrastructure	$ 100,000	
Trafic Calming	$ 140,000	
Pedestrian Lighting	$ 120,000	
Grand Total		**$ 1,777,787**

* Cost estimates obtained from TDOT and Watershed Management Group in addition to the PSOMAS estimates above

Jurisdiction	City of Tucson (Ward 5)
Roadway (from/to)	Nebraska Street (from 12th Ave. to Old Nogales Hwy.)
Approximate Distance	0.7 miles
Cost Estimate	$1,239,842
PAG Pedestrian Plan priority ranking (per jurisdiction)	6th Ave. to Liberty Ave.: 87.64 on north, 86.40 on south Liberty Ave. to 12th Ave.: 80.16 on north, 84.81 on south
Capital Improvements	• Install sidewalks and fill gaps • ADA compliant curb ramps • Stormwater harvesting from street via curb cuts/ scuppers or other inlet • Shade, landscaping and beautification • Enhanced crossings at major roadways • Pedestrian safety lighting
Connections: Regional Network Trip Generators & Community Resources	 SunTran 24,16,27,29 on Nebraska 202X, 203X on Old Nogales Highway tie into Roy Laos Transit Center Liberty Bicycle Boulevard 12th Avenue Cultural & Culinary Corridor El Pueblo Liberty Learning Center Pima County Health Department El Pueblo Park Rudy Garcia Park Mulcahy YMCA/City Childcare Center La Frontera Center Apollo Middle School Liberty Elementary School Star Academic Center
Public Funds Leveraged: Completed Projects $1,378,465	$ 33,155 Rudy Garcia Park (1997 bond, completed 2008) $ 750,000 El Pueblo Adult Education and Childcare Center (1997 Bond, completed 2000) $ 444,580 We-Chij Estates Housing Reinvestment (1997 Bond, completed 2007) $ 135,872 Sunnyside Neighborhood Reinvestment (1997 Bond, completed 2007) $ 14,858 Sunnyside Neighborhood Speed Humps (Back to Basics)

Public Funds Leveraged (continued):		
Funded Projects $1,250,000	$1,250,000	Liberty Bicycle Boulevard (Transportation Enhancement + SRTS grants)
Proposed Projects $9,928,000	$3,178,000	12th Avenue Cultural & Culinary Corridor (2015 Bond, City of Tucson)
	$2,500,000	El Pueblo Neighborhood Center Improvements (2015 Bond, City of Tucson)
	$4,250,000	$12 Avenue Sidewalk Improvements (Impact Fees)
	N/A	Regional Sports Field and Lighting - Rudy Garcia Park; part of a $17,615,000 package for several City parks (2015 Bond, City of Tucson)
	N/A	County-wide Splash Pad Program - Rudy Garcia Park; part of a $7,000,000 package for 10 different parks (2015 Bond, Pima County)
Total Leverage	**$12,556,465**	
Notes	Stormwater harvesting would address the major flooding challenges experienced by this community in the Airport Wash as studied by Watershed Management Group.	


Nebraska Street
Corridor
Bicycle Route
Park
SunTran Bus Route
Commercial Activity within 1/4 Mile of Corridor
Bus Stop
School
Completed
Funded
Proposed
12th Avenue Cultural & Culinary Corridor ($3,178,000)
Pima County Health Department
El Pueblo Liberty Learning Center
El Pueblo Adult Education and Childcare Center
1997 Bond ($750,000)
Irvington Rd
S 12th Ave
Roy Laos Transit Center
Rudy Garcia Park
Rudy Garcia Park
1997 Bond ($33,155)
El Pueblo Park
Mulcahy YMCA / City Childcare Center
El Pueblo Neighborhood Center improvements ($2,500,000)
La Frontera Center
Regional Sports Field and Lighting / County-wide Splash Pad Program: Rudy Garcia Park
2015 Bond
Liberty Bicycle Boulevard ($1,250,000)
We-Chij Estates Housing Reinvestment
1997 Bond ($444,580)
Liberty Elementary School
Apollo Middle School
Sunnyside Neighborhood Reinvestment
1997 Bond ($135,872)
Back to Basics ($14,858)
12th Avenue sidewalk improvements: Ajo to Drexel ($4,250,000)
1/2 mile

Road		Nebraska Street					
From		Old Nogales Hwy					
To		12th Ave					
Side of Road		N		S			
Length		0.7		0.7			
New or Fill gaps?		Gaps		Gaps			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	9,805	$ 49,025	10,560	$ 52,800		
Asphalt Path (SF)	$ 2	4,380	$ 8,760	4,260	$ 8,520		
New Ramp (each)	$ 3,000	15	$ 45,000	3	$ 9,000		
Reconstruct Ramp (each)	$ 4,000	10	$ 40,000	2	$ 8,000		
Truncated Domes (each)	$ 250	0	$ -	0	$ -		
New Driveway (each)	$ 1,500	4	$ 6,000	7	$ 10,500		
Reconstruct Driveway (each)	$ 2,000	8	$ 16,000	17	$ 34,000		
HAWK Signal (each)	$ 150,000	1	$ 150,000	0	$ -		
Subtotal Unit Costs			**$ 314,785**		**$ 122,820**		**$ 437,605**
Lump Sum Costs							
Utility adjustments	10%	1	$ 31,478	1	$ 12,282		
Drainage improvements	10%	0	$ -	0	$ -		
Traffic Control	10%	1	$ 31,478	1	$ 12,282		
Mobilization	10%	1	$ 31,478	1	$ 12,282		
Grading	10%	0	$ -	0	$ -		
Landscaping	6%	1	$ 18,887	1	$ 7,369		
Clearing and Grubbing	2%	1	$ 6,296	1	$ 2,456		
Construction Total			$ 434,403		$ 169,492		**$ 603,895**
ROW	10%	0	$ -	0	$ -		
Design	15%	1	$ 65,160	1	$ 25,424		
Cosnt Mgmt/Inspection	15%	1	$ 65,160	1	$ 25,424		
Contingency	20%	1	$ 86,881	1	$ 33,898		
Project Total			$ 651,605		$ 254,237		**$ 905,842**

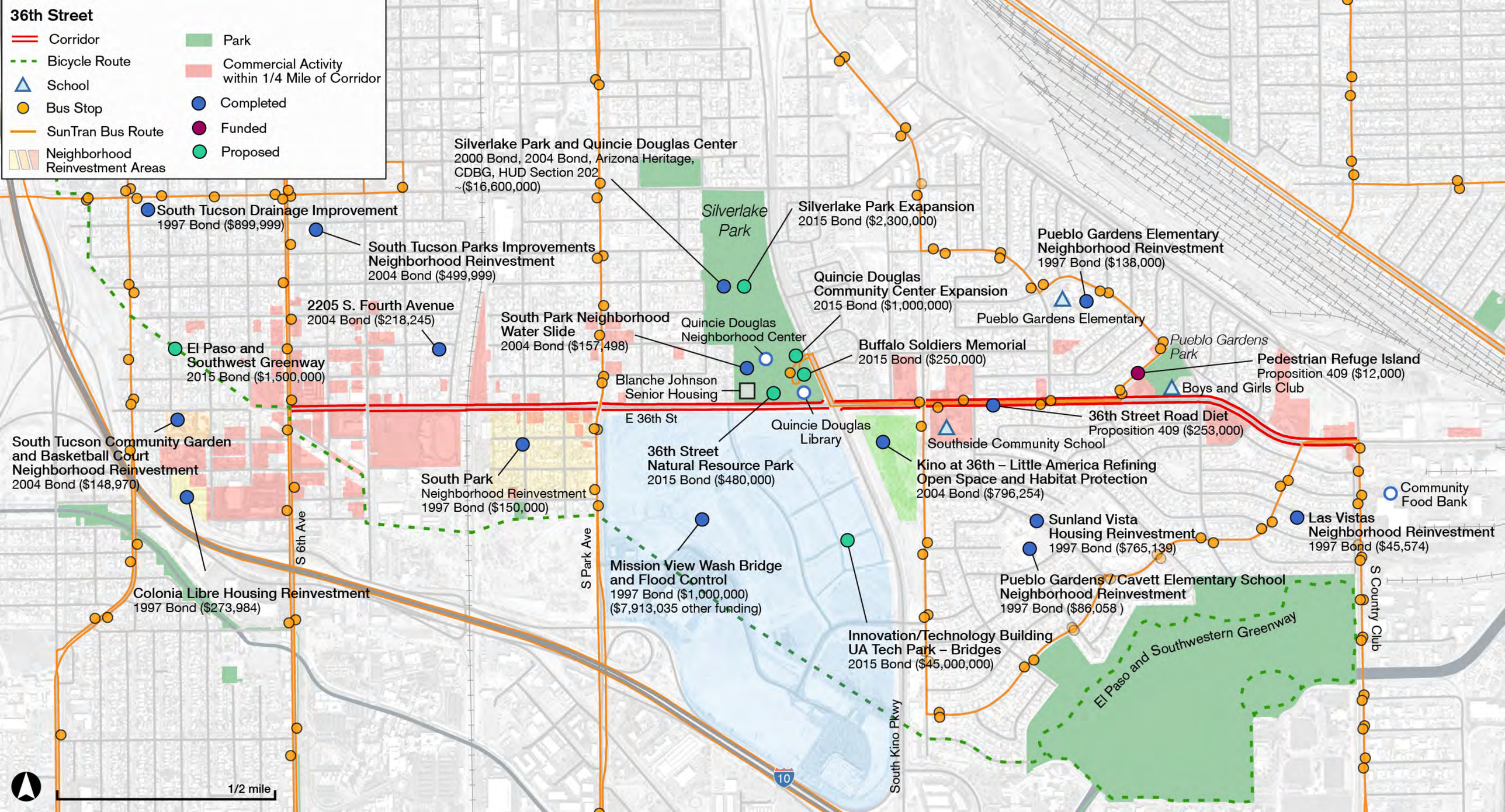
Comments

Additional Improvement Items*	**Cost**	
Green Infrastructure	$ 250,000	
Traffic Calming	$ 42,000	
Pedestrian Lighting	$ 42,000	
Grand Total		**$ 1,239,842**

* Cost estimates obtained from TDOT and Watershed Management Group in addition to the PSOMAS estimates above

Jurisdiction	City of Tucson (Ward 5) + South Tucson
Roadway (from/to)	36th Street (from 6th Avenue to Country Club)
Approximate Distance	2.5 miles
Cost Estimate	$1,492,876
PAG Pedestrian Plan priority ranking (per jurisdiction)	Varies by section (16 of them) ranging from 39.44 to 94.22 (most are quite high)
Capital Improvements	• Install sidewalks and fill gaps • ADA compliant curb ramps • Stormwater harvesting from street via curb cuts/ scuppers or other inlet • Shade, landscaping and beautification • Pedestrian safety lighting • Enhanced crossings
Connections: Regional Network Trip Generators & Community Resources	 SunTran 2 on 36th Street 6 on Park Avenue 8, 421 on 6th Avenue El Paso & Southwestern Greenway Quincie Douglas Center Quincie Douglas Library Silverlake Park Southside Community School Pueblo Gardens Elementary School Pueblo Gardens Park Community Food Bank Boys & Girl's Club Blanche Johnson Senior Housing Project
Public Funds Leveraged: Completed Projects $30,145,755	 $16,600,000 Silverlake Park & Quincie Douglas Center -- several projects completed including the center, the library, senior housing, and drainage improvements (City of Tucson 2000 Bond, 2004 Pima County Bond, Arizona Heritage Funding, Community Development Block Grant, HUD Section 202) $ 45,574 Las Vistas Neighborhood Reinvestment (1997 Bond, completed 2003) $ 765,139 Sunland Vista Housing Reinvestment (1997 Bond, completed 2003)

Public Funds Leveraged (continued):	$ 138,000	Pueblo Gardens Elementary Neighborhood Reinvestment (1997 Bond, completed 2006)
	$ 86,058	Pueblo Gardens Lighting/Cavett Elementary School Neighborhood Reinvestment (1997 bond, completed 2006)
	$ 796,254	Kino at 36th - Little America Refining Open Space & Habitat Protection (2004 Bond, completed 2012)
	$8,913,035	Mission View Wash Bridge & Flood Control (1997 Bond, completed 2010) ($1,000,000 in Bonds, $7,913,035 in other funding)
	$ 157,498	South Park Neighborhood Water Slide Neighborhood Reinvestment (1997 Bond, completed 2008)
	$ 150,000	South Park Neighborhood Reinvestment (1997 Bond, completed 2003)
	$ 499,999	South Tucson Parks Improvements Neighborhood Reinvestment (2004 Bond, completed 2007)
	$ 218,245	2205 S Fourth Avenue (2004 Bond, completed 2011)
	$ 899,999	South Tucson Drainage Improvement (1997 Bond, completed 2001)
	$ 148,970	South Tucson Community Garden & Basketball Court Neighborhood Reinvestment (1997 Bond, completed 2007)
	$ 273,984	Colonia Libre Housing Reinvestment (1997 bond, completed 2006)
	$ 200,000	James Thomas Park Lighting (Back to Basics)
	$ 253,000	36th Street Road Diet (City of Tucson, Prop 409)
Funded Projects $12,000	$ 12,000	Pedestrian Refuge Island at Forgeus Stravenue (City of Tucson, Prop 409)
Proposed Projects $50,530,000	$2,300,000	Silverlake Park Expansion (City of Tucson, 2015 County Bond)
	$1,000,000	Quince Douglas Community Center Expansion (City of Tucson, 2015 County Bond)
	$ 480,000	36th Street Natural Resource Park (Pima County Natural Resources, Parks, and Recreation, 2015 County Bond)
	$ 250,000	Buffalo Soldiers Memorial (City of Tucson, 2015 County Bond)
	$1,500,000	El Paso & Southwestern Greenway (City of Tucson, 2015 County Bond)
	$45,000,000	Innovation/Technology Building, UA Tech Park - Bridges (University of Arizona, 2015 County Bond)
Total Leverage	**$80,687,755**	


36th Street
Corridor
Bicycle Route
School
Bus Stop
SunTran Bus Route
Neighborhood Reinvestment Areas
Park
Commercial Activity within 1/4 Mile of Corridor
Completed
Funded
Proposed
Silverlake Park and Quincie Douglas Center
2000 Bond, 2004 Bond, Arizona Heritage, CDBG, HUD Section 202
~($16,600,000)
Silverlake Park
Silverlake Park Expansion
2015 Bond ($2,300,000)
South Tucson Drainage Improvement
1997 Bond ($899,999)
South Tucson Parks Improvements Neighborhood Reinvestment
2004 Bond ($499,999)
Pueblo Gardens Elementary Neighborhood Reinvestment
1997 Bond ($138,000)
Quincie Douglas Community Center Expansion
2015 Bond ($1,000,000)
Pueblo Gardens Elementary
2205 S. Fourth Avenue
2004 Bond ($218,245)
South Park Neighborhood Water Slide
2004 Bond ($157,498)
Quincie Douglas Neighborhood Center
Buffalo Soldiers Memorial
2015 Bond ($250,000)
Pueblo Gardens Park
Pedestrian Refuge Island
Proposition 409 ($12,000)
El Paso and Southwest Greenway
2015 Bond ($1,500,000)
Blanche Johnson Senior Housing
Boys and Girls Club
E 36th St
36th Street Road Diet
Proposition 409 ($253,000)
Quincie Douglas Library
Southside Community School
South Tucson Community Garden and Basketball Court Neighborhood Reinvestment
2004 Bond ($148,970)
36th Street Natural Resource Park
2015 Bond ($480,000)
Kino at 36th – Little America Refining Open Space and Habitat Protection
2004 Bond ($796,254)
South Park Neighborhood Reinvestment
1997 Bond ($150,000)
Community Food Bank
Sunland Vista Housing Reinvestment
1997 Bond ($765,139)
Las Vistas Neighborhood Reinvestment
1997 Bond ($45,574)
S 6th Ave
S Park Ave
Mission View Wash Bridge and Flood Control
1997 Bond ($1,000,000)
($7,913,035 other funding)
Pueblo Gardens / Cavett Elementary School Neighborhood Reinvestment
1997 Bond ($86,058)
S Country Club
Colonia Libre Housing Reinvestment
1997 Bond ($273,984)
Innovation/Technology Building UA Tech Park – Bridges
2015 Bond ($45,000,000)
El Paso and Southwestern Greenway
South Kino Pkwy
10
1/2 mile

	Road	36th Street					
	From	6th Ave					
	To	Country Club Rd					
	Side of Road	N		S			
	Length	2.5		2.5			
	New or Fill gaps?	Gaps		Gaps			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	10,060	$ 50,300	6,870	$ 34,350		
Asphalt Path (SF)	$ 2	27,840	$ 55,680	31,620	$ 63,240		
New Ramp (each)	$ 3,000	15	$ 45,000	20	$ 60,000		
Reconstruct Ramp (each)	$ 4,000	7	$ 28,000	3	$ 12,000		
Truncated Domes (each)	$ 250	9	$ 2,250	5	$ 1,250		
New Driveway (each)	$ 1,500	0	$ -	0	$ -		
Reconstruct Driveway (each)	$ 2,000	20	$ 40,000	6	$ 12,000		
HAWK Signal (each)	$ 150,000	0	$ -	0	$ -		
Subtotal Unit Costs			**$ 221,230**		**$ 182,840**		**$ 404,070**
Lump Sum Costs							
Utility adjustments	10%	1	$ 22,123	1	$ 18,284		
Drainage improvements	10%	0	$ -	0	$ -		
Traffic Control	10%	1	$ 22,123	1	$ 18,284		
Mobilization	10%	1	$ 22,123	1	$ 18,284		
Grading	5%	1	$ 11,061	1	$ 9,142		
Landscaping	6%	1	$ 13,274	1	$ 10,970		
Clearing and Grubbing	2%	1	$ 4,425	1	$ 3,657		
Construction Total			$ 316,359		$ 261,461		**$ 577,820**
ROW	10%	0	$ -	1	$ 26,146		
Design	15%	1	$ 47,454	1	$ 39,219		
Cosnt Mgmt/Inspection	15%	1	$ 47,454	1	$ 39,219		
Contingency	20%	1	$ 63,272	1	$ 52,292		
Project Total			$ 474,538		$ 418,338		**$ 892,876**

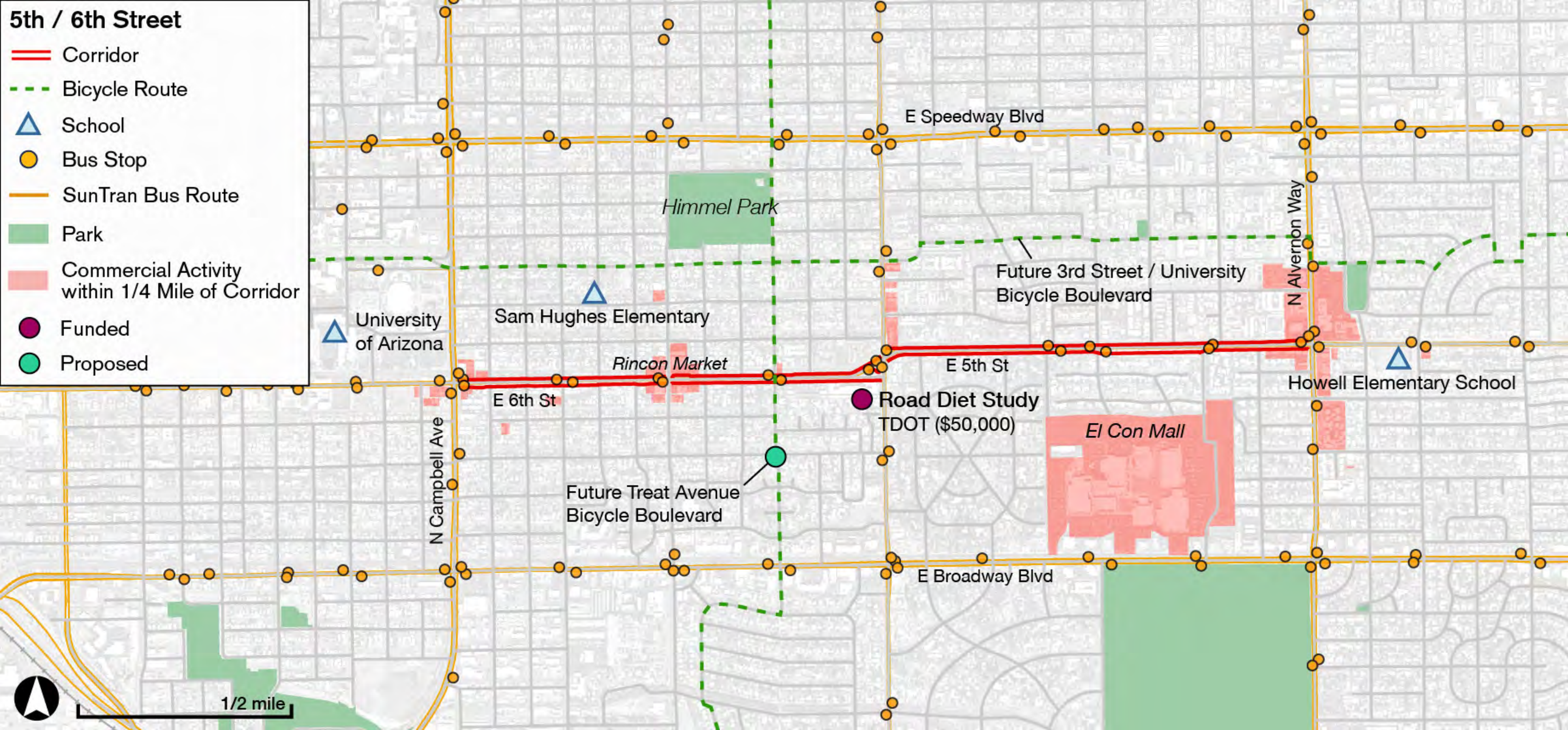
Comments

On north side, sidewalks ok from Park to Fremont. South side from Campbell to Kramer mostly ok, just finish path at the east end. South side from Kramer to Forgeus Strav is ok.

Additional Improvement Items*	**Cost**	
Green Infrastructure	$ 250,000	
Pedestrian Refuge/Median Islands	$ 200,000	
Pedestrian Lighting	$ 150,000	
Grand Total		**$ 1,492,876**

* Cost estimates obtained from TDOT and Watershed Management Group in addition to the PSOMAS estimates above

Jurisdiction	City of Tucson (Ward 6)
Roadway (from/to)	5th/6th Street (from Campbell to Alvernon)
Approximate Distance	2 miles
Cost Estimate	$2,717,925
PAG Pedestrian Plan priority ranking (per jurisdiction)	Country Club to Alvernon: 72.58 on north, 70.46 on south Tucson to Country Club: 81.61 on north, 73.47 on south Campbell to Tucson: 81.61 on north 62.50 on south
Capital Improvements	• Complete sidewalk build-out • Stormwater harvesting from street via curb cuts/ scuppers or other inlet • Shade, landscaping and beautification • Pedestrian safety lighting • New and enhanced pedestrian crossings
Connections: Regional Network Trip Generators & Community Resources	SunTran 3 on 5th/6th Street 15 on Campbell 17 on Country Club 11, 201X on Alvernon Future Treat Avenue Bicycle Boulevard El Con Mall El Rancho Shopping Center Howell Elementary School Sam Hughes Elementary School Rincon Market commercial area Sam Hughes Place commercial area University of Arizona
Public Funds Leveraged: Funded Projects $50,000 **Total Leverage**	$ 50,000 5th/6th Avenue Road Diet Study **$ 50,000**
Notes	Living Streets Alliances worked with Miramonte Neighborhood to conduct a Neighborhood Walkability Assessment in 2013. Participants highlighted the need for a safe pedestrian crossing at Camino Miramonte and 5th/6th Street as well as an enhanced pedestrian environment along 5th/6th Street.


5th / 6th Street
Corridor
Bicycle Route
School
Bus Stop
SunTran Bus Route
Park
Commercial Activity within 1/4 Mile of Corridor
Funded
Proposed
E Speedway Blvd
Himmel Park
Future 3rd Street / University Bicycle Boulevard
N Alvernon Way
University of Arizona
Sam Hughes Elementary
Rincon Market
E 5th St
E 6th St
Howell Elementary School
Road Diet Study
TDOT ($50,000)
El Con Mall
N Campbell Ave
Future Treat Avenue Bicycle Boulevard
E Broadway Blvd
1/2 mile

	Road	5th Street/6th Street					
	From	Campbell Ave					
	To	Alvernon Wy					
	Side of Road	N		S			
	Length	2.0		2.0			
	New or Fill gaps?	Gaps/New		Gaps/New			
	Unit Cost	Quantity	Cost	Quantity	Cost		
Sidewalk (SF)	$ 5	36,220	$ 181,100	40,530	$ 202,650		
Asphalt Path (SF)	$ 2	0	$ -	0	$ -		
New Ramp (each)	$ 3,000	4	$ 12,000	9	$ 27,000		
Reconstruct Ramp (each)	$ 4,000	36	$ 144,000	34	$ 136,000		
Truncated Domes (each)	$ 250	7	$ 1,750	4	$ 1,000		
New Driveway (each)	$ 1,500	31	$ 46,500	23	$ 34,500		
Reconstruct Driveway (each)	$ 2,000	37	$ 74,000	15	$ 30,000		
HAWK Signal (each)	$ 150,000	1	$ 150,000	0	$ -		
Subtotal Unit Costs			**$ 609,350**		**$ 431,150**		**$ 1,040,500**
Lump Sum Costs							
Utility adjustments	10%	1	$ 60,935	1	$ 43,115		
Drainage improvements	10%	0	$ -	0	$ -		
Traffic Control	10%	1	$ 60,935	1	$ 43,115		
Mobilization	10%	1	$ 60,935	1	$ 43,115		
Grading	10%		$ -	0	$ -		
Landscaping	6%	1	$ 36,561	1	$ 25,869		
Clearing and Grubbing	2%	1	$ 12,187	1	$ 8,623		
Construction Total			$ 840,903		$ 594,987		**$ 1,435,890**
ROW	10%	1	$ 84,090	0	$ -		
Design	15%	1	$ 126,135	1	$ 89,248		
Cosnt Mgmt/Inspection	15%	1	$ 126,135	1	$ 89,248		
Contingency	20%	1	$ 168,181	1	$ 118,997		
Project Total			$ 1,345,445		$ 892,480		**$ 2,237,925**

Comments

On south side, where there are blocks with partial sidewalks, new sidewalks are 7' to match widened 4' sidewalks.

Additional Improvement Items*	**Cost**	
Green Infrastructure	$ 200,000	
Pedestrian Refuge/Median Islands	$ 160,000	
Pedestrian Lighting	$ 120,000	
Grand Total		**$ 2,717,925**

Jurisdiction	Oro Valley
Roadway (from/to)	La Canada (from Lambert to Naranja)
Approximate Distance	1 mile
Cost Estimate	$345,917
PAG Pedestrian Plan priority ranking (per jurisdiction)	58.12 on west side
Capital Improvements	ADA sidewalks
Connections: Regional Network Trip Generators & Community Resources	 SunTran 203X 107X West Lambert Lane park Oro Valley Public Library Oro Valley Town Hall Commercial activity at Lambert & La Canada (Fry's Walgreens, La Canada Kinder Care, restaurants, etc.) Commercial activity at Naranja & La Canada (restaurants, etc.)
Public Funds Leveraged: Completed Projects $3,099,551 **Total Leverage**	 $2,000,000 Northwest Library (1997 Bond, completed 2003) $1,099,551 Oro Valley Library Expansion (2004 Bond, completed 2006) **$3,099,551**
Notes	

Jurisdiction	Oro Valley
Roadway (from/to)	Northern Avenue / Calle Buena Vista (from Magee Road to Linda Vista Boulevard)
Approximate Distance	2 miles
Cost Estimate	$1,048,495
PAG Pedestrian Plan priority ranking (per jurisdiction)	Hardy Road to Calle Davidoso/Camino Cortaro: 41.09 on west, 40.56 on east Calle Davidoso/Camino Cortato to Magee Road: 55.78
Capital Improvements	Shared Use Path
Connections: Regional Network Trip Generators & Community Resources	 SunTran 107X 102X SunShuttle 401 Canyon del Oro High School Dennis Weaver Park
Public Funds Leveraged: Completed Projects $197,764 Proposed Projects $3,000,000 **Total Leverage**	 $ 197,764 James D Kriegh Park Upgrades (1997 Bond, completed 2006) $3,000,000 James D Kriegh Park Upgrades (Oro Valley, 2015 County Bond) **$3,197,764**
Notes	

Jurisdiction	Tohono O'odham Nation (Sells District)
Roadway (from/to)	Frontage road north of SR 86 (from Baboquivari Drive to "T" intersection to the west)
Approximate Distance	.57 miles
Cost Estimate	$226,699
PAG Pedestrian Plan priority ranking (per jurisdiction)	N/A
Capital Improvements	Sidewalks
Connections: Regional Network Trip Generators & Community Resources	 N/A Indian Oasis Elementary School Baboquivari Middle School Tohono O'odham Nation Youth Council Office Economic Development Authority of the Tohono O'odham Nation Bashas Supermarket commercial complex Post Office Tohono O'odham Nation Justice Center
Public Funds Leveraged: Funded Projects $1,500,000 **Total Leverage**	 $1,500,000 HAWK crossing, pedestrian bridge and sidewalks in and around Milepost 115 (Transportation Enhancement grant + HSIP) **$1,500,000**
Notes	The Tohono O'odham Nation will be able to hire local contractors to implement this project, so it will help create jobs.

Sidewalk along Frontage Road to Join SR 86 Sidewalk

Project Number:		Date	12/17/14
		Project Manager	SST
Location:	North Side of SR 86 RW from MP 114.5 to 114.8	Prepared By:	SST

Item No.	Item Description	Unit	Quantity	Unit Price	Amount
2010011	CLEARING AND GRUBBING	ACRE	2	$ 3,000.00	$6,000.00
2030300	SUBGRADE PREP	S.Y.	3,000	$ 12.00	$36,000.00
6070054	SIGN POST (PERFORATED) (2S)	L. FT.	18	$ 7.00	$130.00
6070060	FOUNDATION FOR SIGN POST (CONCRETE)	EA.	2	$ 200.00	400.00
6080005	WARNING, MARKER, OR REGULATORY SIGN PANEL	SQ. FT.	9	$ 25.00	$230.00
6110202	METAL HANDRAIL (42")	L. FT.	8	$ 75.00	$600.00
7040010	PAVEMENT MARKING (WHITE HOT-SPRAYED THERMOPLASTIC) (0.060")	L.FT.	751	$ 0.30	$230.00
7040020	PAVEMENT MARKING (YELLOW HOT-SPRAYED THERMOPLASTIC) (0.060")	L.FT.	832	$ 0.30	$250.00
8050003	SEEDING (CLASS 2)	ACRE	1	$ 4,000.00	$4,000.00
8101013	EROSION CONTROL	L.SUM	1.0	$ 2,000.00	$2,000.00
9080201	CONCRETE SIDEWALK	SQ. FT.	15,000	$ 6.00	$90,000.00
9080288	CURB ACCESS RAMP (WHEELCHAIR)	EACH	2	$ 2,000.00	$4,000.00
9080512	CONCRETE SCUPPER	EACH	2	$ 2,500.00	$5,000.00
9230001	PROVIDE ON THE JOB TRAINING	HOUR	100	$ 0.80	$80.00
9240131	MISCELLANEOUS WORK (TRUNCATED DOMES)	EACH	2	$ 1,200.00	$2,400.00
			TOTAL CONSTRUCTION COST		**$145,320.00**

MOBILIZATION	10%		$14,532.00
WATER SUPPLY/DUST PALLITIVE	2%		$2,906.40
CONTRACTOR QUALITY CONTROL	2%		$2,906.40
CONSTRUCTION SURVEYING AND LAYOUT	2%		$2,906.40
DESIGN ENGINEERING	15%		$21,798.00
CONTINGENCIES	15%		$21,798.00
CONSTRUCTION TRAFFIC CONTROL	5%		$7,266.00
CONSTRUCTION ADMINISTRATION	5%		$7,266.00
		Sub Total	**$81,379.20**
	TOTAL PROJECT COST		**$226,699.20**

*There are no Right of Way costs included in this estimate

Jurisdiction	Tohono O'odham Nation (San Xavier District)
Roadway (from/to)	West San Xavier Road & South J Stock Road (from)I-19 ROW to Indian Health Services Clinic)
Approximate Distance	0.96 miles
Cost Estimate	$250,000
PAG Pedestrian Plan priority ranking (per jurisdiction)	W. San Xavier Road: 55.91 on both sides (top quartile) N/A along S. J Stock Road
Capital Improvements	Sidewalk network
Connections: Regional Network Trip Generators & Community Resources	 I-19 Indian Health Services Clinic Mission School San Xavier District Offices Complex San Xavier District Recreation Center San Xavier District Education Center San Xavier District Peoples Wellness Center San Xavier District Elders Center San Xavier District Community Center Tohono O'odham Nation Fire and Police Complex San Xavier Mission
Public Funds Leveraged: Completed Projects $1,600,700 Funded Projects $3,946,275 **Total Leverage**	 $ 45,700 Indian Health Services Pedestrian Pathway (60% Design, San Xavier District) $ 900,000 San Xavier Mission Gateway Path (TE Grant) $ 185,000 Mission Plaza Pedestrian Enhancements I (TE Grant) $ 470,000 Mission Plaza Pedestrian Enhancements II (RTA funded) $3,500,000 Pedestrian Bridge & Approaches project (TE grant -- for construction) $ 446,275 San Xavier Road Pedestrian Pathway (TE grant) **$5,546,975**
Notes	This is the final link that will complete the pedestrian network between Mission San Xavier, Mission School, Indian Health Services, etc.

Jurisdiction	South Tucson
Roadway (from/to)	6th Avenue (from 25th Street to I-10)
Approximate Distance	1.1 miles
Cost Estimate	$600,000
PAG Pedestrian Plan priority ranking (per jurisdiction)	29th to 36th Street: 85.42 on east, 83.65 on west 36th St. to Benson Hwy: 73.28 on east, 71.69 on west
Capital Improvements	• Shade, landscaping and beautification • Green infrastructure • Pedestrian amenities • Pedestrian safety lighting
Connections: Regional Network	SunTran 8 on 6th Avenue 23 on Silverlake Road/4th Avenue SunShuttle 421 on 6th Avenue The Loop Shared Use Path/Julian Greenway Wash El Paso & Southwestern Greenway
Trip Generators & Community Resources	Ochoa Community Magnet School John Valenzuela Youth Center Mission View Elementary South Tucson Municipal Complex Sam Lena Library Social Services Agencies: Social Security Administration, Salvation Army, Gospel Rescue Mission, La Frontera, Casa Maria, Project YES, House of Neighborly Service Commercial activity along entire corridor
Public Funds Leveraged: Completed Projects $10,870,764	$4,200,000 6th Avenue Beautification in South Tucson $ 175,000 HAWK crossing at 31st Street $ 175,000 HAWK crossing at 34th Street $ 344,890 Pedestrian overpass on S. 6th Avenue and I-10 (completed in 2008) $ 365,000 South Tucson intersections (lights, etc.) $ 400,852 Santa Rita Skate Park (1997 Bond, completed 2009) ($743,087 Bond funded, $64,135 other funding) $ 168,121 South Tucson Gateway Project (1997 Bond completed 2003)

Public Funds Leveraged (continued):	$ 188,098	John Valenzuela Youth Center (1997 Bond, completed 2003)
	$ 807,222	Sam Lena Library (1997 Bond, completed 2003) ($743,087 Bond funding, $64,135 in other funding)
	$ 499,999	South Tucson Park Improvements Neighborhood Reinvestment (2004 Bond, completed 2007)
	$1,537,052	Las Artes Art & Learning Center (1997 Bond, completed 2001)
	$ 899,999	South Tucson Drainage Improvement (1997 Bond, completed 2001)
	$ 218,245	2205 S Fourth Avenue (2004 Bond, completed 2011)
	$ 148,970	South Tucson Community Garden and Basketball Court Neighborhood Reinvestment (1997 Bond, completed 2007)
	$ 273,984	Colonia Libre Housing Reinvestment (1997 Bond, completed 2006)
	$ 120,000	West Ochoa Housing Reinvestment (1997 Bond, completed 2008)
	$ 148,332	West Ochoa Neighborhood Reinvestment (1997 Bond, completed 2008)
	$ 200,000	Santa Rita Park Lighting Improvements (1997 Bond, completed 1999)
Funded Projects $3,320,000	$ 300,000	ADA improvements (RTA funded)
	$2,150,000	El Paso & Southwestern Greenway Shared Use Path -- partial completion (RTA funded)
	$ 670,000	El Paso & Southwestern Greenway right of way acquisition
	$ 140,000	HAWK crossing at 29th Street
	$ 60,000	Speed alert monitors on 6th and 10th Aves.
Proposed Projects $3,000,000	$1,500,000	El Paso & Southwestern Greenway from 29th St. south to 6th Ave. (2015 County Bond)
	$1,500,000	JVYC/Ochoa Gym (2015 County Bond)
Total Leverage	**$17,190,764**	
Notes	More than 300,000 people board SunTran buses along 6th Avenue in South Tucson every year, generating extensive pedestrian activity. An assessment of this corridor was completed by the University of Arizona's College of Architecture, Planning, and Landscape Architecture as part of a 2009 Economic Development Strategy for the City of South Tucson. South 6th Avenue Corridor was one of the areas targeted for revitalization including an action plan for improving green infrastructure around this area.	

Jurisdiction	City of South Tucson
Roadway (from/to)	8th Avenue & 10th Avenue (from 25th to 43rd Street)
Approximate Distance	1.2 miles
Cost Estimate	$96,000
PAG Pedestrian Plan priority ranking (per jurisdiction)	N/A
Capital Improvements	• Green infrastructure • Shade, landscaping and beautification • Pedestrian amenities • Traffic calming
Connections: Regional Network Trip Generators & Community Resources	 SunTran 16 on 10th Avenue 23 on 29th Avenue El Paso & Southwestern Greenway 10th Avenue/Liberty Avenue Bicycle Boulevard The Loop Shared Use Path / Julian Greenway Wash Ochoa Community Magnet School Mission View Elementary House of Neighborly Service Ochoa Park Project YES Pasadera Behavioral Health Network Fiesta Mercado Shopping Center
Public Funds Leveraged: Completed Projects $5,775,874	$ 165,000 Residential streetlight upgrade (EECBG) Energy Efficiency Community Development Block Grant $ 400,852 Santa Rita Skate Park (1997 Bond, completed 2009) ($320,468 Bond, $80,384 other funding) $ 168,121 South Tucson Gateway Project (1997 Bond, completed 2003) $ 188,098 John Valenzuela Youth Center (1997 Bond, completed 2003) $ 807,222 Sam Lena Library (1997 Bond, completed 2003) ($743,087 Bond, $64,135 other funding) $ 499,999 South Tucson Parks Improvements Neighborhood Reinvestment (2004 Bond, completed 2007)

Public Funds Leveraged (continued):	$1,537,052	Las Artes Art & Learning Center (1997 Bond, completed 2001)
	$ 899,999	South Tucson Drainage Improvement (1997 Bond, completed 2011)
	$ 218,245	2205 S Fourth Avenue (2004 Bond, completed 2011)
	$ 148,970	South Tucson Community Garden & Basketball Court Neighborhood Reinvestment (1997 Bond, completed 2007)
	$ 273,984	Colonia Libre Housing Reinvestment (1997 Bond, completed 2006)
	$ 120,000	West Ochoa Housing Reinvestment (1997 Bond, completed 2008)
	$148,332	West Ochoa Neighborhood Reinvestment (1997 Bond, completed 2008)
	$ 200,000	Santa Rita Park Lighting Improvements (1997 Bond, completed 1999)
Funded Projects $1,500,000	$1,500,000	Liberty Bicycle Boulevard (TE & SRTS grants)
Proposed Projects $2,350,000	$2,350,000	Yaqui Park Community Center (2015 County Bond)
Total Leverage	**$9,625,874**	
Notes	South 8th Avenue is a low speed residential street which connects a wide range of services and destinations west of 6th Avenue, including Ochoa Magnet School, John Valenzuela Youth Center, Las Artes, Project Ser, House of Neighborly Service, Project Yes, Mission View Elementary School, Pasadera Behavioral Health (formerly Arizona's Children Association), Fiesta Mercado Shopping Center, Primavera Foundation. The avenue sits midway between 6th and 10th Avenues, both of which are higher speed roadways. The avenue is slated to become part of the Liberty-8th Avenue Bike Boulevard.	

Jurisdiction	Pascua Yaqui Tribe
Roadway (from/to)	Various (Old Pascua): Sahuaro Street (south side between Fairview Avenue and 15th Avenue); Fairview Avenue (east side between Sahuaro Street and Calle Matus); 15th Avenue (west side between Sahuaro Street and Calle Sur); Calle Matus (north side between Fairview Avenue and 15th Avenue); Calle Santa Ana (north side between Fairview Avenue and Calle Central); Calle Central (both sides between Calle Matus and Calle Sur)
Approximate Distance	0.8 miles
Cost Estimate	$414,160
PAG Pedestrian Plan priority ranking (per jurisdiction)	N/A
Capital Improvements	• Sidewalk network buildout • Shade, landscaping and beautification • Stormwater harvesting from street via curb cuts/ scuppers or other inlet
Connections: Regional Network Trip Generators & Community Resources	 SunTran 10,16, 107X along Oracle 20 along Grant Future 15th Avenue Bicycle Boulevard Future Seneca/Ventura Bicycle Boulevard Old Pascua Museum and Yaqui Culture Center Richey Elementary School Manuel Valenzuela Alvarez Park Commercial activity along Grant and Oracle
Public Funds Leveraged: Completed Projects $687,001 **Total Leverage**	 $ 149,038 Old Pascua Neighborhood Reinvestment (1997 Bond, completed 2007) $ 327,963 Pascua Neighborhood Improvements (Back to Basics) $ 210,000 Old Pascua Museum and Yaqui Culture Center (CDBG, 2012) **$ 687,001**
Notes	

Neighborhood Reinvestment Oversight Committee Recommendations

PIMA COUNTY
COMMUNITY DEVELOPMENT

MEMORANDUM

Neighborhood Reinvestment Oversight Committee
Pima County

Recommendation from the
2004 Pima County Neighborhood Reinvestment Oversight Committee
Regarding Neighborhood Reinvestment Bond Question

Pima County staff has suggested seven additions to the proposed Neighborhood Reinvestment bond question currently being considered by the Pima County Bond Advisory Committee. At its November 19, 2014, meeting, the Neighborhood Reinvestment Oversight Committee discussed each proposed addition and makes the following recommendations.

1. **Participating jurisdictions designate senior staff person to facilitate intergovernmental agreement review and approval.**

   Recommendation – No objection

2. **Intergovernmental agreements require project completion within two years of IGA execution.**

   Recommendation - Revise as follows:
   Intergovernmental agreements require project completion within three years of IGA execution.

   Comments – Three years provides more flexibility for projects which encounter delays or impediments which must be addressed. If the two year deadline is imminent, IGAs must be amended to permit completion of projects, a process which requires review and approval by the Oversight Committee, Board of Supervisors, and governing body of the beneficiary jurisdiction, which can take one to three months, delaying project completion.

3. **Jurisdictions cannot use NR bond funds for internal staff costs relating to NR projects.**

   Recommendation – No objection

4. **NROC will continue to review and recommend project proposals to the Board of Supervisors.**

   Recommendation – No objection

5. **NROC will assign a higher priority to projects which have supplemental funding from other sources.**

   Recommendation – Do not include

   Comments –Prioritizing projects by communities' abilities to raise additional funding violates the NR Program's central purpose, to assist high stress neighborhoods when there are no other funds for infrastructure. This also penalizes projects in unincorporated Pima County, which seldom have matching funds from other sources. NR staff has demonstrated its ability to identify additional funding when it is available.

6. **No participating jurisdiction will be awarded more than 50 percent of the total bond funding authorized by voters.**

   Recommendation – Do not include

   Comments – This is an artificial standard which conflicts with the focus of the NR Program, which is to assist Pima County high stress neighborhoods regardless of their jurisdictional location. The Oversight Committee has many years' experience working with NR staff and is convinced that there is no strategy to favor any jurisdiction, but only to assist high stress communities wherever they exist.

7. **Individual projects are limited to a maximum of $500,000 in bond funding, except for projects which include the development of a new stand-alone building (e.g., a community center), which would be limited to $750,000.**

   Recommendation – Revise as follows:

   Individual projects are limited to a maximum of $500,000 in bond funding, except for projects with special circumstances (to be determined), which would be limited to $750,000.

   Comments – The Oversight Committee does not want to limit the increased authorization to stand-alone buildings. There are various circumstances which increase the costs of worthy projects, e.g., rural projects with higher construction costs due to distance from construction resources, lack of supplemental funding in unincorporated areas, unforeseen conditions (e.g., archeological findings) which increase the cost of projects. The special circumstances could be delineated or the decision could be entrusted to the discretion of the Oversight Committee.

Date: November 19, 2014

Neighborhood Reinvestment Oversight Committee
Bennett Bernal, Chair (District 3 appointee)
Corey Knox, Vice Chair (District 4 appointee)
Elvia Lopez, Member (District 5 appointee)

Correspondence from Sheriff Dupnik

MEMORANDUM

Date: July 8, 2014

To: Chairman and Members
Pima County Bond Advisory Committee

From: C.H. Huckelberry
County Administrator

Re: **City of Tucson Bond Proposals for Public Safety Training Facilities**

Based on your request, I inquired of the Sheriff regarding public safety training facilities and the proposed City of Tucson use of Pima County bonds for this purpose. The attached June 26, 2014 memorandum has been received from the Sheriff.

As you can see, a number of these facilities exist throughout the County. It would be appropriate to ensure all law enforcement training is properly coordinated regionally. This would appear to not be occurring at present and is somewhat haphazard.

It would be appropriate to ask that law enforcement and fire agencies consolidate their request if they were to be considered for bond funding.

CHH/anc

Attachment

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

Pima County Sheriff's Department

1750 E. Benson Highway • Tucson, AZ 85714-1758
Phone 520-351-4600 • Facsimile 520-351-4622
www.pimasheriff.org

Clarence W. Dupnik
Sheriff

Christopher Nanos
Chief Deputy

Keeping the Peace and Serving the Community Since 1865

July 1, 2014

Mr. Chuck Huckelberry
Pima County Administrator
130 W. Congress
Tucson, Arizona 85701

Dear Mr. Huckelberry,

This letter is in response to your June 25, 2014 memorandum requesting information regarding the City of Tucson Bond Proposals for Public Safety Training Facilities. I have attached a memorandum answering your inquiries.

Your assistance in this matter is greatly appreciated. If you should need any further explanation or information, please contact Captain Karl Woolridge at 351-6204.

Respectfully,

CLARENCE W. DUPNIK
Sheriff of Pima County

CWD/kjw

MEMORANDUM

PIMA COUNTY SHERIFF'S DEPARTMENT

CLARENCE W. DUPNIK, SHERIFF
CHRIS NANOS, CHIEF DEPUTY

Date: June 26, 2014

To: Chief B. Gagnepian, Administrative Bureau

From: Capt. K. Woolridge, Administrative Services Division

Re: **City of Tucson Bond Proposals for Public Safety Training Facilities**

This response is prepared to answer the inquiries contained in Mr. Huckelberry's memorandum of June 25 regarding the City of Tucson Public Safety Training Facilities and requested bond funding for expansion. The City of Tucson has requested $19 million in bond funding to build an expanded driver training area, an indoor shooting range, and a multi-purpose room at their existing academy. The Sheriff's Department does not use the City of Tucson facilities as we provide training to personnel—and members of other local agencies—at the following facilities:

Pima Regional Training Center- All funding for this facility has been obtained through grants and RICO (Racketeer Influenced and Corrupt Organizations). The Pima Regional Training Center (PRTC) is located at 10001 S. Rita Road and sits on 31 acres of land. This land was the site of a closed Pima County dump. The PRTC provides numerous resources to agencies throughout Pima County to facilitate several different training needs.

- Five shooting ranges
  - Rifle qualification/training range
  - Tactical Village
  - Three additional qualification/training ranges
- Three dedicated classrooms
  - Classroom 2 (Seats 20; 667 sq. ft.)
  - Classroom 3 (Seats 40; 1334 sq. ft.)
  - Classroom 4 (Seats 40; 1334 sq. ft)
- Computer lab
- Live fire house (judgmental firearms training facility)
  - Briefing/training room
  - Movable wall shooting house
- Dedicated Interactive Judgment Simulator room with state of the art simulator (Classroom 1)
- Obstacle course
- K-9 training area
- Repelling tower
- Dedicated break/lunch room

Pima County Sheriff's Department Training Center- This facility is located adjacent to the Adult Detention Center at 1270 W. Silverlake. Bond funds were used in 1983 to build the original 2,100 square foot facility. Two major improvements have been made to the facility. In 2007 the training center was expanded at a cost of $1.4 million, $420,000 of which was bond money. All other construction and improvements have been funded using RICO and CJEF (Criminal Justice Enhancement Funds). In late 2013 the addition of a multi-purpose break room/classroom and gymnasium were completed at a cost of $600,000.

The Pima County Sheriff's Department Training Center is now 9,891 square feet. The Training Center provides law enforcement recruit training to agencies throughout the region. In addition, the facility trains all of the corrections officers for the Pima County Sheriff's Department. The property provides resources for several types of training to prepare recruits for a career in law enforcement and corrections.

- Modern weight/physical training (PT) room
- Two full classrooms including state of the art audio/visual equipment to enhance instruction
    - Classroom 1 (Seats 50; 1,120 sq. ft.)
    - Classroom 2 (Seats 40; 980 sq. ft.)
- Dedicated Break Room (can be used as a classroom or meeting room –Seats 60; 1,480 sq. ft.)
- POPAT (Police Officers Physical Abilities Test) Course
- Grass PT Area/Parade Ground/Inspection Ground
- Sand PT area
- Dedicated Defensive Tactics Room (1,480 sq. ft.)
- Dedicated Equipment Room (400 sq. ft.)

Additionally, Mr. Huckelberry asked for an inventory of police and fire training facilities within Pima County. The following list includes those facilities and a synopsis of the training provided:

162nd Fighter Wing Air National Guard, Tucson Airport- EOD completes training at this facility.

Corrections Officer Training Academy (COTA), 5601 W. Trails End Road- Multi-agency basic canine academy.

Davis Monthan Air Force Base Range, 355 SVS/SVRO, YUMA St- Oro Valley Police and Pima Regional Explosive Ordnance Disposal (EOD) team complete firearms and explosives training.

Golder Ranch Fire Department Training Center, 3885 E. Golder Ranch Road- Fire and police department training.

Marana Regional Airport, 11700 W. Avra Valley Road-Driver training.

Musselman Honda Circuit (private), 11800 S. Harrison- Used by the Pima County Sheriff's Department and the Pima Regional Motor Academy for driver training

Marana Police Department, 11555 W Civic Center Dr- General instructor and traffic related law enforcement classes.

Northwest Fire Department Training Center, 5125 W. Camino de Fuego- Critical Incident Stress Management (CISM), Incident Command System (ICS) training, firefighter academy, probationary programs, driver/operator certification, EMS (Emergency Medical Services) programs, monthly and quarterly company training, and officer development. Also used by OVPD.

Oro Valley Police Department, 11000 N. La Canada- Northwestern University Center for Public Safety traffic and management training, victims services, Citizens' Academy, and Blue Courage.

Pascua Yaqui Police Department, 7474 S. Camino de Oeste- Offers facility (including indoor handgun range) to other agencies for training purposes.

Pima Community College Public Safety and Emergency Services Institute, 4355 E. Calle Aurora– Basic law enforcement and fire training through Pima College. AZPOST (Arizona Peace Officer Standards and Training) certification

Pima County Fairgrounds, 11700 S. Houghton- Mobile field force/crowd control training.

Pima County Sheriff's Department Regional Training Center (and range)- SWAT, EOD, firearms, classroom instruction, obstacle course, live fire scenarios, judgmental shooting, canine training, search and rescue training, and rappelling.

Pima County Sheriff's Department Training Center-
Basic law enforcement academy, advanced basic law enforcement academy, basic corrections academy, POPAT (police officer physical aptitude testing), Crisis Intervention Training (CIT), DUI enforcement classes, collision investigation classes, Radar/LIDAR classes (speed detection), advanced report writing classes, advanced patrol investigation, interview and interrogation classes, Southern Arizona Training Coordinators Quarterly Meeting. Facilities used by state, local, and federal agencies from Southern Arizona.

Pima Emergency Communications and Operations Center (PECOC), 3434 E 22nd St- Arizona Department of Emergency Management uses county facilities to offer different ICS training to police and fire personnel.

Pinal Air Park (immediately adjacent to Pima County)- Driver training, firearms training, and classrooms.

Rural Metro Fire Department, 3759 N. Commerce Drive- Fire department training facility.

Sahuarita Police Department, 315 W Sahuarita Center Way- Hosts and offers training (typically continuing education type classes).

Southwestern International Raceway (private), 12000 S. Houghton- Used by the Pima County Sheriff's Department and the Pima Regional Motor Academy for driver training

Tohono O'odham Police Department - Advanced collision investigation classes and other continuing education type classes

Tucson Airport Authority Police Department, 7250 S. Tucson Blvd.- DUI, continuing education classes, and narcotics training.

The Pima Regional Training Center has over 10 acres available and suitable for expansion. This facility is already the host to regional efforts to include the Pima Regional SWAT Team, Pima Regional EOD Team, and Pima Regional Motor training. As demonstrated by the current cooperation between Pima County and other regional agencies, this facility could be expanded to play a greater role in training while charging reimbursement fees for only those users from outside Pima County.