

Transportation Bond Improvement Plan

ORDINANCE NO. 1997 - 80

(As Amended September 22, 1998 by Ordinance No. 1998-59 and August 20, 2001 by Ordinance No. 2001-112 and December 14, 2004 by Ordinance No. 2004-118 and October 11, 2005 by Ordinance No. 2005-90 and April 4, 2006 by Ordinance No. 2006-20 and October 17, 2006 by Ordinance No. 2006-83 and November 6, 2007 by Ordinance No. 2007-93 and April 21, 2009 by Ordinance No. 2009-39 and October 6, 2009 by Ordinance No. 2009-91 and April 13, 2010 by Ordinance No. 2010-22 and October 19, 2010 by Ordinance No. 2010-62, and April 5, 2011 by Ordinance No. 2011-20, and October 18, 2011 by Ordinance No. 2011-77, and April 17, 2012 by Ordinance No. 2012-19, and May 7, 2013 by Ordinance No. 2013-23)

ORDINANCE 2015-___

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY ARIZONA RELATING TO HIGHWAY USER REVENUE FUND REVENUE BOND PROJECTS AMENDING ORDINANCE NUMBER 1997-80 BOND IMPLEMENTATION PLAN, NOVEMBER 4, 1997 SPECIAL ELECTION (AS AMENDED SEPTEMBER 22, 1998 BY ORDINANCE NO. 1998-59, AUGUST 20, 2001 BY ORDINANCE NO. 2001-112, DECEMBER 14, 2004 BY ORDINANCE NO. 2004-118, OCTOBER 11, 2005 BY ORDINANCE NO. 2005-90, APRIL 4, 2006 BY ORDINANCE NO. 2006-20, OCTOBER 17, 2006 BY ORDINANCE NO. 2006-83, NOVEMBER 6, 2007 BY ORDINANCE NO. 2007-93, APRIL 21, 2009 BY ORDINANCE NO. 2009-39 OCTOBER 6, 2009 BY ORDINANCE NO. 2009-91, APRIL 13, 2010 BY ORDINANCE NO. 2010-22, OCTOBER 19, 2010 BY ORDINANCE NO. 2010-62, APRIL 5, 2011 BY ORDINANCE NO. 2011-20, OCTOBER 18, 2011 BY ORDINANCE NO. 2011-77, AND APRIL 17, 2012 BY ORDINANCE NO. 2012-19, AND MAY 7, 2013 BY ORDINANCE NO. 2013-23) FOR THE PURPOSE OF AMENDING IMPLEMENTATION PERIODS FOR CERTAIN BOND PROJECTS AND AUTHORIZING THE USE OF ADDITIONAL OTHER FUNDS TO FINANCE CERTAIN BOND PROJECTS

The Board of Supervisors of Pima County (the “Board”) finds that:

- A. The Board adopted Chapter 3.06 of the Pima County Code titled “Bonding Disclosure, Accountability and Implementation.”
- B. In compliance with Chapter 3.06, the Board adopted Ordinance Number 1997-80, the “Transportation Bond Improvement Plan, November 4, 1997 Special Election” (the “1997 Bond Ordinance”).
- C. The Board has subsequently amended the 1997 Bond Ordinance on a number of occasions in compliance with Chapter 3.06.
- D. The Board desires to further amend the 1997 Bond Ordinance. The Bond Advisory Committee has considered and approved these amendments.

BE IT ORDAINED by the Board of Supervisors of Pima County, Arizona:

Ordinance Number 1997-80 (as previously amended), is hereby amended as follows:

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Therefore, each project or program listed in this Bond Improvement Plan will be assigned an implementation period ranging from one to ~~eight~~ twelve as indicated in the table below over the ~~sixteen-year~~ expected life of the HURF bond authorization program.

Table 5

Planned Bond Project/Program Implementation Period

<u>Fiscal Year</u>	<u>Implementation Period</u>
1998/99	1
1999/00	1
2000/01	2
2001/02	2
2002/03	3
2003/04	3

2004/05	4
2005/06	4
2006/07	5
2007/08	5
2008/09	6
2009/10	6
2010/11	7
2011/12	7
2012/13	8
2013/14	8
2014/15	9
2015/16	9
2016/17	10
2017/18	10
2018/19	11
2019/20	11
2020/21	12
2021/22	12

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23) DOT-23 - Thornydale Road, Cortaro Farms Road to Linda Vista Boulevard

Location: Unincorporated County

Bond Funding: \$1,000,000

Scope: This project will widen existing Thornydale Road to a four-lane divided cross section with raised landscape median, outside curbs, multi-use lanes, storm drains, landscaping and noise mitigation and screening adjacent to residential areas where warranted. The project will improve access and safety in the vicinity of Arthur Pack Regional Park and Mountain View High School. The project will include a drainage structure to carry Hardy Wash and other transverse drainages under Thornydale Road.

Benefit: The project will reduce traffic congestion and enhance safety along Thornydale Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$51.44 million. The benefit/cost ratio is 6.9:1.

Other Funding: \$6,547,000 (800,000 Urban Area HURF)
(5,700,000 County HURF)
(47,000 Other)

Implementation Period: 5/6/7/8/9/10/11/12

Future Annual Operating & Maintenance Costs: \$22,500

24) **DOT-24 - Mainsail Boulevard and Twin Lakes Drive, Twenty-Seven Wash Vicinity**

Location: Unincorporated County (Catalina)

Bond Funding: \$2,700,000

Scope: The proposed improvements include construction of Mainsail Boulevard as a two-lane road across Twenty-seven Wash between Oracle Highway and Twin Lakes Drive/Forecastle Avenue. The extension of Twin Lakes north of Mainsail to Tortolita Street will also be considered as part of this project. The improvements will consist of a two-lane roadway and box culvert structure to carry the wash under the road. Proposed improvements will provide improved all-weather access to Catalina and will provide alternatives to residential streets for access from existing neighborhoods out to Oracle Highway.

Benefit: The project benefits include revision of connections in the collector street system in Catalina per the Lago del Oro Plan and provision of all-weather access for major portions of the community. The new connections will allow traffic to divert from local neighborhood streets to the collector roadway system. The project will also improve response for emergency vehicles.

Other Funding: ~~None Proposed~~ \$6,743 County HURF

Implementation Period: 8/9/10/11/12

Future Annual Operating & Maintenance Costs: \$21,000

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32) DOT-32 - Kolb Road, Sabino Canyon Road to Sunrise Drive

Location: Unincorporated County

Bond Funding: \$10,000,000

Scope: The proposed project is a reconstruction and widening of Kolb Road to a three-lane roadway with multi-use lanes, curbs, storm drains, outside landscaping and neighborhood screening and noise mitigation in accordance with the results of a traffic study. The median treatment will be a two-way left-turn lane.

Benefit: The project will reduce congestion and enhance safety along Kolb Road.

Other Funding: \$500,000 (Urban Area HURF)

Implementation Period: 4/5/6/7/8/9/10/11/12

Future Annual Operating & Maintenance Costs: \$31,500

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50) DOT-50 - Kinney Road, Ajo Way to Bopp Road

Location: Unincorporated County

Bond Funding: \$3,800,000

Scope: This project will completely rebuild the Kinney Road-State Route 86 (Ajo Highway) intersection. These efforts will include widening both the southern and northern legs of the intersection in order to provide adequate traffic capacity. Intersection improvements will also include a new drainage culvert under the south leg of Kinney Road to provide all weather crossing during storm events. This phase of the work will be designed and constructed by ADOT as part of their State Route 86 improvement program.

Future site specific, warranted improvements will be constructed to address traffic safety and/or operational issues as needed.

Benefit: The project will reduce congestion and enhance safety along Kinney Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$4.81 million.

Other Funding: ~~\$2,400,000~~ \$3,031,606
(~~\$ 2,200,000~~ \$2,831,093 Impact Fees)
(\$ 200,000 Urban HURF, 12.6%)
(\$ 513 County HURF)

Implementation Period: 5/6/7/8/9

Future Annual Operating & Maintenance Costs: \$9,000

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53)

DOT-53 - Old Tucson-Nogales Highway-Summit Neighborhood

Location: Unincorporated County

Bond Funding: \$1,100,000

Scope: This project proposes left-turn lanes in two directions of traffic, which will require an extension/reconstruction of the drainage structure to the east of Nogales Hwy. Additionally, roadway transition(s) are proposed on Old Nogales east of the intersection to reshape the intersection with ninety degree approaches.

The local area is subject to significant drainage problems associated with the roads. The project will construct or improve roadside drainage ditches parallel to Summit Street, McKain Road and Old Tucson/Nogales Highway within the existing right-of-way to increase conveyance towards the existing culverts under the railroad. Small detention facilities will also be constructed east of the Summit-Old Tucson/Nogales neighborhood and McKain Road/Terry Lane intersection to control the magnitude of roadside drainage and to eliminate ponding within these intersections.

Benefit: Project benefits will accrue to local neighborhoods with a safer access, particularly during wet weather conditions. The roadway construction will reduce the expense of operation and maintenance as the intersections collect substantial sediments and debris during wet weather conditions. The improved intersection alignment will allow for safer access onto Nogales Highway (B-19).

Other Funding: \$1,300,000 ~~(400,000 RTA)~~ RTA and County HURF
~~(900,000 Impact Fees)~~

Implementation Period: 1/2/3/4/5/6/7/8/9

Future Annual Operating & Maintenance Costs: No Increase

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56)

DOT-56 - Broadway Boulevard, Euclid Avenue to Campbell

NOTE: This project is now part of a Regional Transportation Authority (RTA) project. Amendments to scope, implementation periods, and funding may be necessary in the future.

Location: Tucson

Bond Funding: \$25,000,000

Scope: The proposed project will widen Broadway Boulevard to six or eight lanes from Euclid Avenue to Campbell, approximately one mile. Proposed improvements are consistent with earlier Broadway corridor studies and the recently completed portion of Broadway Boulevard, between Euclid Avenue and Toole Avenue, east and west of the Union Pacific Railroad overpasses. The project will include improved intersections and traffic signals, a landscaped median, multi-use lanes, sidewalks, street lighting, storm drains, public art and other urban arterial features. The project will include evaluation of, and potential provisions for, the use of Broadway by advanced mass transit systems in the future. The proposed project will replace the current five-lane section with a contemporary urban arterial. Funded activities include project planning, environmental studies, design, right-of-way acquisition, construction and public art.

Benefit: The project will reduce congestion and enhance safety along Broadway Boulevard, as well as provide significant opportunities to revise the urban streetscape and development pattern along Tucson's Main Street. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$172.85 million. The benefit/cost ratio is 4.9:1.

Other Funding: Regional Transportation Authority

Implementation Period: 4/5/6/7/8/9/10/11/12

Future Annual Operating & Maintenance Costs: City of Tucson

57) DOT-57 - Safety Improvements

Location: Various

Bond Funding: \$32,683,414

Scope: The HURF Revenue Bond includes \$32.6 million for presently undesignated safety improvements that would be implemented over the course of the bond program. Projects to be funded under this category are traffic safety improvements. The Department of Transportation publishes annual reports on the traffic accident and safety condition of the unincorporated roadway system. Improvements to be funded with bonds could include traffic signal installations, corrections of offset intersection, installation of left turn lanes, minor improvements to horizontal and vertical alignments to improve sight distance and maintain vehicle control, and similar types of specifically targeted safety projects. Specific projects will be selected by the Department for incorporation into the annual Capital Improvement Program based on the Department's assessment or ranking of conditions, or when unforeseen safety conditions require a project necessary for public safety.

Benefits: Previous Pima County General Obligation Bonds have included specific amounts targeted to safety improvements. These previous allocations have demonstrated substantial safety benefits. Fifty locations were improved with traffic safety bond funds authorized in the 1979 and 1980 bond elections. The overall accident reduction from both highway segment and intersection improvements was 26.3 percent (source "Evaluation of the Traffic Accident Experience of Completed Traffic Safety Projects Financed with 1979 and 1980 Bond Issue Funds" Traffic Engineering Division, Pima County Department of Transportation, February 1990).

Other Funding: ~~\$1,690,000~~ — ~~(296,000 Fed STP)~~
~~(360,000 Impact Fees)~~
~~(438,000 Other)~~
~~(296,000 State Funds)~~
~~(300,000 Flood Control District)~~
RTA sales tax, grants, donations and other sources as made available by project partners.

Implementation Period: 1/2/3/4/5/6/7/8/9/10/11/12

Future Annual Operating & Maintenance Costs: To be determined

58) DOT-58 - 22nd Street: I-10 to Tucson Boulevard Improvements

Location: Tucson

Bond Funding: \$10,000,000

Scope: The proposed project will construct an overpass for Kino Boulevard over 22nd Street, and associated access ramps from Kino to at-grade signalized connections to 22nd Street. The proposed improvements will also include the 22nd Street corridor improvements from Interstate 10 (I-10) to Tucson Boulevard, which will add one new travel lane in each direction, bridges over the railroad tracks, and intersection improvements along 22nd Street to promote mobility, capacity, and safety. It will create new roadway and streetscape designs, guide future land use decisions, enhance environmental and economic sustainability, and improve mobility for vehicles, transit, bicycles, and pedestrians. Special consideration will also be given to ADA accessibility. The proposed improvements are consistent with the environment impact statement previously completed for the Kino Boulevard corridor study.

Benefits: The project will reduce traffic congestion at the intersection and enhance safety along both roadways by providing improved access control and reducing conflicting traffic movements.

Other Funding: If necessary, City of Tucson to secure funding other than county bonds to complete the project.

Implementation Period: 4/5/6/7/8/9/10/11/12

Future Annual Operating & Maintenance Costs: City of Tucson

PASSED AND ADOPTED by the Board of Supervisors of Pima County, Arizona, on this ____ day of _____, 2015.

Chair, Board of Supervisors

Attest:

Reviewed by:

Clerk, Board of Supervisors

County Administrator

Approved as to Form:

Civil Deputy County Attorney