

F. ANN RODRIGUEZ, RECORDER
RECORDED BY: D_K
DEPUTY RECORDER
7864 PE1

P0230
PIMA CO CLERK OF THE BOARD
PICKUP



DOCKET: 12469
PAGE: 2433
NO. OF PAGES: 6
SEQUENCE: 20050100767
01/14/2005
ORDIN 14:32
PICKUP
AMOUNT PAID \$ 0.00

ORDINANCE NUMBER 2004 - 118

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA, RELATING TO HIGHWAY USER REVENUE FUND BOND PROJECTS; AMENDING ORDINANCE NUMBER 1997-80 (AS AMENDED SEPTEMBER 22, 1998 BY ORDINANCE NO. 1998-59 AND AUGUST 20, 2001 BY ORDINANCE NO. 2001-112), BOND IMPLEMENTATION PLAN, NOVEMBER 4, 1997 SPECIAL ELECTION; AMENDING PROJECT SCOPES AND IMPLEMENTATION PERIOD SCHEDULES FOR SELECTED PROJECTS; AMENDING BOND SALES SCHEDULES.

WHEREAS, the Pima County Board of Supervisors adopted Chapter 3.06 of the Pima County Code, titled "Bonding Disclosure, Accountability and Implementation" (as amended); and

WHEREAS, in compliance with Chapter 3.06 of the Pima County Code, the Pima County Board of Supervisors adopted Ordinance Number 1997 - 80 (the "1997 Bond Implementation Plan") which was approved by the voters at the November 4, 1997 Special Election; and

WHEREAS, the Pima County Board of Supervisors now wish to amend Ordinance Number 1997-80 (as amended by Pima County Ordinances 1998-59 and 2001-112) in compliance with provisions of Chapter 3.06;

IT IS HEREBY ORDAINED by the Board of Supervisors of Pima County, Arizona, that:

1. Section III of Pima County Ordinance Number 1997-80 (as amended) is hereby amended as follows:

III. General Schedule of Bond Project Development

Actual implementation and development of the projects will depend on a number of variables. These variables include not only the amount of HURF bond debt that can be issued, but also specific project implementation details such as acquisition of rights-of-way or land for any specific project, permits from any state, federal or local jurisdiction, as well as required or necessary matching funds. Finally, federal bond arbitrage rules will also have an impact on project implementation. These rules require that once tax-free municipal bonds have been issued, all of the proceeds from the sale must be expended within two years and, if unexpended, financial penalties are assessed against the issuer. Therefore, it is imperative that any project scheduled to be constructed by a specific sale be initiated and constructed within the arbitrage limit for that particular sale. If a project is delayed because of design, right-

of-way acquisition, federal, state or local permitting, or local matching fund requirements, a project that is scheduled for later implementation must be moved forward, rather than risk violating federal bond arbitrage rules.

Because of federal arbitrage rules and the ten years that may be necessary to issue HURF bonds, the implementation period will cover approximately sixteen years. For planning purposes, implementation time frames will be divided into two-year time blocks. Therefore, each project will be assigned an implementation period from between 1 and 8. For example, for a project assigned an implementation period of 1, the project should be started and completed during fiscal years 1998/99 and 1999/2000.

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

Table 5

Planned Bond Project/Program Implementation Period

<u>Fiscal Year</u>	<u>Implementation Period</u>
1998/99	1
1999/2000	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

All of the HURF bonds scheduled for sale will be fully available for project implementation at the beginning of Implementation Period 8. As noted previously, the implementation periods assigned to each project will be adhered to, however, specific annual expenditures for each project will be detailed in an annual capital improvement program that will be adopted by the Board of Supervisors with the annual budget.

A cash flow analysis has been performed using the implementation period assigned for each project in Section IV of the Ordinance. This analysis assumes all funds assigned for the project are fully expended in the implementation period. For projects that cover one or more implementation periods, funding is divided equally between each period listed. The cash flow analysis indicates that the total funding required versus available for each period is less than ten percent at variance.

2013/14

2. Section IV of Pima County Ordinance Number 1997-80 (as amended) is hereby amended as follows:

DOT-12 - Country Club Road, 36th Street to Milbur

Location: Unincorporated County, Tucson
Bond Funding: \$7,000,000
Scope: The proposed improvements consist of reconstruction and widening of Country Club road to a five-lane roadway from Ajo Way to Milbur and a three-lane roadway from Ajo Way to 36th Street with multi-use lanes, outside curbs, storm drains, landscaping, and a two-way median left-turn lane. -Country Club Road provides access to Kino Hospital, Sam Lena Park, Kino Sports Park and the Tucson Electric Park currently under construction. The intersection of Country Club Road and Irvington Road was improved in 1996 as part of a joint City of Tucson - Pima County project to widen and reconstruct Irvington Road, Benson Highway to I-10.

Benefit: The project will reduce congestion and enhance safety along Country Club Road and provide significant access improvements to the Kino public service center.

Other Funding: None Proposed
Implementation Period: 3/4/5
Future Annual Operating & Maintenance Costs: \$30,000

DOT-28 - Speedway Boulevard, Camino Seco to Houghton Road

Location: Tucson
Bond Funding: \$581,700 (spent on advanced planning and design)
Scope: This project will reconstruct and widen Speedway Boulevard to a four-lane divided roadway with raised landscape median, multi-use lanes, outside curbs, storm drains and landscaping. To implement the Memorandum of Understanding dated May 7, 2004 with the City of Tucson, this project is delayed subject to available funding other than County bonds.

Benefit: This project will reduce traffic congestion and enhance safety along Speedway Boulevard. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$32.85 million. The benefit/cost ratio is 4.1:1.

Other Funding: \$17,500 County HURF (spent on advanced planning and design)
Implementation Period: Delayed subject to available funding other than County bonds
Future Annual Operating & Maintenance Costs: City of Tucson

DOT-29 - Houghton Road, Golf Links Road to Interstate 10

Location: Tucson
Bond Funding: \$20,000,000
Scope: This project is the widening of Houghton Road to a four-lane cross section with multi-use lanes, curbs, storm drains and outside

OFFICIAL RECORD

landscaping. The limits of this project are changed per Memorandum of Understanding with the City of Tucson dated May 7, 2004.

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

Other Funding: City of Tucson

Implementation Period: Future, timing dependent upon available funding other than County bonds; state funds will be requested based on corridor studies conducted by the Arizona Department of Transportation.

Future Annual Operating & Maintenance Costs: City of Tucson

DOT-40 - Grant Road, Oracle Road to Park Avenue

Location: Tucson

Bond Funding: \$348,300 (spent on advanced planning and design)

Scope: The proposed project is the reconstruction and widening of Grant Road to six lanes. The project will have landscaped median, storm drains, pedestrian facilities, multi-use lanes, arterial street lighting and other urban street amenities. To implement the Memorandum of Understanding dated May 7, 2004 with the City of Tucson, this project is delayed subject to available funding other than County bonds.

Benefit: The project will reduce congestion and enhance safety along Grant Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$95.03 million. The benefit/cost ratio is 9.5:1.

Other Funding: None.

Implementation Period: Delayed subject to available funding other than County bonds

Future Annual Operating & Maintenance Costs: City of Tucson

DOT-49 - Valencia Road, Mission Road to Interstate-19

Location: Unincorporated County, Tucson

Bond Funding: \$6,760,000

Scope: The project will widen Valencia Road from four to six lanes between Mission Road and the freeway interchange. The interchange will be widened under a separate project by Arizona Department of Transportation. The existing Santa Cruz River bridge was built to accommodate a six-lane roadway and will be retained with this project. Project will include multi-use lanes, curbs, storm drains, landscaping and provisions for pedestrians.

Benefit: The project will reduce congestion and enhance safety along Valencia Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$49.22 million. The benefit/cost ratio is 12.3:1.

Other Funding: \$40,000 (Other)

Implementation Period: 1/2/4/5

Future Annual Operating & Maintenance Costs: \$27,000

C:\Program Files\Microsoft Office\Office11\

DOT-56 - Broadway Boulevard, Euclid Avenue to Campbell

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: City of Tucson to secure funding other than County bonds to complete the project.
Implementation Period: 4/5/6/7/8
Future Annual Operating & Maintenance Costs: City of Tucson

DOT-58 – Kino Parkway Overpass at 22nd Street

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 are consistent with the environmental impact statement previously completed for the Kino Boulevard Corridor Study. The project will include multi-use lanes, curbs, sidewalks, street lighting, storm drains, landscaping, public art, and other urban street features. Funded activities include project planning, environmental studies, design, construction and public art.
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
Future Annual Operating & Maintenance Costs: City of Tucson

PLANNING BOARD

