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# MEMORANDUM

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Date: September 13, 2005

To: Chair, Vice Chair and Members  
Pima County Bond Advisory Committee

From: C.H. Huckelberry  
County Administrator

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

Re: **Staff Report and Recommendations on Amending Ordinance No. 1997-35, the Bond Improvement Plan for the May 20, 1997 Special Bond Election; Ordinance No. 1997-80, the Transportation Bond Improvement Plan for the November 4, 1997 Special Bond Election; and Ordinance No. 2004-18, the Bond Implementation Plan for the May 18, 2004 Special Bond Election**

Ordinance No. 2005 - \_\_\_\_\_, Amending Ordinance No. 1997-35, the Bond Improvement Plan for the May 20, 1997 Special Bond Election (as Amended by Ordinance No. 1998-58, adopted September 22, 1998, Ordinance No. 2001-111, adopted August 20, 2001, and Ordinance No. 2004-15, adopted March 9, 2004).

Ordinance No. 2005 - \_\_\_\_\_, Amending Ordinance No. 1997-80, the Transportation Bond Improvement Plan for the November 4, 1997 Special Bond Election (as Amended by Ordinance No. 1998-59, adopted September 22, 1998, Ordinance No. 2001-112, adopted August 20, 2001, and Ordinance No. 2004-118, adopted December 14, 2004)

Ordinance No. 2005 - \_\_\_\_\_, Amending Ordinance No. 2004-18, the Bond Implementation Plan for the May 18, 2004 Special Bond Election.

## **I. Background**

On April 6, 2004 the Board of Supervisors amended Pima County Code Chapter 3.06, the "Truth in Bonding" code, significantly raising what were already the strictest standards of disclosure, accountability and implementation on bond plans in the State. Along with setting requirements for presenting bond implementation programs to the voters and for monitoring the use of bond proceeds authorized by the voters, the Truth in Bonding code requires that bond ordinances be amended for substantial modifications to bond projects. The code defines what qualifies as a substantial modification, and when the amendment must take place in relation to actions of the Board that implement projects. The code also requires that amendments to bond ordinances by the Board take place during public hearings, with advanced notice, and only after review by the County Bond Advisory Committee.

The County is currently implementing several bond programs: the May 20, 1997 General Obligation Bond and Sewer Revenue Bond programs, the November 4, 1997 Highway User Revenue Fund (HURF) Bond Program, and the May 18 2004 General Obligation Bond and

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Sewer Revenue Bond programs. Recommended amendments to these bond programs include eight projects from the May 20, 1997 General Obligation Bond Program, four from the May 18, 2004 General Obligation Bond Program, and 30 from the November 4, 1997 HURF Bond Program. This is the fourth round of amendments for the May 20, 1997 General Obligation Bond and Sewer Revenue Bond programs and the November 4, 1997 HURF Bond Program, and first round of amendments to the May 18, 2004 General Obligation Bond and Sewer Revenue Bond programs. The recommended amendments apply to the following projects:

1997 GO

S-9	Sheriff Northeast Communications Tower
P-32	Rillito Park at Columbus Boulevard District Park
P-39	Canyon Del Oro Riverfront Park
P-41	Kino Community Field Lighting Improvement
P-56	Thomas Jay Community Center
CH-30	Anza National Trail and Campsite
FC-8	Town of Oro Valley
FC-14	Tucson Diversion Channel

1997 HURF

DOT-1	River Road, First Avenue to Campbell Avenue
DOT-2	Sunrise Drive, Swan Road to Craycroft Road
DOT-3	River Road, La Cholla Boulevard to La Canada Drive
DOT-4	River Road, Campbell Avenue to Alvernon Way
DOT-5	Alvernon Way, Ft. Lowell Road to River Road
DOT-8	Skyline Drive, Chula Vista to Orange Grove
DOT-9	Skyline Drive, Chula Vista to Campbell Avenue
DOT-13	Ajo Way, Country Club Road to Alvernon Way
DOT-14	Wetmore Road and Ruthrauff Roads, La Cholla Boulevard to Fairview Avenue
DOT-16	River Road, Shannon Road to La Cholla Boulevard
DOT-19	Hartman Lane North of Cortaro Farms Road
DOT-21	Thornydale Road, Orange Grove Road to Ina Road
DOT-22	Thornydale Road, Ina Road to Cortaro Farms Road
DOT-25	Interstate 19 Southbound Frontage Road at Continental Road
DOT-27	River Road at Ventana Wash
DOT-30	Catalina Highway, Tanque Verde Road to Houghton Road
DOT-33	Kolb Road at Sabino Canyon Road
DOT-35	Abrego Drive at Drainageway No. 1/Box Culvert
DOT-36	Camino del Sol/West Parkway, Continental Road to Duval Mine Road
DOT-37	Interstate-19 Northbound Frontage Road, Canoa TI to Continental TI
DOT-38	Pistol Hill Road, Colossal Cave Road to Old Spanish Trail
DOT-39	Valencia Road, Interstate-19 to South 12 <sup>th</sup> Avenue
DOT-41	Neighborhood Transportation Improvements
DOT-43	12 <sup>th</sup> Avenue, 28 <sup>th</sup> Street to Los Reales Road

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DOT-44	Orange Grove Road, Thornydale Road to Oracle Road
DOT-45	La Cholla Boulevard, River Road to Magee Road
DOT-53	Old Tucson-Nogales Highway-Summit Neighborhood
DOT-54	Mt. Lemmon Shuttle
DOT-55	Golf Links Road, Bonanza Avenue to Houghton Road
DOT-57	Safety Improvements

2004 GO

2.1	Kino Public Health Center
4.10	Coyote Mountain Sites Acquisition
4.20	Lighting of Existing and New Sports Fields
5.10	Canada del Oro River Park, Thornydale to Magee

This report includes the following sections: Ordinance Amendment Requirements Per Truth In Bonding Code; Recommended Amendments by Bond Program - Overview and Project Specifics; Recommendation; Attachments – three amended bond ordinances in legislative style.

**II. Ordinance Amendment Requirements**

Section 3.06.070 of Pima County's Truth in Bonding code establishes procedures for making changes to a bond improvement plan ordinance. Recognizing that over time more detailed design information often requires changes in the Bond Improvement Plan presented to voters, Section 3.06.070 enables the Board to amend Bond Improvement Plans to accommodate "substantial modifications" in projects. Substantial modifications are defined as:

1. An increase or decrease in total actual project costs by 25 percent or more
2. An increase or decrease in actual bond costs by 25 percent or more
3. An increase or decrease in actual other revenues by 25 percent or more
4. A delay in a project construction or implementation schedule of 12 months or more
5. A delay in the scheduled sale of bonds of 24 months or more
6. Any project that is not constructed
7. Any project that is added to those to be constructed
8. Any increase or decrease in the project scope that alters the disclosed project benefits
9. All changes to a bond implementation plan necessitated by only a portion of the proposed bond questions being approved at the special election.

The requirements impacting the time line of when amendments are necessary varies based on whether the amendment has to do with funding. Pursuant to the code, substantial modifications to bond funding or other funding may occur by an action of the Board of Supervisors awarding construction contracts, contract amendments or change orders, or approving purchase agreements, along with Board notice that the action will require an amendment to the bond ordinance. In this situation, the amendment takes place after the Board takes action by awarding a contract. The reason for this is that amendments should not be based on cost estimates, and prior to the awarding of contracts or approval of purchase agreements, cost

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estimates may vary. For all other types of substantial modifications, an amendment of the bond ordinance is necessary before the modification.

The County Bond Advisory Committee must review and make recommendations on all bond ordinance amendments prior to the Board amending an ordinance. For amendments impacting the open space bond program component of bond ordinances, the Conservation Acquisition Commission must review and make recommendations to the County Bond Advisory Committee.

### **III. Recommended Amendments**

#### **A. Overview**

##### 1997 and 2004 General Obligation Bond Programs

Of the May 1997 and May 2004 general obligation bond programs, a total of 12 projects, eight from the 1997 program and four from the 2004 program, are being proposed for amending.

Of the 12 projects requiring amendments, five are completed projects with amendments reflecting routine adjustments. Three of the five require amendments because they were completed at a cost at least 25 percent below the cost estimates cited in the bond ordinance. The other two completed projects require amendments because one received grant funding in excess of 25 percent of the "other funding" cited in the ordinance, and the other is being corrected to account for another jurisdiction's share of the project costs that are in excess of 25 percent of the "other funding" cited in the ordinance.

The other seven projects are on-going. Three require amendments due to an increase in "other funding" greater than 25 percent. One requires an amendment due to a decrease in "bond funding" greater than 25 percent, because the project is being combined with other similar projects in the same location. Three require amendments due to changes in scope. Two require amendments due to delay in the implementation schedule of 12 months or more. Table 1 and 2 show the types of substantial modifications requiring amendments, by question.

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**Table 1  
1997 GO**

Question	Projects to be Modified	Types of Substantial Modifications			
		Bond Funding	Other Funding	Project Scope	Schedule
Q2: Public Safety, Law Enforcement and Superior Court	1	1			
Q3: Parks	4	2	2	1	1
Q4: Sonoran Desert Open Space and Historic Preservation	1		1		
Q6: Flood Control Improvements	2	1			
<b>Total</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>

**Table 2  
2004 GO**

Question	Projects to be Modified	Types of Substantial Modifications	
		Other Funding	Project Scope
Q2: Public Health and Community Facilities	1	1	
Q4: Parks and Recreational Facilities	2	1	1
Q5: River Parks and Flood Control Improvements	1		1
<b>Total</b>	<b>4</b>	<b>2</b>	<b>2</b>

1997 Transportation Bond Program

In November 1997, voters approved a Transportation Bond Program that included 57 projects and later amended to add a 58<sup>th</sup> project. This is the fourth cycle of amendments proposed for the Transportation Bond Program. A total of 30 projects, are being proposed for amendments. Most of the proposed amendments reflect routine adjustments as projects are brought to

completion. Eighteen of the 30 projects being proposed for amendments are completed, and two are under construction. Of the 30 completed projects eight require amendments because of changes in bond funding, seven of which were completed at a cost at least 25 percent below the cost estimates cited in the ordinance.

**Table 3**  
**1997 HURF**

Project Status	Projects to be Modified	Types of Substantial Modifications			
		Bond Funding	Other Funding	Project Scope	Schedule
Completed	18	8	10	7	3
Under Construction	2	2	2		2
Under Development	3		1	2	2
Program	2		1		2
Future	4	1	1		4
Terminated	1				
<b>Total</b>	<b>30</b>	<b>11</b>	<b>15</b>	<b>9</b>	<b>13</b>

**B. Recommended Ordinance Amendments Per Project**

A description of the recommended ordinance amendments for each project is presented below in three sections: Recommendations for Ordinance Amendments Relative to the 1997 General Obligation Bond Program; Recommendations for Ordinance Amendments Relative to the 1997 HURF Program; and Recommendations for Ordinance Amendments Relative to the 2004 General Obligation Bond Program.

In order to amend the bond ordinances, the Board will be asked to adopt a separate ordinance for each of the three bond programs. Attached is the language of each of the ordinances, which reports the recommended amendments in "legislative style." In "legislative style," language that is recommended to be deleted is shown in the "strike-out format" (example), while new language to be added to the ordinances appears in shaded font (example). In this format, the ordinances only contain those projects that are recommended for amendment and do not reproduce the entirety of each of the three bond ordinances.

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1. **Recommendations for Ordinance Amendments Relative to the 1997 General Obligation Bond Program**

**Question 2 Public Safety, Law Enforcement and Superior Court**

**S-9 Sheriff Northeast Communications Tower**

The ordinance amendment would decrease bond funding from \$45,000 to \$19,700. Pima County acquired and paid legal and related costs associated with establishing two easements for existing Summit Ridge Radio Site, which were required to provide access to the site to service the Sheriff's Department radio equipment. The court settlement surrounding the easements resulted in a lesser amount needed to acquire the easements. This project was completed in 2000. The remaining balance of \$25,300 has not yet been reallocated to another project.

**Question 3 Parks**

**P-22 Southeast Regional Park Shooting Range Improvements**

The ordinance amendment would increase bond funding from \$1,092,218 to \$1,232,218, and increase the scope to include restrooms and an office building. This project involved the development of a shooting range, entry drive, and parking lot. This project was completed in August 2004.

**P-32 Rillito Park at Columbus Boulevard District Park**

The ordinance amendment would decrease bond funding from \$772,782 to \$495,673 and increase other funding from \$51,000 to \$71,000. This project involves development of a node park at the end of Columbus Boulevard at its intersection with the Rillito River Linear Park. The bond funding is being reduced to take advantage of funds available for an Army Corps of Engineers project and the Flood Control District's Swan Wetlands project at the same location. The excess bond funding for this project has been reallocated to: P-48 Agua Caliente Park Visitor Center, \$85,000; P-22 Southeast Regional Park Shooting Range Improvements, \$140,000; and P-58 Northwest YMCA Community Center/Aquatic Center, \$52,109.

**P-39 Canyon Del Oro Riverfront Park**

The ordinance amendment would increase other funding from zero to \$1,245,754. Through an intergovernmental agreement, Pima County and the Town of Oro Valley jointly funded this project, with the Town managing design and construction. The park facilities include an outdoor performance and community events center; lighted fields for softball, baseball, and soccer;

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ramadas; equestrian and pedestrian staging and trails access to the Canada del Oro; a pedestrian promenade; parking for 230 vehicles; and 50 percent undisturbed natural open space. The project consisted of the development of a new park, including ball fields, restrooms, ramadas, picnic areas, parking, sidewalks, playground, volleyball, basketball, horseshoes, landscaping, and access to Canada del Oro Wash. This project was completed in June 2000. With this amendment, the "other funding" would be corrected to reflect Oro Valley's funding contribution to this project.

**P-41 Kino Community Field Lighting Improvement**

The ordinance amendment would decrease bond funding from \$500,000 to \$317,387. Pima County lighted three regulation size soccer fields, located just east of the Tucson Electric Ball Park complex and south of Kino Hospital. This project was completed in June 2000. The bond funding is being reduced because the project was completed at an amount less than anticipated. A portion of the surplus bond funding has already been reallocated to: P-15 Los Ninos Neighborhood Park Improvements, \$15,259; and P-16 Sam Lena Recreation Area, \$14,870. The remaining balance of \$152,484 has not yet been reallocated.

**P-56 Thomas Jay Community Center**

The ordinance amendment would change the scope and change the implementation period. The project included development of a new recreation building and upgrades to the existing center. The scope would change to an addition on the existing community center, instead of a new separate building. The implementation period would change from 4 to 5. This project is in the planning stage.

**Question 4 Sonoran Desert Open Space and Historic Preservation**

**CH-30 Anza National Trail and Campsites**

The ordinance amendment would increase other funding from zero to \$532,736. The project is actually a program that includes the acquisition of trail segments, campsite improvements, and historic interpretation along the 70 mile length of the Anza National Historic Trail. Other Funding is being increased because the County applied for and received \$500,000 in Transportation Enhancement funds via the Arizona Department of Transportation, for five miles of the Anza Trail in Canoa Ranch, and \$32,736 from the National Park Service for signage of local roads and interpretation. To date, the Anza Trail masterplan is complete, the Anza campsites of Oit Pars, Canoa, Llano del Azotadl, and Tuquison have been obtained for future interpretation, and approximately 12 miles of Anza Trail, including trail heads and pedestrian bridges, are under development in the Green Valley area.

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**Question 6 Flood Control Improvements**

**FC-8 Town of Oro Valley**

The ordinance amendment would decrease bond funding from \$350,000 to \$161,517. This project was requested and managed by the Town of Oro Valley. The project included improvements to a portion of Mutters Wash south of Greenock Drive. The project was completed in January 2004. The bond funding is being reduced since the full authorization was not used. The remaining balance of \$188,483 has not yet been reallocated to another project.

**FC-14 Tucson Diversion Channel**

The ordinance amendment would change the implementation period from "on-hold" to period 5. This project consists of drainage improvements along the Tucson Diversion Channel, which extends from Wilmot Road to the Santa Cruz River. The remainder of this project will be constructed as part of the Kino Health Center. The construction phase started in June 2005, with an expected completion date of November 2005.

**2. Recommendations for Ordinance Amendments Relative to the 1997 HURF Program**

**Introductory Text**

Ordinance Amendment No. 2004-118 amended the 1997 HURF Program on December 14, 2004 adding an additional project, DOT-58 Kino Parkway Overpass at 22<sup>nd</sup> Street, and extending the implementation of the Program from 12 to 16 years. The amendments to the introductory text and map detailed below are corrections from the December 2004 amendment that were overlooked during that amendment.

II.A. Schedule of Bond Sales: The ordinance amendment would modify the third sentence of the first paragraph and the last sentence of the second paragraph to extend implementation from 12 to 16 years, to be consistent with the addition of implementation periods from 6 periods to 8 periods made in Ordinance Amendment No. 2004-118.

IV. Specific Project Description, Scope of Work, and Location by Major Category and Project: The ordinance amendment would change the list of projects from 57 to 58 to be consistent with Ordinance Amendment No. 2004-118.

Map of 56 Specific Projects: The ordinance amendment would add DOT-58, Kino Parkway Overpass at 22<sup>nd</sup> Street to be consistent with Ordinance Amendment No. 2004-118.

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**DOT-1 River Road, First Avenue to Campbell Avenue**

The ordinance amendment would increase other funding from \$2,000,000 to \$6,464,000. An extensive amount of soil nail walls increased costs significantly. The project was completed in November 2002.

**DOT-2 Sunrise Drive, Swan Road to Craycroft Road**

The ordinance amendment would modify the limits of the project from east of Swan Road and east of Craycroft Road to west of both roadways. This change provides for the construction of the intersection of Swan Road and Sunrise Drive to improve safety and functionality and to efficiently prepare the intersection of Craycroft Road and Sunrise Drive for improvements associated with DOT-46 Craycroft Road: River Road to Sunrise Drive. The ordinance amendment would increase other funding from \$1,500,000 to \$10,305,000. An extensive amount of soil nail walls as well as additional work associated with the change in project limits increased costs significantly. The implementation period would be extended from 2 to 3. The project was completed in May 2003.

**DOT-3 River Road, La Cholla Boulevard to La Canada Drive**

The ordinance amendment would decrease other funding from \$6,200,000 to \$1,395,000. The project bid was less than expected resulting in significant reduction in project cost. The project was completed in October 1999.

**DOT-4 River Road, Campbell Avenue to Alvernon Way**

The ordinance amendment would increase bond funding from \$13,500,000 to \$15,613,000. Bond funding would be reallocated from DOT-5, which is being constructed with DOT-4 in one contract. Other funding, primarily from unused 1986 General Obligation bond funding and impact fees, would increase from \$3,000,000 to \$8,148,000. Extensive environmental mitigation and right-of-way requirements increased costs significantly. The implementation period would be extended from 4 to 5. The project is under construction.

**DOT-5 Alvernon Way, Ft. Lowell Road to River Road**

The ordinance amendment would decrease bond funding from \$6,000,000 to \$3,887,000 and increase other funding from \$0 to \$4,836,000. Additional regional funding combined with design modifications decreased the need for bond funding significantly. The implementation period would be extended from 4 to 5. The project is under construction.

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**DOT-8 Skyline Drive, Chula Vista to Orange Grove**

The ordinance amendment would decrease bond funding from \$1,800,000 to \$388,000. This project was combined with DOT-9 under one design-build contract, and completed in December 2003 in conjunction with DOT-9. The cost of the planning and design work completed prior to combining projects is what remains.

**DOT-9 Skyline Drive, Chula Vista to Campbell Avenue**

The ordinance amendment would change the project's western limit from Orange Grove Road to Chula Vista as a result of combining DOT-8 and DOT-9 in one design-build contract. The scope of this project was expanded to six-lanes from Orange Grove Road to Campbell Avenue to accommodate additional traffic from commercial development in the area. The ordinance amendment would increase bond funding from \$1,800,000 to \$8,816,000 and other funding from \$7,000,000 to \$13,593,000. Significant community outreach and accelerated schedule required by La Encantada development judgment as well as the increase in scope, increased costs significantly. The project was completed in December 2003.

**DOT-13 Ajo Way, Country Club Road to Alvernon Way**

The ordinance amendment would decrease bond funding from \$6,000,000 to \$3,342,000 and increase other funding from \$0 to \$3,537,000. This project received supplemental funding to accelerate completion. The project was completed in March 2003. The remaining balance of \$2,658,000 in bond funding has not yet been reallocated to another project.

**DOT-14 Wetmore Road and Ruthrauff Road, La Cholla Boulevard to Fairview Avenue**

The ordinance amendment would change the location from Unincorporated County/Tucson to Unincorporated County. The project limit ended at the west leg of the intersection of Wetmore Road and Fairview Avenue; thus, remaining completely within Unincorporated County. The ordinance amendment would increase the other funding from \$11,200,000 to \$16,072,000, which includes additional federal funding and impact fees. Extensive right-of-way acquisition increased costs significantly. The implementation period would be extended from 3 to 4. The project was completed August 2005.

**DOT-16 River Road, Shannon Road to La Cholla Boulevard**

The ordinance amendment would decrease bond funding from \$2,000,000 to \$863,000. Project bid less than expected resulting in significant reduction in project cost. The project was completed in November 2000. The remaining unused bond funding would be reallocated to DOT-9, which was completed December 2003.

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**DOT-19 Hartman Lane North of Cortaro Farms Road**

The ordinance amendment would decrease the bond funding from \$600,000 to \$127,000. At the request of the Town of Marana, the project scope would be reduced from planning, design and construction to planning and preliminary design only. The Town of Marana reconstructed Hartman Lane to its design standards and assumed responsibility for maintenance. Per a request of the Town, the bond ordinance amendment would reallocate the unused portion of bond funding to DOT-18.

**DOT-21 Thornydale Road, Orange Grove Road to Ina Road**

The ordinance amendment would decrease other funding from \$7,000,000 to \$2,053,000. Per the request of the Town of Marana, the project scope would be reduced to construct from Ina Road to Horizon Hills only; thus, reducing the project cost substantially. The project was completed December 1998. The Town of Marana assumed ownership and maintenance responsibilities.

**DOT-22 Thornydale Road, Ina Road to Cortaro Farms Road**

This ordinance amendment would increase other funding from \$10,000,000 to \$15,773,000, which includes additional Urban Area HURF and impact fees. New environmentally sensitive design standards and additional mitigation costs increased the cost substantially. The project was completed in January 2003.

**DOT-25 Interstate 19 Southbound Frontage Road at Continental Road**

The ordinance amendment would include ADOT right-of-way. The project has always included ADOT right-of-way but was not noted in the original ordinance. The implementation period would be extended from period 2 to period 5.

**DOT-27 River Road at Ventana Wash**

The ordinance amendment would extend the implementation period from period 3 to period 8. Significant conflicts with large Tucson Water distribution line and accommodation of environmentally sensitive design standards requires redesign of project.

**DOT-30 Catalina Highway, Tanque Verde Road to Houghton Road**

The ordinance amendment would modify the scope from a four-lane to a three-lane facility. Revised scope was a result of responses from an extensive community outreach program. The other funding would increase from \$1,500,000 to \$2,355,000 and the implementation period would be extended from 3 to 4. The project is anticipated to be substantially complete in

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**DOT-33      Kolb Road at Sabino Canyon Road**

The ordinance amendment would increase other funding from \$700,000 to \$3,003,000. Environmental mitigation, increased right-of-way costs, and increase in drainage structures increased costs substantially. The project was completed in May 2002.

**DOT-35      Abrego Drive at Drainageway No.1/Box Culvert**

The ordinance amendment would decrease bond funding from \$600,000 to \$150,000. The project was advanced for safety reasons, bid was less than expected, and project was completed earlier than the original implementation schedule resulting in decreased costs. The project was completed in 1998.

**DOT-36      Camino del Sol/West Parkway, Continental Road to Duval Mine Road**

The ordinance amendment would decrease bond funding from \$450,000 to \$0. At the request of the Green Valley Community Coordinating Council, this project would be terminated and funds would be reallocated to DOT-37.

**DOT-37      Interstate-19 Northbound Frontage Road, Canoa TI to Continental TI**

The ordinance amendment would increase bond funding from \$900,000 to \$1,350,000. Other funding would increase from \$2,600,000 to \$5,200,000, which includes additional state funding and impact fees. The implementation period would be extended from 4 to 6.

**DOT-38      Pistol Hill Road, Colossal Cave Road to Old Spanish Trail**

The ordinance amendment would increase other funding from \$0 to \$713,000. The project was completed in April 1999.

**DOT-39      Valencia Road, Interstate-19 to South 12<sup>th</sup> Avenue**

The ordinance amendment would decrease bond funding from \$900,000 to \$662,000. The City of Tucson contributed \$600,000 identified in the project intergovernmental agreement so that not all of the bond funds were needed. The scope of this project was reduced per the request of ADOT and the City of Tucson, which were already under contract with their own projects to construct the remainder of the scope. The project was completed in August 2001. The remaining balance of \$238,000 in bond funding has not yet been reallocated to another project.

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**DOT-41      Neighborhood Transportation Improvements**

The ordinance amendment would extend the implementation period from 3 to 8, reflecting the fact that the project has been modified in a previous ordinance amendment to convert the project from a specific scope to a program of several individual subprojects.

**DOT-43      12<sup>th</sup> Avenue, 28<sup>th</sup> Street to Los Reales Road**

The ordinance amendment would modify the scope of the project to include two phases: Phase 1 – Los Reales to Lerdo and Phase 2 – South 12<sup>th</sup> Gateway at 10<sup>th</sup> Avenue. The scope change would reflect the results of significant community outreach. The implementation period would be extended from 3 to 5. Phase 1 was completed in May 2003.

**DOT-44      Orange Grove Road, Thornydale Road to Oracle Road**

The ordinance amendment would extend the implementation period from 3 to 8. The total project costs are projected to significantly exceed bond funding. Rescoping of project to reduce costs and identification of additional regional funding are underway. Phase One entailing the reconstruction of the Orange Grove Road and La Cholla Boulevard intersection was completed as part of Phase Two of DOT-45, La Cholla Boulevard from River Road to Omar Drive.

**DOT-45      La Cholla Boulevard, River Road to Magee Road**

The ordinance amendment would decrease other funding from \$13,000,000 to \$7,132,000. Reduced noise wall and utility undergrounding costs decreased costs significantly. Phase One, La Cholla Boulevard from Omar Drive to Magee Road was completed in May 2003. Phase Two, La Cholla Boulevard from River Road to Omar Drive is nearing completion.

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

The ordinance amendment would extend the implementation period from 3 to 8. Project scope is being re-evaluated.

**DOT-54      Mt. Lemmon Shuttle**

The ordinance amendment would modify the scope to improve public access and safety at Summerhaven by making improvements to Sabino Canyon Parkway, and increase other funding by \$1,000,000 from the Flood Control tax levy. The implementation period would be extended from 3 to 5.

Chair, Vice Chair and Members Pima County Bond Advisory Committee  
**Staff Report and Recommendations on Amending Ordinance No. 1997-35, the Bond Improvement Plan for the May 20, 1997 Special Bond Election; Ordinance No. 1997-80, the Transportation Bond Improvement Plan for the November 4, 1997 Special Bond Election; and Ordinance No. 2004-18, the Bond Implementation Plan for the May 18, 2004 Special Bond Election**

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**DOT-55 Golf Links Road, Bonanza Avenue to Houghton Road**

The ordinance amendment would decrease bond funding from \$2,500,000 to \$1,801,000. The City of Tucson contributed \$800,000 identified in the project intergovernmental agreement so that not all of the bond funds were needed. This project was completed April 2002. The remaining balance of \$699,000 has not yet been reallocated to another project.

**DOT-57 Safety Improvements**

The ordinance amendment would increase other funding from \$0 to \$1,690,000. The implementation period would be extended from 6 to 8.

**3. Recommendations for Ordinance Amendments Relative to the 2004 General Obligation Bond Program**

**Question 2 Public Health and Community Facilities**

**2.1 Kino Public Health Center**

The ordinance amendment would increase other funding from \$0 to \$3,140,000. This project involves the construction of a building on the Kino Health Campus to consolidate public health, medical, and administrative services in one location. Other funding is being increased by using revenues previously charged to lease space, for construction. This project is under construction, with an estimated completion date of November 2006.

**Question 4 Parks and Recreational Facilities**

**4.10 Coyote Mountain Sites Acquisition**

The ordinance amendment would increase other funding from \$0 to \$609,786. This project involved the acquisition of approximately 800 acres in Altar Valley to protect a large Hohokam village complex. Other funding is being increased because the County applied for and received a \$352,989 grant from U.S. Fish and Wildlife, and the County agreed to pay \$256,797 from the general fund for back taxes. The property was purchased in March 2005.

**4.20 Lighting of Existing and New Sports Fields**

The ordinance amendment would change the project scope to delete two parks from the list and add three others, plus the purchase of a truck for the maintenance of the sports lights and the development of a dog park. The two parks recommended for deletion were incorrectly included in the scope: Thomas Jay Regional Park does not yet contain new fields to light, and lighting at

Chair, Vice Chair and Members Pima County Bond Advisory Committee  
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Arthur Pack Park has already been completed with other funds. The three parks added to the scope for lighting include Flowing Wells West, Ted Walker Park, and Lawrence Park. Residents around the Northwest YMCA are in favor of the development of a dog park.

**Question 5 River Parks and Flood Control Improvements**

**5.10 Canada del Oro River Park, Thornydale to Magee**

The ordinance amendment would change the project scope to increase the length of the river linear park between Thornydale Road and the north end of Omni Tucson National Golf Resort, as opposed to between Thornydale and Magee. The change in scope would also add an underpass at Magee Road if possible, and restrict the developed path to the south bank, as opposed to both the north and south banks. This project is in the planning stage, with construction scheduled to begin in August 2007. The recommended changes are in response to a recent development agreement between Pima County and Omni Tucson National, whereby Omni Tucson National dedicated the Canada del Oro river and riverbanks through the development to Pima County to provide a critical linkage in the Canada del Oro River Park.

**IV. Recommendation**

Staff recommends that the Pima County Bond Advisory Committee approve amendments to Ordinance No. 1997-35 (as amended), Ordinance No. 1997-80 (as amended), and Ordinance No. 2004-18, as described in this memorandum and presented in the attachment. It is further recommended that the County Administrator prepare and submit the ordinance amendments to the Board of Supervisors, and respectfully recommend that the Board of Supervisors approve the ordinance amendments.

CHH/dr

Attachments

- c: The Honorable Chair and Members, Pima County Board of Supervisors  
The Honorable Herminia Frias, Chairwoman, Pascua Yaqui Tribe  
The Honorable Vivian Juan-Saunders, Chairwoman, Tohono O'odham  
John Bernal, Deputy County Administrator – Public Works  
Mike Reuwsaat, Manager, Town of Marana  
Chuck Sweet, Manager, Town of Oro Valley  
Jim Stahle, Manager, Town of Sahuarita  
Fernando Castro, Manager, City of South Tucson  
Mike Hein, Manager, City of Tucson  
Nicole Fyffe, Executive Assistant to the County Administrator

**ORDINANCE NUMBER 2005-\_\_\_\_\_**

**AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY ARIZONA RELATING TO GENERAL OBLIGATION AND SEWER REVENUE BOND PROJECTS AMENDING ORDINANCE NUMBER 1997-35 BOND IMPLEMENTATION PLAN, MAY 20, 1997 SPECIAL ELECTION (AS AMENDED SEPTEMBER 22, 1998 BY ORDINANCE NUMBER 1998-58; AUGUST 20, 2001 BY ORDINANCE NUMBER 2001-111; AND MARCH 9, 2004 BY ORDINANCE NUMBER 2004-15). THE PURPOSE OF THE ORDINANCE IS TO REALLOCATE BOND FUNDS, AMEND THE SCOPE OF CERTAIN PROJECTS, AMEND IMPLEMENTATION PERIODS FOR CERTAIN BOND PROJECTS, AND AUTHORIZE THE USE OF ADDITIONAL OTHER FUNDS TO FINANCE CERTAIN PROJECTS.**

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

**WHEREAS**, in compliance with Chapter 3.06, the Board of Supervisors adopted Ordinance Number 1997-35, the "Bond Improvement Plan, May 20, 1997 Special Election"; and,

**WHEREAS**, the Board of Supervisors, on September 22, 1998 enacted Ordinance Number 1998-58 and on August 20, 2001 enacted Ordinance Number 2001-111 and on March 9, 2004 enacted Ordinance Number 2004-15 amending Ordinance Number 1997-35 in compliance with provisions of Chapter 3.06; and,

**WHEREAS**, the Board of Supervisors desires to amend Ordinance Number 1997-35 (as amended by Ordinance Number 1998-58, Ordinance Number 2001-111 and Ordinance Number 2004-15) in compliance with provisions of Chapter 3.06:

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

**S-9 -- Sheriff Northeast Communications Tower**

Location:	Summit Ridge, in northeast metropolitan area
Bond Funding:	\$45,000 (Pending finalization of court settlement) [REDACTED] (entire amount not needed)
Scope:	Acquisition, legal and related costs associated with establishing two easements for the existing Summit Ridge Radio Site.
Benefit:	Easements required to provide access to site to service the Sheriff's Department radio equipment. This site provides radio coverage critical to Sheriff's deputies serving the northeast Tucson metro area.
Other Funding:	\$0
Implementation Period:	1, 2

Future Operating & Maintenance Costs: Costs include acquisition of easement only, with no additional operating and maintenance costs necessary.

**P-32 -- Rillito Park at Columbus Boulevard District Park**

Location: Columbus Boulevard at the Rillito River (Node Park as part of the County River Park System)  
Bond Funding: \$772,782 [REDACTED] (funding used for P-22, P-48, and P-58)  
Scope: The Project Scope and funding will be coordinated with the U.S. Army Corps of Engineers' Habitat Restoration Project along the Rillito River linear park.  
Benefit: Expand park services in an area of high demand.  
Other Funding: \$54,000 [REDACTED] (Other Sources)  
Implementation Period: To be determined by U.S. Army Corps of Engineers  
Future Operating & Maintenance Costs: To be determined.

**P-39 -- Canyon Del Oro Riverfront Park**

Location: Lambert Lane, Oro Valley, Arizona  
Bond Funding: \$1,250,000  
Scope: Work consists of development of an integral district park in the northwest area that will be all new construction, including 4 ball fields, rest rooms, ramadas, picnic areas, parking, sidewalks, playground, volleyball, basketball, horseshoes, landscape, and access to CDO Wash.  
Benefit: Develop recreational opportunities for a fast growing community, keeping up with demand.  
Other Funding: \$0 [REDACTED]  
Implementation Period: 2, 3  
Future Operating & Maintenance Costs: Cost to be paid by Oro Valley through an intergovernmental agreement with Pima County.

**P-41 -- Kino Community Field Lighting Improvement**

Location: Ajo Way and Forgeus  
Bond Funding: \$500,000 [REDACTED] (remaining bond funding not used)  
Scope: Work consists of upgrading existing utilities and the construction of new athletic sports field lighting facilities in conjunction with lighting codes, regulations, and requirements.  
Benefit: Maximize use of existing athletic fields for the community.  
Other Funding: \$0  
Implementation Period: 1, 2  
Future Operating & Maintenance Costs: \$10,000

**P-56 -- Thomas Jay Community Center**

Location: 6465 South Craycroft Road  
Bond Funding: \$900,000  
Scope: Work consists of development of a new recreation [REDACTED] building within the existing district park, upgrades to the existing center, including meeting and programming rooms, access, parking, signage, landscape, and benches.  
Benefit: Will help to meet the community needs for recreation programs and center facilitation.



the northern boundary of Davis Monthan Air Force Base, and extends through the City of Tucson and the City of South Tucson, intercepting flows draining from the southeast and delivering them to the Santa Cruz River. Proposed improvements to the Tucson Diversion Channel and its associated tributary drainage systems are needed to alleviate flood damage in surrounding areas.

Benefit:

Improved drainage conditions and safer roadway travel for municipal and county residents in adjacent areas. In addition, potential flood damage to major urban infrastructure in the area, including several major roadway networks, the Southern Pacific Railway facilities, and the County's new Spring Training/Sports Park Development facility, will be reduced.

Other Funding:

\$0

Implementation Period:

~~On-Hold pending decisions on additional funding or reallocation of bond funding to another project. ■~~

Future Operating &

Maintenance Costs:

Minimal

**AS AMENDED** by the Board of Supervisors of Pima County, Arizona, this \_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Chairman, Board of Supervisors

Attest:

Reviewed by:

\_\_\_\_\_  
Clerk, Board of Supervisors

\_\_\_\_\_  
County Administrator

Approved as to Form:

\_\_\_\_\_  
Civil Deputy County Attorney

**ORDINANCE AMENDMENT NUMBER 2005 - \_\_\_\_\_**

**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 (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) BOND IMPLEMENTATION PLAN, NOVEMBER 4, 1997 SPECIAL ELECTION, TO AMEND PROJECT SCOPES AND IMPLEMENTATION PERIOD SCHEDULES FOR SELECTED PROJECTS; AMENDING BOND SALES SCHEDULES**

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

**WHEREAS**, in compliance with Chapter 3.06, the Board of Supervisors adopted Ordinance Number 1997-80, the "Transportation Bond Improvement Plan, November 4, 1997 Special Election"; and,

**WHEREAS**, the Board of Supervisors, on September 22, 1998 enacted Ordinance Number 1998-59 and on August 20, 2001 enacted Ordinance Number 2001-112 and on December 14, 2004 enacted Ordinance Number 2004-118 amending Ordinance Number 1997-80 in compliance with provisions of Chapter 3.06; and,

**WHEREAS**, the Board of Supervisors desires to amend Ordinance Number 1997-80 (as amended by Ordinance Number 1998-59, Ordinance Number 2001-112 and Ordinance Number 2004-118) in compliance with provisions of Chapter 3.06:

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

**I. Schedule of Bond Sales, Debt Retirement Schedule, and Tax Impact of Issuing \$350 Million in New HURT Transportation Revenue Bonds**

**A. Schedule of Bond Sales**

The total value of HURF revenue bonds being submitted to the voters for approval is \$350 million. If approved by the voters, sales of revenue bonds will be scheduled, beginning in early 1998. All projects should be completed within ~~twelve~~ **12** years from the date of voter authorization. Shown below is an original schedule of sales.

The first sale of HURF Revenue Bonds occurred in June 1998, for \$40,000,000, which was less than the \$60,000,000 originally projected in the Bond Improvement Plan (this ordinance was amended on September 22, 1998 to reflect this change). Expenditure of these bonds has not taken place at the rate originally anticipated and projections are that they will not be completely expended until sometime in calendar year 2001. This rate of expenditure caused the County to fall out of compliance with federal arbitrage rules and the County will pay back interest earning to the Internal

Revenue Service. This experience strongly recommends that the County provides itself with flexibility to sell bonds more frequently or in years other than stated in Table 1 above and to sell bonds in smaller, more targeted amounts than projected in Table 1. If exercised, the intent of this flexibility would be to provide for more focused cash flow management and the avoidance of arbitrage entanglements. It is not anticipated at this time that the overall time period of this bond package will be increased [REDACTED].

**II. Specific Project Description, Scope of Work, and Location by Major Category and Project**

Below is a list of 57 [REDACTED] projects to be completed with \$350 million in County HURF Revenue Bonds. At the end of this ordinance, Figure 1 is a map indicating the location of each project.

**DOT-1 - River Road, First Avenue to Campbell Avenue**

Location: Tucson, Unincorporated County

Bond Funding: \$15,500,000

Scope: This project consists of widening and realignment of existing River Road between First Avenue and Campbell Avenue. The proposed project will be a four-lane divided roadway with landscape median, multi-use lanes, outside curbs, storm drains, pedestrian facilities and additional landscaping. The right-of-way will support future expansion to six lanes, if warranted. This cross section will match the segment of River Road from Oracle Road to First Avenue improved previously. The intersection of First Avenue and River Road will have only minor revisions to accommodate the cross section. The project will extend to just east of Campbell Avenue. Traffic signals at Via Entrada and Campbell Avenue will be reconstructed with this project. New culverts will be installed and existing culverts under River Road will be extended to carry drainage from the Foothills towards the Rillito River.

Benefit: The project will reduce congestion and enhance safety along River Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$83.93 million. The benefit/cost ratio is 5.4:1.

Other Funding: [REDACTED] (\$2,000,000 [REDACTED] County HURF)

Implementation Period: 1/2/3

Future Annual Operating & Maintenance Costs: \$18,000

**DOT-2 - Sunrise Drive, Swan Road to Craycroft Road**

Location: Unincorporated County

Bond Funding: \$5,000,000

Scope: The project will widen Sunrise Drive along its existing alignment from east [REDACTED] of Swan Road to east [REDACTED] of Craycroft Road. Proposed improvements will include two travel lanes in each direction, multi-use lanes, outside curbs and storm drains, landscaping and provision of pedestrian facilities and noise barriers where warranted. The median treatment will be either a raised landscape median or a median two-way left-turn lane, pending further evaluation of local area access and circulation requirements.

Benefit: The project will reduce congestion and enhance safety along Sunrise Drive. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$71.73 million. The benefit/cost ratio is 14.3:1.

Other Funding: [REDACTED] (\$1,500,000 [REDACTED] County HURF)  
[REDACTED]

Implementation Period: 1/2 [REDACTED]

Future Annual Operating & Maintenance Costs: \$15,000

**DOT-3 - River Road, La Cholla Boulevard to La Canada Drive**

Location: Unincorporated County

Bond Funding: \$3,500,000

Scope: The existing two-lane road will be replaced with a four-lane divided roadway similar to the recently completed improvements on River Road between La Cañada and 15th Avenue. Improvements will consist of a raised landscape median, two travel lanes in each direction, multi-use lanes, outside curbs, storm drains and landscaping. The right-of-way and alignment will support future expansion to six lanes, if warranted. Project will include pedestrian facilities. The existing box culverts will be lengthened to accommodate the widened cross section and at least one additional drainage structure will be built east of La Cholla Boulevard to accommodate the Citrus Wash drainage.

Benefit: The project will reduce congestion and enhance safety along River Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$26.28 million. The benefit/cost ratio is 2.7: 1.

Other Funding: \$6,200,000 [REDACTED] (5,300,000 [REDACTED] Urban Area HURF)  
(900,000 Developer Funded) [REDACTED]

Implementation Period: 1

Future Annual Operating &  
Maintenance Costs: \$24,000

**DOT-4 - River Road, Campbell Avenue to Alvernon Way**

Location: Unincorporated County, Tucson

Bond Funding: \$13,500,000 [REDACTED] (additional funding from DOT-05)

Scope: The proposed project will consist of widening and realignment of River Road from east of Campbell Avenue to the extension of Alvernon Way, east of Dodge Boulevard (see DOT -5). The road cross section will consist of two through lanes in each direction with a raised landscape median, multi-use lanes, outside curbs, storm drains and landscaping. The project will include improvements for transverse drainage for the Camino Real and Finger Rock Washes, as well as other smaller drainages that currently cross River Road. Improvements to Camino Real Wash will include increasing the channel capacity of the east braid of the wash north of River road, construction of a box culvert under River Road, and construction of a new outfall channel to the Rillito River. Improvements for Finger Rock Wash are presently undefined but will, at a minimum, provide for drainage to flow under River Road. The proposed project includes acquisition of an open space and mitigation area between the improved River Road and the Rillito River, through the River Bend area. The mitigation area will be incorporated with the Rillito River Linear Park.

Benefit: The project will reduce congestion and enhance safety along River Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$192.00 million. The benefit/cost ratio is 11.6:1.

Other Funding: \$3,000,000 Urban Area HURF  
[REDACTED]  
[REDACTED]

Implementation Period: 1/2/3/4 [REDACTED]

Future Annual Operating &  
Maintenance Costs: \$37,500

**DOT-5 - Alvernon Way, Ft. Lowell Road to River Road**

Location: Unincorporated County, Tucson

Bond Funding: \$6,000,000 [REDACTED] (funding used with DOT-04)

Scope: The proposed project is extension of Alvernon Way from its existing intersection of Ft. Lowell Road north and west across the Rillito River to connect to River Road in the vicinity of Dodge Boulevard. The proposed roadway will be a four-lane cross section with a median from River Road to south of the Rillito River. North of Ft. Lowell the cross section will change to a median two-way left-turn lane similar to Alvernon Way south of Ft. Lowell Road. The new road will include multi-use lanes, outside curbs, storm drains, landscaping and pedestrian facilities. The project includes a new bridge across the Rillito River. Right-of-way for the proposed project was acquired with proceeds from the 1986 Transportation Bond issue.

Benefit: The new Alvernon connection to River Road will provide a wider bridge structure across the Rillito River to replace the functionally obsolete and structurally deficient Dodge Boulevard bridge. Existing traffic volumes on Dodge Boulevard will be significantly reduced. Further evaluation will be made of the existing Dodge Boulevard to determine if the existing bridge will remain in use as a vehicular bridge, with additional weight limits, or will be restricted to pedestrian and bicycle access only to connect the south side of the Rillito River with the Linear Park on the north side. The project will reduce congestion and enhance safety along Dodge Boulevard. The estimated economic value of the improvements to traffic flow and reductions in accidents is \$8.69 million. The benefit/cost ratio is 1.4:1.

Other Funding: ~~None proposed~~ [REDACTED]

Implementation Period: 1/2/3/4 [REDACTED]

Future Annual Operating & Maintenance Costs: \$18,000

**DOT-8 - Skyline Drive, Chula Vista to Orange Grove Road**

Location: Unincorporated County

Bond Funding: \$1,800,000 [REDACTED] (funding used with DOT-09)

Scope: The proposed project is the reconstruction of Skyline Drive to a more contemporary four-lane divided roadway cross section with landscape median, multi-use lanes, outside curbs and storm drains, edge landscaping, pedestrian facilities and roadway noise mitigation where warranted. The improvements will enhance the safety, level of service and visual quality of Skyline Drive.

Benefit: Primary benefits for this project will be in urban design, neighborhood mitigation, improved drainage and alternate mode facilities. Safety benefits from the improvements to the alignment and sight distance are also expected. The capacity of the roadway will be relatively unaffected by this improvement.

Other Funding: None proposed

Implementation Period: 1/2/3/4

Future Annual Operating & Maintenance Costs: No Increase

**DOT-9 - Skyline Drive, Orange Grove Road [REDACTED] to Campbell Avenue**

Location: Unincorporated County

Bond Funding: \$1,800,000 [REDACTED] (additional funding from DOT-08, DOT-16 and DOT-20)

Scope: The proposed project is the reconstruction of Skyline Drive to a more contemporary four-lane divided roadway cross section [REDACTED] with landscape median, multi-use lanes, outside curbs and storm drains, edge landscaping, pedestrian facilities and roadway noise mitigation where warranted. Additional [REDACTED] lanes may [REDACTED] be constructed [REDACTED] to accommodate additional traffic from commercial development in the area. The improvements will enhance the safety, level of service and visual quality of Skyline Drive. The intersection at Orange Grove Road will be modified to provide multi-use and turning lanes. Significant intersection improvements at the intersection of Skyline and Campbell will be constructed.

Benefit: Primary benefits for this project will be in urban design, neighborhood mitigation, improved drainage and alternate mode facilities. Safety benefits from the improvements to the alignment and sight distance are also expected. ~~The capacity of the roadway will be relatively unaffected by this improvement.~~

Other Funding: \$7,000,000 [REDACTED] (5,000,000 [REDACTED] County HURF)  
(2,000,000 Developer Funded)  
[REDACTED]

Implementation Period: 1/2/3/4

Future Annual Operating & Maintenance Costs: No Increase

**DOT-13 - Ajo Way, Country Club Road to Alvernon Way**

Location: Unincorporated County

Bond Funding: \$6,000,000 [REDACTED] (remaining bond funding not used)

Scope: Proposed improvements include reconstruction and widening of existing Ajo Way to a six-lane divided roadway from Country Club Road to Alvernon Way. The roadway cross section will be similar to the recently completed improvements on Ajo Way west of Country Club. The project will provide additional roadway capacity, multi-use lanes for alternate modes, storm drains, roadside landscaping and pedestrian facilities which are currently not included with the existing roadway. Medians will be landscaped.

Benefit: The proposed project will improve drainage and access control along Ajo Way as well as increase capacity and improve safety. The project will reduce congestion and enhance safety along Ajo Way and increase access to the Kino public service center. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$7.33 million. The benefit/cost ratio is 1.2:1.

Other Funding: ~~None Proposed~~ [REDACTED]

Implementation Period: 1/2/3

Future Annual Operating & Maintenance Costs: \$15,000

**DOT-14 - Wetmore Road and Ruthrauff Roads, La Cholla Boulevard to Fairview Avenue**

Location: Unincorporated County, Tucson

Bond Funding: \$7,800,000

Scope: This project includes construction of four through traffic lanes, multi-use lanes, outside curbs, storm drains, landscaping and noise mitigation where warranted. The median will be a two-way left-turn lane. The proposed cross section is similar to Ruthrauff Road, west of La Cholla Boulevard. This project will also include area drainage improvements and construction of one or more conveyance channels from Wetmore Road, north to the Rillito River.

Benefit: The proposed improvement will provide congestion relief, accident reduction and drainage benefits over a wide area. The project will reduce congestion and enhance safety along Wetmore Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$107.70 million. The benefit/cost ratio is 5.7:1.

Other Funding: \$44,200,000 [REDACTED] (3,000,000 Urban Area HURF)

( [REDACTED] 1,400,000 County HURF)  
( [REDACTED] 7,400,000 FED STP)  
( [REDACTED] 400,000 Impact Fee Funds)

Implementation Period: 1/2/3 [REDACTED]  
Future Annual Operating &  
Maintenance Costs: \$34,500

**DOT-16 - River Road, Shannon Road to La Cholla Boulevard**

Location: Unincorporated County

Bond Funding: \$2,000,000 [REDACTED] (remaining unused bond funding combined with DOT-9)

Scope: This project is an extension of River Road from its current terminus at La Cholla Boulevard to approximately Shannon Road, where it will link up with the River Road, Thornydale to Shannon Road extension. The proposed project is a four-lane divided roadway with landscape median, multi-use lane, outside curbs, storm drains, landscaping and neighborhood noise mitigation. The right-of-way will support widening to six lanes in the future, when warranted. The project will include box culverts to carry the Nanini Wash drainage under River Road into the Rillito River.

Benefit: This project provides regional transportation benefits when connected to the project to the west, completing connections in the regional road system, which provide alternate routes to Orange Grove Road and Ina Road for east-west travel north of the Rillito River. The project will reduce congestion and enhance safety along Orange Grove and Ina Roads. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$35.98 million. The benefit/cost ratio is 5.7:1.

Other Funding: \$4,300,000 (4,052,000 FED STP)  
(248,000 County HURF)

Implementation Period: 1/2

Future Annual Operating &  
Maintenance Costs: \$42,000

**DOT-19 - Hartmann Lane North of Cortaro Farms Road**

Location: Marana

Bond Funding: \$600,000 [REDACTED] (funding used with DOT-18)

Scope: The proposed project will reconstruct Hartman Lane at the Hardy Wash to provide an all-weather crossing. The existing ford crossing will be replaced with a box culvert. A portion of Hartman Lane on either approach to the box culvert will be reconstructed to provide adequate vertical transitions. The roadway will remain two lanes.

Benefit: The proposed project will improve circulation for the northwest area.

Other Funding: ~~As identified in project intergovernmental agreement. (Town of Marana)~~

Implementation Period: 1/2/3

Future Annual Operating &

Maintenance Costs: \$15,000

#### **DOT-21 - Thornydale Road, Orange Grove Road to Ina Road**

Location: Unincorporated County, Marana

Bond Funding: \$1,000,000

Scope: This project is the reconstruction and widening of this roadway to a six-lane divided road with raised median, multi-use lanes, outside curbs, landscaping and pedestrian facilities. This project will connect with the recently completed six-lane bridge over the Cañada del Oro Wash and will provide for widening of the existing box culvert carrying the Carmack Wash under Thornydale Road. Project includes noise and screening walls adjacent to the residential areas east of the 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 \$280.20 million. The benefit/cost ratio is 10/0:1.

Other Funding: \$7,000,000 (Urban Area HURF)

Implementation Period: 2

Future Annual Operating &

Maintenance Costs: \$30,000

**DOT-22 - Thornydale Road, Ina Road to Cortaro Farms Road**

Location: Unincorporated County, Marana

Bond Funding: \$1,000,000

Scope: The proposed project is the reconstruction and widening of Thornydale Road to a four-lane divided roadway with landscape median, multi-use lanes, outside curbs and storm drains. The roadway grading, storm drains, screen walls and pedestrian facilities will be located to allow for the expansion of this roadway to six-lanes when warranted in the future. This project includes the construction of a major trunk sewer. The project will include culvert structures to carry drainage under Thornydale Road.

Benefit: The project will reduce congestion and enhance safety along Thornydale Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$94.05 million. The benefit/cost ratio is 8.5:1.

Other Funding: \$10,000,000 [REDACTED] (6,000,000 [REDACTED] Urban Area HURF)  
(4,000,000 [REDACTED] County HURF)  
[REDACTED]

Implementation Period: 1/2/3

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

**DOT-25 - Interstate 19 Southbound Frontage Road at Continental Road**

Location: Unincorporated County (Green Valley) [REDACTED]

Bond Funding: \$1,000,000

Scope: The project will realign the southbound Frontage Road to connect with the recently improved intersection of Continental Road at Continental Plaza. The project will separate the southbound on and off ramps at I-19 from the Frontage Road intersection to improve safety and allow for future signalization of the ramp intersections. The project will consist of construction of a new two-lane road south of Continental Road on new alignment to connect with the existing Frontage Road. Provision for the connection was included in the design and construction of the traffic signal at Continental Plaza.

Benefit: This project will reduce congestion and improve safety by providing the signalized access between the Frontage Road and Continental Road. The increased separation will provide for better operation of

the interchange intersections with Continental Road and will reduce the number of traffic signals that would have to be installed along Continental Road in the future as traffic volumes in this area of Green Valley increase.

Other Funding: \$500,000

Implementation Period: 1/2 [REDACTED]

Future Annual Operating & Maintenance Costs: \$4,500

**DOT-27 - River Road at Ventana Wash**

Location: Unincorporated County

Bond Funding: \$1,900,000

Scope: The proposed project is the replacement of the existing bridge carrying River Road over Ventana Wash. The existing bridge is structurally deficient and functionally obsolete and meets federal requirements for replacement. The new bridge will provide for two traffic lanes, shoulders and a pedestrian facility. The bridge will be located to allow for widening of River Road in the future when warranted.

Benefit: The existing inadequate bridge will be replaced by a new structure with greater load carrying capacity, width clearance and safety. Provision for bicycles and pedestrians will be included with the new bridge structure.

Other Funding: \$3,000,000 (600,000 Federal Bridge Funds)  
(2,400,000 County HURF)

Implementation Period: 1/2/3 [REDACTED]

Future Annual Operating & Maintenance Costs: No Increase

**DOT-30 - Catalina Highway, Tanque Verde Road to Houghton Road**

Location: Unincorporated County, Tucson

Bond Funding: \$6,200,000

Scope: The project is the construction of Catalina Highway to a four [REDACTED]-lane roadway from Tanque Verde Road to Harrison Road and a two-lane roadway from Harrison Road to Houghton Road with multi-use lanes and improved roadside drainage. The median treatment will be either a raised landscape

~~median or a two-way left-turn lane, depending on further evaluation of local area access and circulation requirements. Residential neighborhood screening and noise mitigation will be incorporated as required [REDACTED].~~

Benefit: The project will reduce congestion and enhance safety along Catalina Highway. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$9.35 million. The benefit/cost ratio is 1.2:1.

Other Funding: \$1,500,000 [REDACTED] (Impact Fee Funds) ([REDACTED] Impact Fees)

Implementation Period: 1/2/3 [REDACTED]

Future Annual Operating & Maintenance Costs: \$25,500

**DOT-33 - Kolb Road at Sabino Canyon Road**

Location: Unincorporated County

Bond Funding: \$3,400,000

Scope: Proposed project is the widening and realignment of the Sabino Canyon Road/Kolb Road intersection. The project includes widening Sabino Canyon Road from north of Old Sabino Canyon road, the current end of the four-lane roadway, through the Kolb Road intersection. The culvert carrying Ventana Wash under Kolb Road north of Sabino Canyon Road will be reconstructed and lengthened as part of this project. In addition, improvements will be made to the Ventana Wash channel to reduce breakout and retain the 100-year flow. The intersection will be signalized with the improvement.

Benefit: The project will reduce congestion and enhance safety along Kolb Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$20.49 million. The benefit/cost ratio is 6.0:1.

Other Funding: -\$700,000 [REDACTED] ([REDACTED] County HURF)

Implementation Period: 1/2

Future Annual Operating & Maintenance Costs: \$6,000

**DOT-35 - Abrego Drive at Drainageway No. 1/Box Culvert**

Location: Town of Sahuarita

Bond Funding: \$600,000 [REDACTED] (remaining bond funding not used)

Scope: This project will provide additional funding for the construction of a box culvert to carry Abrego Drive over Drainageway No. 1 north of existing Duval Road. The box culvert will allow the connection of Abrego Drive all the way north to Nogales Highway (B-19). The connections of Abrego Drive north and south of the Drainage way will allow for the existing northbound I-19 Frontage Road north of Duval Road to be relocated or abandoned as this new connection will provide access to all existing development south of Duval Road that currently has access via the Frontage Road. This project will also provide additional funding for the Duval Mine Road interchange and approaches with I-19 and the La Canada drainage project.

Benefit: Proposed project will enhance area circulation by allowing Abrego Drive to extend north to Nogales Highway, reduce the number of intersections along Nogales Highway between I-19 and Abrego Drive, to allow for access to the highway at intersections appropriately spaced for traffic signals and to improve the geometry of the intersections and approaches to Nogales Highway from the south.

Other Funding: None Proposed

Implementation Period: 1/2/3/4/5

Future Annual Operating & Maintenance Costs: Minimal Cost Increase [REDACTED]

**DOT-36 - Camino del Sol/West Parkway, Continental Road to Duval Mine Road**

Location: Unincorporated County (Green Valley)

Bond Funding: \$450,000 [REDACTED]

Scope: Proposed project is the acquisition of right-of-way only for the future construction of a Camino del Sol extension/West Parkway on existing state lands west of developed Green Valley. The right-of-way acquisition will be sufficiently wide to accommodate the planned future road, separate pedestrian and bicycle facilities, linear park features and separation from existing and planned neighborhoods. Exact width will be determined through future study. [REDACTED]

Benefit: The benefit of the right-of-way acquisition at this time is to assure that there is a complete right-of-way for future construction of the road, to assist area developers to appropriately plan and site their projects to account for this future roadway and to provide an opportunity for construction of the road and parkway elements with future funding.

Other Funding: None Proposed

Implementation Period: 3/4

Future Annual Operating &  
Maintenance Costs: None

**DOT-37 - Interstate-19 Northbound Frontage Road, Canoa TI to Continental TI**

Location: Unincorporated County (Green Valley)

Bond Funding: \$900,000

Scope: The proposed project is the construction of 1.2 miles of frontage road that were not built with the original I-19 construction. This segment of Frontage Road crosses two major drainages; the Demitri and Esperanza Washes. These wash crossings will require bridge structures. The project will be a two-lane road with improved shoulders.

Benefit: The project will complete the linkages in the frontage road system from Continental Road south to Arivaca Junction and Arivaca Road. The Frontage Road will provide additional access and circulation opportunities for the southerly portion of the Green Valley community and will provide greater operational flexibility for I-19. The Frontage Road connection will also allow for a better balance of traffic demand between the southbound and northbound frontage roads south of Continental Road.

Other Funding: \$2,600,000 — (1,000,000 ADOT)  
(1,600,000 Developer Funded)

Implementation Period: 2/3/4

Future Annual Operating &  
Maintenance Costs: \$18,000

**DOT-38 - Pistol Hill Road, Colossal Cave Road to Old Spanish Trail**

Location: Unincorporated County

Bond Funding: \$1,000,000

Scope: Project is the construction of Pistol Hill Road as a two-lane road with improved shoulders. The right-of-way for the proposed road was recently acquired from the state land department. The new roadway will provide for additional connections in the east end of the Rincon Valley, will allow traffic to detour around the Colossal Cave Park area

and will provide an alternate to the most seriously geometrically constrained sections of Colossal Cave Road and Old Spanish Trail. These roadway segments have respective accident rates 3.5 and 2.8 times greater than the system average.

Benefit: The project will improve roadway safety by providing an alternative to sections of roadway with severe horizontal alignment and dips. The new road will also be located outside of the Colossal Cave Park and will reduce through traffic within the park area.

Other Funding: ~~None Proposed~~ [REDACTED]

Implementation Period: 1

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

**DOT-39 - Valencia Road, Interstate-19 to South 12th Avenue**

Location: Tucson

Bond Funding: \$900,000 [REDACTED] (remaining bond funding not used)

Scope: ~~Project includes the widening of Valencia Road to six lanes from I-19 to South 12th Avenue, provision of multi-use lanes, drainage improvements, sidewalks, arterial street lighting and safety improvements for intersecting streets.~~ The project will also include improvements to the intersection of South 12<sup>th</sup> Avenue and Valencia Road to connect to a City of Tucson project to the north and proposed improvements by Arizona Department of Transportation to the west.

Benefit: The project will reduce traffic congestion and enhance roadway safety for vehicles, pedestrians and bicyclists. Transit operations will also be improved in this presently constrained corridor. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$10.94 million. The benefit/cost ratio is 12.2:1.

Other Funding: ~~As identified in project intergovernmental agreement.~~ [REDACTED] (City of Tucson)

Implementation Period: 1/2

Future Annual Operating & Maintenance Costs: \$6,000 [REDACTED]

**DOT-41 – Neighborhood Transportation Improvements**

Location: Supervisor District 2

Bond Funding: \$10,000,000

Scope: The project will construct improvements to neighborhood streets, including but not limited to sidewalks, street lighting, neighborhood traffic mitigation measures, street paving, and ADA pedestrian improvements.

Benefit: The project will enhance the usability and safety of neighborhood streets, improve the quality of life in neighborhoods, and add to the stability of and reinvestment in neighborhoods.

Other Funding: Matching funds from other jurisdictions as available

Implementation Period: 2/3 [REDACTED]

Future Annual Operating & Maintenance Costs: Minimal

**DOT-43 – 12<sup>th</sup> Avenue, 38<sup>th</sup> Street to Los Reales Road**

Location: Tucson

Bond Funding: \$9,000,000

Scope: The proposed improvements [REDACTED] will improve the function of South 12th Avenue for alternate modes and provide for improved area and roadway drainage and provide streetscape improvements for the adjacent community. [REDACTED] The geometry of the intersecting streets will be improved for efficiency, safety and drainage.

Benefit: The project will improve local area circulation and access through improved drainage and will reduce maintenance costs with enhanced roadway pavements. The improvements will increase the value of adjacent properties by enhancing the streetscape elements in this corridor.

Other Funding: None Proposed

Implementation Period: 1/2/3 [REDACTED]

Future Annual Operating & Maintenance Costs: \$60,000 [REDACTED]

**DOT-44 - Orange Grove Road, Thornydale Road to Oracle Road**

Location: Unincorporated County, Marana

Bond Funding: \$20,000,000

Scope: The project consists of constructing a four and six-lane roadway from Thornydale Road to Oracle Road. The Advance Planning Report for Orange Grove Road approved by the Board of Supervisors in 1992

called for six lanes from La Cholla Boulevard to Oracle Road and four lanes from Thornydale Road to La Cholla. The cross section requirements will be reviewed during the project initiation stages to determine if the full six lanes from Thornydale to La Cholla should be built with the initial project. The project will include a raised landscape median, multi-use lanes, outside curbs and storm drains, provision for pedestrians and screening and noise mitigation for adjacent residential areas where required. Reinforced box culverts or short span bridges will be constructed where the Pegler Wash, Casas Adobes Wash and the Roller Coaster Wash cross Orange Grove Road, along with other transverse drainage as needed.

Benefit: The project will reduce congestion and enhance safety along Orange Grove Road and at the intersecting street intersections. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$295.48 million. The benefit/cost ratio is 12.7:1.

Other Funding: \$3,180,000 (Urban Area HURF)

Implementation Period: 3/4/5 [REDACTED]

Future Annual Operating & Maintenance Costs: \$126,000

**DOT-45 - La Cholla Boulevard, River Road to Magee Road**

Location: Unincorporated County

Bond Funding: \$18,000,000

Scope: The project consists of construction of a six-lane La Cholla Boulevard from River Road to Magee Road. Project will include a raised landscape median, multi-use lanes, outside curbs, storm drains and pedestrian facilities and neighborhood screening and noise mitigation where required. This project also includes reinforced concrete box culverts or short span bridges at the Nanini Wash and Pegler Wash crossings. Additional provisions will be made for transverse drainage as required.

Benefit: The project will reduce congestion and enhance safety along existing La Cholla Boulevard. This project when linked with the project to the south (I-10 to River Road) will provide enhanced facility of regional significance for access into the northwest area. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$202.7 million. The benefit/cost ratio is 13.5:1.

Other Funding: \$ 13,000,000 [REDACTED] (10,000,000 [REDACTED] Urban Area HURF)  
 (3,000,000 [REDACTED] Developer Funded)

Implementation Period: 1/2/3/4/5/6

Future Annual Operating &  
Maintenance Costs: \$90,000

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

Location: Unincorporated County

Bond Funding: \$1,100,000

Scope: Proposed project is to reconstruct the intersection of Nogales Highway-Old Tucson/Nogales Highway to eliminate adverse intersection angles. The project will also improve the vertical alignment of the Old Tucson/Nogales Highway over the Southern Pacific Railroad crossing and provide upgraded traffic control at the intersection and railroad.

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: None Proposed

Implementation Period: 1/2/3 [REDACTED]

Future Annual Operating &  
Maintenance Costs: No Increase

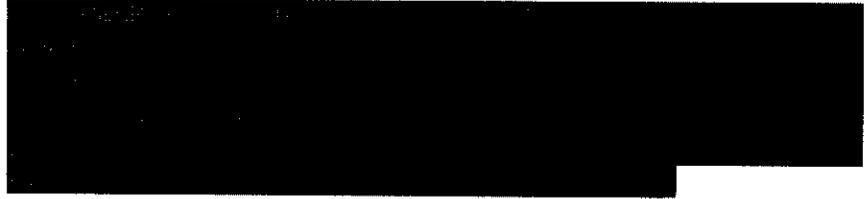
**DOT-54 - Mt. Lemmon Shuttle**

Location: Unincorporated Pima County, Tucson

Bond Funding: \$1,500,000

Scope: ~~The Mt. Lemmon Shuttle is conceived to provide public transit access from the vicinity of the Bear Canyon Library to Mt. Lemmon and Summerhaven and to Sabino Canyon Recreation Area. The Shuttle will link with Sun Tran Route 9 at Bear Canyon. This service will~~

~~operate four trips, six days a week from Bear Canyon to Summerhaven and from Bear Canyon to Sabino Canyon Recreation Area. The Bond funding will provide for turnouts and other facilities adjacent to the roadways to allow the transit to operate safely along these two-lane roads. Additional funding in the form of operating subsidies, equipment and vehicle acquisition grants and similar non-highway related expenses will be sought from other sources.~~



~~Benefit: Project benefits include providing general public transportation access to public recreation areas and reducing the number of vehicles on Mt. Lemmon Highway, which will reduce demand for restricted parking areas~~

~~Other Funding: Federal and state transit funding,~~

~~Implementation Period: 1/2/3~~

~~Future Annual Operating & Maintenance Costs: To be determined~~

**DOT-55 - Golf Links Road, Bonanza Avenue to Houghton Road**

Location: Tucson

Bond Funding: \$2,500,000 (remaining bond funding not used)

Scope: The proposed project consists of widening 0.5 miles of Golf Links Road to four lanes with a raised landscape median, multi-use lanes, curbs, storm drains, outside landscaping and other urban street features. This project will link with another project to be built entirely by the City of Tucson. The improvements will increase capacity and safety of the roadway and will define and better control access to abutting properties.

Benefits: The project will reduce congestion and enhance safety along Golf Links Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$2.23 million. The benefit/cost ratio is 0.9:1.

~~Other Funding: As identified in project intergovernmental agreement. (City of Tucson)~~

Implementation Period: 1/2

Future Annual Operating & Maintenance Costs: \$15,000 [REDACTED]

**DOT-57 - Safety Improvements**

Location: Various

Bond Funding: \$19,000,000

Scope: The HURF Revenue Bond includes \$19 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. Safety projects will be proposed to the Board of Supervisors bi-annually to be funded from the sale of bonds. Specific projects will be selected by the Board for incorporation into the annual Capital Improvement Program.

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: None-proposed [REDACTED]

Implementation Period: 1/2/3/4/5/6 [REDACTED]

Future Annual Operating & Maintenance Costs: To be determined

ORDINANCE NO. 2005 - \_\_\_\_

**AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY ARIZONA RELATING TO GENERAL OBLIGATION AND SEWER REVENUE BOND PROJECTS AMENDING ORDINANCE NUMBER 2004-18 BOND IMPLEMENTATION PLAN, MAY 18, 2004 SPECIAL ELECTION TO REALLOCATE BOND FUNDS, AMEND THE SCOPE OF CERTAIN PROJECTS, AMEND IMPLEMENTATION PERIODS FOR CERTAIN BOND PROJECTS, AUTHORIZE THE USE OF ADDITIONAL OTHER FUNDS TO FINANCE CERTAIN PROJECTS.**

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

**WHEREAS**, in compliance with Chapter 3.06, the Board of Supervisors adopted Ordinance Number 2004-18, the "Bond Implementation Plan, May 18, 2004 Special Election; and,

**WHEREAS**, the Board of Supervisors desires to amend Ordinance Number 2004-18 in compliance with provisions of Chapter 3.06:

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

**a. Public Health Facilities**

**2.1 Kino Public Health Center**

**Location:** Kino Health Campus, 2800 East Ajo Way, Tucson, Arizona 85713

**Scope:** Construct a public building on the Kino Health Campus. The facility will be approximately 180,000 square feet in area. Occupants include Pima Health Systems and Services, Health Department, Institutional Health and other health providers. Design of the building shell was completed as part of the 1997 Bond Program. Reprogramming and design of tenant improvements need to be undertaken prior to bidding the project.

**Benefits:** This facility will consolidate public health, medical, and administrative services in one location. Locating County health services on the Kino Campus will place these services providers in close proximity to the services and expertise provided at the same location at Kino Hospital, by University Physicians, Inc. and their planned expansion of medical practices. This cooperation and coordination will better serve Pima County's clients and expand the level of County services. Pima Health Systems currently leases a significant amount of space. Funds otherwise allocated for lease charges will be used to offset related operating and maintenance costs for the new facility. Space

vacated by Health Department downtown will be used to relieve overcrowding in other County facilities downtown.

**Cost:** \$25,000,000, with Planning/Design being \$1,575,000, Construction being \$23,247,000, and Other being \$178,000.

**Bond Funding:** \$25,000,000

**Other Funding:** None identified at this time. [REDACTED]

**Project Duration:** Planning at 4 to 6 months, Design at 13 to 15 months, and Construction at 21 to 24 months.

**Implementation Period:** 1, 2, 3

**Project Management:** Pima County Facilities Management

**Future Operating and Maintenance Costs:** Building operating and maintenance costs are expected to be approximately \$900,000 per year. These costs will be significantly offset by relocation of Pima Health System to this building and their reduction in office rent cost.

a. **Cultural/Historic Resources Bond Program**

4.10 **Coyote Mountain Sites Acquisition**

**Location:** Altar Valley, 40 miles west of Tucson, south of the Coyote Mountains Wilderness Area.

**Scope:** Purchase approximately 800 acres of private land associated within Hay Hook Ranch, to protect a large Hohokam village complex from development.

**Benefits:** The Coyote Mountain property contains multiple archaeological sites representing prehistoric occupation of the Altar Valley during the Hohokam Sedentary (AD 1100-1150) and late Classic periods (AD 1150-1450). During Classic times, the Hohokam community in the Coyote Mountains grew in organizational and social complexity, and a number of large habitation sites with compound walls and platform mounds were established. One of these centers, the Hay Hook Ranch site, is located on this parcel of private land. Three other village sites and part of a fourth are also included. Farmsteads, fields, and farming related activity areas are also in the vicinity. Together, these sites represent an ancestral site complex of the Tohono O'odham, and reflect an intact cultural landscape of Classic Hohokam settlement patterns, land use, and social organization in the Altar Valley. This property is currently being offered for sale as developable land that could be subdivided. If split and developed, these archaeological sites would be lost. Purchase of Hay Hook Ranch will ensure that the cultural and ancestral landscape of this prehistoric community in the Altar Valley are protected, providing cultural, scientific, and educational benefits to all citizens of Pima County and visitors.

**Cost:** \$800,000, with Planning being \$7,000, Land acquisition being \$771,000, and Other being \$22,000.

**Other Funding:** None identified at this time. [REDACTED]

**Project Duration:** Planning at 12 to 18 months and Land acquisition at 13 to 24 months.

**Implementation Period:** 3, 4, 5

**Project Management:** Pima County Cultural Resources and Historic Preservation Office/Pima County Natural Resources, Parks and Recreation.

**Future Operating and Maintenance Costs:** None

**b. Pima County Parks**

**4.20 Lighting of Existing and New Sports Fields**

**Location:** Various Pima County Parks owned by Pima County.

**Scope:** McDonald Park – Replace ball field light fixture on two fields:  
Littletown Park – replace light fixtures on one field and move two light poles.  
Bud Walker Park, Ajo – replace ball field light fixtures on two fields.  
~~Arthur Park Regional Park – install ball field lights on field #6~~  
[REDACTED]  
McDonald District Park – install ball field lights on fields #5 and 6.  
Northwest/YMCA fields – install ball field lights on fields #1-3 (baseball, softball, and soccer fields [REDACTED])  
~~Thomas Jay Regional Park – lighting of two new baseball fields north of Julian Wash~~  
[REDACTED]

**Benefits:** This project entails the installation of new lights at parks that do not currently have them and the upgrading of light fixtures at existing facilities. The benefit will include environmental compliance with Pima County’s Dark Skies Ordinance, and minimizing operating and maintenance costs. Lighting technology has advanced. New fixtures will result in significant cost savings to the County. The new light fixtures will provide better light coverage at lower operational costs.

The installation or improvement of these fixtures is in response to public demand for increased field use. The lighting of sports fields results in the agency being able to increase field use by a factor of two to three times, while taking advantage of the existing playfields. This increases use while minimizing new development and operational costs.

**Cost:** \$3,000,000, with Administration being \$75,000, Planning being \$179,000, Design being \$358,800, Construction being \$2,370,200, and Capital Equipment being \$17,000.

**Bond Funding:** \$3,000,000

**Other Funding:** None identified at this time, however, efforts to obtain State and Federal grants will be explored.

**Project Duration:** Planning/Design at 11 to 15 months and Construction at 15 to 24 months.

**Implementation Period:** 2, 3, 4, 5

**Project Management:** Pima County Natural Resources, Parks and Recreation

**Future Operating and Maintenance Costs:** \$97,946 per year when fully developed. Funding impacts were derived using data gathered from current, high efficiency lighting systems at existing County ballfields that have recently been upgraded or new facilities that have benefitted from the latest lighting technology.

a. **Floodprone and Riparian Land Acquisition**

5.10 **Cañada del Oro River Park, Thornydale to Magee**

**Location:** Thornydale Road to Magee Road

**Scope:** This section of the Cañada del Oro Wash is bank protected from the Union Pacific Railroad on the south bank and from just west of Thornydale on the north bank to the Omni Tucson National Golf Resort. The proposed project would provide a river linear park [REDACTED] between Thornydale Road and Magee Road [REDACTED] plus a paved bike path connection to the Rillito River Park via Thornydale Road. It would include a paved pathway on both sides [REDACTED], landscaping, irrigation, and 6 pedestrian bridges. There will also be underpass ramps at Thornydale and Ina Road, [REDACTED], a parking node at Magee Road with ramadas and a restroom, a parking easement at Thornydale, as well as a reclaimed water irrigation system.

**Benefits:** Pima County desires to provide additional planting and landscaping along the Cañada del Oro river park system to match and extend the scenic experience and quality of other completed and developed segments of the regional river park system.

**Cost:** \$5,000,000, with Administration being \$10,000, Construction being \$3,980,000, Design being \$250,000, Planning being \$50,000, Public Art being \$50,000, Land acquisition [REDACTED] being \$500,000, and Utility Relocation being \$160,000.

**Bond Funding:** \$5,000,000

**Other Funding:** None identified at this time.

**Project Duration:** Planning at 24 to 36 months, Design at 24 to 36 months, and Construction at 48 to 60 months.

**Implementation Period:** 3, 4, 5, 6

**Project Management:** Pima County Flood Control District

**Future Operating and Maintenance Costs:** Pima County Natural Resources, Parks and Recreation, with annual maintenance costs of \$72,250 per mile when completed.

**AS AMENDED** by the Board of Supervisors of Pima County, Arizona, this \_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Chair, Pima County Board of Supervisors

Attest:

Reviewed by:

\_\_\_\_\_  
Clerk, Pima County Board of Supervisors

\_\_\_\_\_  
Pima County Administrator

Approved as to Form:

\_\_\_\_\_  
Civil Deputy County Attorney