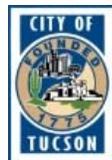
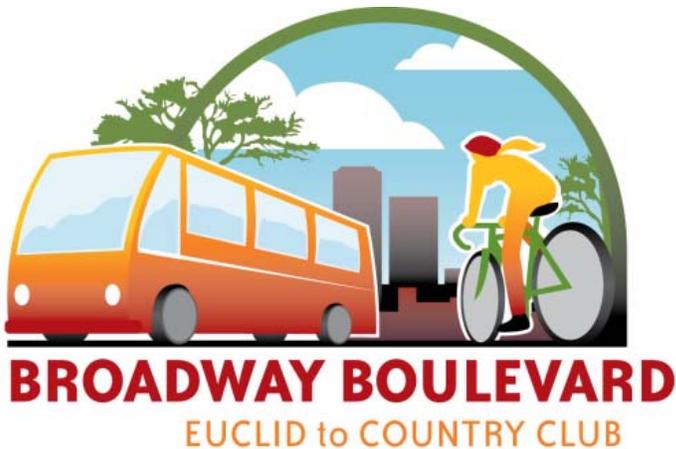


Full report available at:
<http://broadwayboulevard.info/past-meetings>

June 20, 2012

Public Listening Session Report



Produced for:

Jennifer Toothaker Burdick
Tucson Department of Transportation
Project Manager

Broadway - Re: COMMENT eCARD

From: Henry Schneiker <[REDACTED]>
To: Broadway Broadway <Broadway.PWPO1.PWDOM2@tucsonaz.gov>
Date: 6/26/2012 3:10 PM
Subject: Re: COMMENT eCARD
CC: Cody Gildart <Cody@kaneenpr.com>, Jennifer Burdick <jennifer.burdick@tucsonaz.gov>

Jenn,

The two buildings are at 2559 and 2563. My mailing address is P.O. Box 42767, Tucson, Arizona 85733.

I am sure you have heard this before, but I will mention it again just in case. Retail businesses live or die depending on customer access. Removing parking areas removes customer access to the business and will kill a retail business. Lack of access downtown and easy access at strip malls and full malls essentially killed the downtown area 40 to 50 years ago. Downtown retail businesses moved to places where their customers had easier access.

There is no point in taking the parking out front of a building because the lack of parking will destroy any retail business in the building and essentially make the building worthless for retail business. You will force established retail businesses to close or move. This will make the building much more difficult to rent. As a result the building will be worth significantly less. If you take the parking, you might as well take the whole building.

In my part of Broadway, the building front to building front distance is less than the 150-foot roadway width, so buildings must go in order to fit the roadway. The question that everyone wants to know is which side of the street is going to be demolished? Obviously, the church and DeConcini would prefer to stay put as would the school and the grocery store on the opposite side of the street. In the case of the church and the grocery store, one of them will have to go. I don't think it is practical to bend the roadway around both of them.

Henry.

On Jun 26, 2012, at 1:12 PM, Broadway Broadway wrote:

Good afternoon, Mr. Schneiker -

Thank you for your email and thoughts regarding the project area and the roadway widening. I appreciate your taking time to communicate them to us. My response to you will follow your message, addressing different points you raise.

Which properties are yours? I will make note of this and we will add you to our email notification list to ensure you receive our eBlasts and notifications. We are still establishing our contact lists, and I will review what we have to make sure that property owners along the corridor are included in future outreach.

Regarding the proposed project plan, the RTA Plan approved by voters included Broadway

as a 150-foot roadway, configured with 6 travel lanes and 2 dedicated bus lanes, bike lanes, and sidewalks. There has been a push to review this alignment before we begin, and one of the fundamental starting places for us in our work with the Citizens Task Force will be to review existing data, projections, and applicable plans in an effort to confirm what the appropriate configuration is. I believe that this will take us between 6 months-1 year to determine.

Before we know where property acquisition will need to be undertaken, we need to determine what the width for the project corridor will be. You are correct that property owners alongside Broadway, and those in the near vicinity, are wondering how this project will impact them. We will do our best to keep people informed as we move forward in the project design discussions.

I also appreciate your sharing your viewpoints about the acquisition of properties and the current buildings along Broadway. These are issues that people have stated passionate opinions about, at total opposition to one another, and at various points along the spectrum in between them. I suspect these are core issues that we will work on throughout this phase with the Citizens Task Force and with the community.

Again, thank you for your comments. We will incorporate them into our Listening Session report, as promised. Please feel welcome to contact our project team through this email, or me directly at 520.837.6648.

Thank you,
Jenn

Jennifer Toothaker Burdick, Project Manager
Tucson Department of Transportation
(520) 837-6648 work
(520) 390-7094 cell
jennifer.burdick@tucsonaz.gov
www.tucsonaz.gov/broadway

>>> On 6/25/2012 at 8:06 PM, Henry Schneiker [REDACTED] wrote:

Hi,

I own two buildings on Broadway in the corridor and did not receive any notice of the June 20, 2012 Meeting. How do I make sure I get notification of future meetings?

People have been talking about widening Broadway for decades but perhaps people are finally getting serious about it. My dad was told he was crazy when he suggested widening Broadway to 6 lanes over 50 years ago - before most of the buildings had been built way to close to the street to allow widening.

Looking over your web site, there did not seem to be much to comment on. The PR material keeps mentioning "gateway to downtown" as if the downtown area was a major destination spot instead of the snarled

traffic mess to be avoided. I have to agree with my dad that you should tear down the buildings between Broadway and Congress and put in a real road.

It sounds like the plan is to have 4.5 lanes of traffic in each direction - 3 for cars, 1 for bus and 1/2 for a bike lane - as well as a center divider and perhaps some sidewalks. That seems reasonable as far as it goes.

To widen Broadway today to a reasonable width while allowing parking for businesses in the front of the building will involve removing all or most of the buildings on one side of the street. Thus the big question for a property owner is: Which side of the street will be taken?

From a historic perspective, I do not see that there is much worth saving. My buildings may be old enough - or nearly old enough - to qualify as historic, but I see no purely historic value in them. But I am sure there are others who will think otherwise.

Henry.

Broadway - Re: Broadway Coalition statement for 20 June CTF meeting

From: Broadway
To: Laura - (tabili) Tabili
Date: 6/26/2012 1:21 PM
Subject: Re: Broadway Coalition statement for 20 June CTF meeting
CC: Cody Gildart

Dear Ms. Tabili -

Thank you for forwarding the statement below, by the Broadway Coalition, to us. We will be sure that this is incorporated into the upcoming Listening Session report, and that it is part of our project's permanent records.

We have included this statement in our Citizens Task Force notebooks, as well, and will reference it as we move forward in our work with the members.

If you have further questions or concerns, you are welcome to direct them through this project email, or you can also contact me directly by phone at 837-6648 (work), or 390-7094 (cell), or by email at jennifer.burdick@tucsonaz.gov.

Thank you,
 Jenn

Jennifer Toothaker Burdick, Project Manager
 Tucson Department of Transportation
 (520) 837-6648 work
 (520) 390-7094 cell
jennifer.burdick@tucsonaz.gov
www.tucsonaz.gov/broadway

>>> On 6/25/2012 at 8:54 PM, "Tabili, Laura - (tabili)" [REDACTED] > wrote:
 20 June 2012 Broadway Coalition Statement for Citizen Task Force Meeting

The Broadway Coalition is a growing coalition of neighborhoods, businesses and individuals concerned that the Broadway project be appropriate to conditions and the best road it can be.

DESTRUCTIVE

We oppose the 1987 plan that calls for widening Broadway to 150' and demolishing all properties along the north side between Euclid and Country Club. <http://dot.tucsonaz.gov/projects/broadway> These properties include homes, small local businesses, dozens of historically and architecturally significant buildings and a landmark church. All produce property taxes and more than 100 of them generate sales taxes.

UNNECESSARY

This outdated project is unnecessary, as it is premised on 25-year-old traffic projections that have proven grossly accurate. At 30,000-40,000 vehicles per day, traffic counts are virtually the same today as in 1984. (See 2012 Traffic Engineering Study posted on RTAmobility website for Broadway Project, p.15) There is no reason to think traffic projections for 2030 or 2040 are any more accurate.

COSTLY & OVER BUDGET

Recent costs estimates for this project have risen to \$74 million.

Property acquisition is now estimated to cost \$43.7 million, more than the \$42 million RTA has budgeted, accounting for nearly 2/3 of the project cost.

<http://www.tucsonaz.gov/sirepub/mtgviewer.aspx?meetid=728&doctype=SUMMARY>. Resolution #21681

There is no guarantee or timeline for when Pima County will contribute its \$25 million share, leaving the project 40% under budget.

UNSUSTAINABLE

The 1987 plan would sabotage COT and PAG goals of livability, sustainability and walkable, bikeable streets. Removing dozens of accessible local businesses, lifeblood of our local economy and community, would degrade not only the immediate area but the livability of a large section of central Tucson.

Ethical and fiduciary responsibility demands updating the Broadway Project by designing not a wider road but a smarter, more efficient road one. Improvements such as bus pullouts, turn bays, and properly timed lights would move traffic without widening, while encouraging bus ridership, biking and walking along a safe and pleasant street. Thoughtful redesign would keep the project under budget, preserving and enriching this unique area for generations to come.

"CHARTER" THWARTS CITIZEN INPUT

We are concerned that applicants to and members of the Citizen's Task Force have been asked to sign a restrictive Charter which prevents them from redesigning the street to fit current conditions and concerns or budget realities.

Citizen input is integral to planning processes, as well as legally mandated (ARS 48-5304.)

WHAT WE WANT

1. We want the Citizens' Task Force and the Broadway Design Team empowered to use best practices, designing a great street, not a wide one, that meets the needs of all users of the street, including bus riders, pedestrians, bicyclists, businesses and residents, while preserving the businesses and buildings falling outside the current curb-to-curb alignment.
2. We welcome yesterday's Mayor and Council mandate to design the street within the existing curb-to-curb crosswidth and the \$42 million RTA budget.

Laura Tabili for the Broadway Coalition
BroadwayCoalition@gmail.com

#4

Broadway - Broadway Project: Public Input Report Item 4

From: Jennifer Burdick
To: excellent tenant
Date: 12/7/2012 6:22 PM
Subject: Broadway Project: Public Input Report Item 4
CC: broadway@tucsonaz.gov; James MacAdam; Jonathan Rothschild; Michael (Tucson) Johnson
Attachments: 2012_6-26_JBurdick_Resp-ExcellentTenant.pdf; 2012_7-2_TPaez_Resp-ExcellentTenant.pdf

Dear Native Tucsonan,

When you originally emailed the project in June of this year, you requested information about whether or not we had considered an overpass from Country Club to Euclid. Michael Johnson (HDR Engineering), the primary consultant on the Broadway project technical team, has looked into your suggestion, and below is his response.

We thank you for submitting the idea, and hope you will continue to participate in the project's ongoing public participation process.

Sincerely,
Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094
Web: <www.tucsonaz.gov/broadway>

>>> On 12/3/2012 at 9:14 AM, "Johnson, Michael (Tucson)" <Michael.T.Johnson@hdrinc.com> wrote:

Jenn--

I've taken a look at the feasibility of constructing a project-long overpass to carry through-traffic above the existing roadway. Under this scheme, local traffic and access would be left at the surface in a separate roadway configuration similar to that which currently exists. To be effective this structure would extend beyond the Euclid and Country Club intersections removing through traffic from those intersections. It is anticipated here that the total length of structure would be about 11,600'.

The elevated roadway section has been assumed to consist of two 4'-wide outside areas for the edge of structure and traffic barrier; four 11' travel lanes; a 4'-wide concrete median; and two 11' outside lanes for vehicle breakdowns, bikes, and emergency access. The outside lanes would be required as the structure would preclude access to and from the overpass which would be over two miles in length. Emergency services would also require these lanes to be able to reach accidents that would close the two travel lanes. This would result in a structure width of 78'. Assuming the traffic barriers to be three-foot extensions on either side would make the effective width 84'.

HDR bridge engineers estimate that the cost of this structure would be on the order of \$125 per square foot. Based on this information, the cost of this structure would exceed \$120 million.

There are at least two other issues to consider:

- Complexity of Touch-Downs. We haven't tried to determine how traffic would enter and exit the structure, but anticipate difficulty in doing so. This would coincide with the approaches to the Euclid and Country Club intersections where the geometry would have to accommodate the turning lanes as well. It may in fact be necessary to lengthen the structure beyond the extent of the turning lanes to avoid them. This probably cannot be done at Euclid due to the proximity of the Broadway/UPRR underpass.
- Public Acceptance. This community has a long record of rejecting overpasses and in fact has by a voter-approved initiative precluded the use of grade separation unless specifically approved by voters (via Tucson's Neighborhood Preservation Ordinance).

Given these factors, our recommendation is that an overpass structure not be further considered. If you have any questions, or if you wish us to look at this in more detail, please let me know.

Mike

Broadway - Fwd: Re: SHNA does not respond to my question

From: Broadway
To: Jennifer Burdick
Subject: Fwd: Re: SHNA does not respond to my question

>>> On 7/2/2012 at 5:11 PM, Tony Paez wrote:

Mr. Mayor/Native Tucsonan,,

I am able to respond to both your inquiries. First with information regarding your idea for the Broadway project. We appreciate your taking a moment to send us this concept. Attached is an email that was sent that same day your email was received by the Broadway project team.

Historically, the idea of an overpass has been suggested in different places along Broadway and other arterials. In past decades Tucson has presented ideas to the public on undergrounding Speedway Boulevard through the University of Arizona, as well as variations on grade separate intersections. None of these ideas were ever accepted by the voters of Tucson.

As the attached email indicates, ideas received for the Broadway project that need technical review are compiled into a report for use by the project team. This Input report is in design right now, as we have just collected a number of comments through recent public meetings. It is a work-in-progress document that will be kept and updated throughout the duration of the project's planning and design phase, which is expected to last 18-24 months. Ideas that might be implemented will be forwarded to the Citizens Task Force for their consideration.

I hope this information is helpful to you. If you have additional questions, please feel welcome to contact the project manager, Jenn Toothaker Burdick, directly at 520.837.6648 or by email at jennifer.burdick@tucsonaz.gov.

Second, I agree that 9th and Campbell is good candidate for a HAWK and is among the 70-80 site locations we have for HAWK placement.

The City has applied for grants for this intersection and other locations, but have been unsuccessful to this point. However, limited funding from the RTA has previously come our way to install several HAWKs throughout the City. We plan to continue seeking funding for HAWKs through the RTA process. As previously mentioned, we have approximately 70-80 site location for HAWKs and are in the process of prioritizing the list.

For your information, we are in the recruiting process for the Bike/Ped Coordinator vacancy.

Again, thank you for your thoughts and suggestion. If you have additional questions, please feel welcome to contact the acting coordinator, Jennifer Donofrio, directly at 520.837.6721 or by email at Jennifer.Donofrio@tucsonaz.gov.

Sincerely,

Tony Paez
Interim Director of Transportation

>>> mayor1 7/1/2012 9:48 AM >>>

Tony, can you take a look at the constituent's concern and let me and the constituent know what the City can do, or if we have looked at the situation. Thabks.

>>> excellent tenent [REDACTED] 06/25/12 12:03 PM >>>

Dear Mayor,

I am a resident of the SHNA neighborhood and I thought perhaps they could answer my question about the Broadway Corridor --alternate solution, but no one ever responded, perhaps you can get back to me re/ broadway corrordor question? That is included in this email.

Also, for several years I have been going back and forth with the city and RTA regarding the very dangerous situation of the 9th street bike route crosswalk. This is a pedestrian and a bike crosswalk at the intersection of 9th street and Campbell ave. It is a very long crosswalk and it needs a blinking light. University students of which I am one need to cross there and also those who walk or bike regularly. I have to wave down traffic when I am in the middle of walking my bike across the crosswalk and I have almost been hit and there have been near misses in vehicle pile ups due to the sudden stops.

This is a Law suit waiting to happen

RTA says it is the city transit responsibility and the city says it is RTA who needs to take care of it. This needs urgent attention before someone is seriously injured.

----- Forwarded message -----

From: excellent tenent [REDACTED]
 Date: Sun, Jun 24, 2012 at 11:55 AM
 Subject: Re: [SHNA] File - Board meeting reminder
 To: samhughesneighborhood@yahoogleroups.com

Re/ Broadway Corridor

I have been trying to get an answer to this question by emailing a variety of people but have never had a response, perhaps someone in this group can answer this.

Has anyone looked into creating an Over Pass from Country Club to Euclid, as an alternative?

This would permit business on Broadway to continue to function normally and would provide a slower traffic/ pedestrian/ bike way underneath it.

Native Tucsonan

Broadway - Re: Corridor alternative

From: Broadway
To: excellent tenent
Date: 6/26/2012 1:25 PM
Subject: Re: Corridor alternative
CC: Cody Gildart

Thank you for your email and this suggestion. I will include it in our compilation of comments for the project, and our Listening Session report.

I do not believe that an overpass has been considered for construction. It is my estimation that such a project is very expensive to construct, even for such a short segment as two miles. However, we will note this suggestion. Our engineers on the project team will be able to provide a response based in their expertise.

Thank you for contacting us, and we will add your email to our notification list to ensure we can keep you informed about the project's progress.

Many thanks,
Jenn

Jennifer Toothaker Burdick, Project Manager
Tucson Department of Transportation
(520) 837-6648 work
(520) 390-7094 cell
jennifer.burdick@tucsonaz.gov
www.tucsonaz.gov/broadway

>>> On 6/26/2012 at 9:21 AM, excellent tenent [REDACTED] wrote:

Hello,

I would like to know if you have considered the possibility of creating an overpass that goes from country club to euclid ave?

This would allow traffic to continue underneath and prevent business loss.

Ckelli

Broadway - Re: Corridor alternative

From: Broadway
To: excellent tenent
Date: 6/26/2012 1:25 PM
Subject: Re: Corridor alternative
CC: Cody Gildart

Thank you for your email and this suggestion. I will include it in our compilation of comments for the project, and our Listening Session report.

I do not believe that an overpass has been considered for construction. It is my estimation that such a project is very expensive to construct, even for such a short segment as two miles. However, we will note this suggestion. Our engineers on the project team will be able to provide a response based in their expertise.

Thank you for contacting us, and we will add your email to our notification list to ensure we can keep you informed about the project's progress.

Many thanks,
Jenn

Jennifer Toothaker Burdick, Project Manager
Tucson Department of Transportation
(520) 837-6648 work
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jennifer.burdick@tucsonaz.gov
www.tucsonaz.gov/broadway

>>> On 6/26/2012 at 9:21 AM, excellent tenent [REDACTED] wrote:

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I would like to know if you have considered the possibility of creating an overpass that goes from country club to euclid ave?

This would allow traffic to continue underneath and prevent business loss.

Ckelli

Broadway - Re: Broadway Corridor and Council Session Meetings

From: Jennifer Burdick
To: Mark Warsky
Date: 8/1/2012 1:54 PM
Subject: Re: Broadway Corridor and Council Session Meetings
CC: Broadway

Dear Mr. Warsky,

I am following up on your request for the meeting summaries of the June 20, 2012 Broadway Citizens Task Force meetings. At last week's CTF meeting, the meeting summary was approved for the 1-hour Citizens Task Force meeting, and it and the audio recording are available now online.

<http://cms3.tucsonaz.gov/clerks/boards?run=pastminutesaudio&board=100>

Within that same web site (City Clerk's Office) are the Legal Action Reports (LARs) and Agendas for the 6/20 and 7/26 Task Force meetings:

<http://cms3.tucsonaz.gov/clerks/boards?run=pastLAR&board=100>

<http://cms3.tucsonaz.gov/clerks/boards?run=pastagenda&board=100>

On the Broadway project's web site, the 6/20/2012 Listening Session Draft Report is now available for public review and comment. This report constitutes a summary of that CTF meeting. (It will need to be approved by the CTF before it will be added to the above-referenced City Clerk web pages.)

<http://cms3.tucsonaz.gov/broadway>

Please let me know if you have additional questions.

Kind Regards,
~Jenn

>>> On 6/28/2012 at 9:21 PM, Mark Warsky <[REDACTED]> wrote:

Mark M. Warsky, Esq.

[REDACTED]

Thanks,
Mark

From: Jennifer Burdick <Jennifer.Burdick@tucsonaz.gov>
To: Mark Warsky <[REDACTED]>
Sent: Wednesday, June 27, 2012 1:01 PM
Subject: Re: Broadway Corridor and Council Session Meetings

I didn't see this email until just now - my apologies. I hope you got the one I sent you that includes the link to the M&C Study Session video. I'll have to get your address to send you the audio of the TAsk Force meeting.

Thanks,
Jenn

>>> On 6/27/2012 at 11:50 AM, Mark Warsky [REDACTED] wrote:

Hello Jen,

Thanks for your phone message yesterday regarding links/recordings/reports that you will be able to provide.

Sincerely,
Mark

#7

From: "Tabili, Laura - (tabili)" [REDACTED]
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 6/27/2012 11:13 PM
Subject: Resolutions on Broadway from Sam Hughes NA and Rincon Heights NA
Attachments: RHNAResolution21September2010.pdf; SHNA Resolution.pdf

Dear Jennifer,

Attached are resolutions regarding the Broadway Project from Sam Hughes Neighborhood Association and Rincon Heights Neighborhood Association.

Can you please have them added to the Task Force Listening Session report and the Citizens Task Force notebooks?

Thank you.

Laura Tabili

Rincon Heights Neighborhood Association Resolution on the Broadway Project

The City of Tucson's 1987 Draft Final Report on Broadway Boulevard calls for a 150' wide street with eight lanes and a 24' landscaped median as well as a 30' landscaped buffer and sound wall. This would necessitate demolishing all structures on the north side of the street between the alley and Broadway, Euclid and Country Club. This would wipe away virtually all local businesses, several dozen historic structures, and two churches. It would also jeopardize Rincon Heights Neighborhood's Historic District designation by removing 19 contributing properties that face Broadway, and several others from adjacent side streets.

<http://dot.tucsonaz.gov/projects/broadway>

Whereas plans to widen the Euclid-to-Country Club section of Broadway were concluded with almost no public input and despite significant local opposition, both in 1987 and in 2005; and

Whereas this 23 year old plan is based on outdated approaches and inaccurate predictions of traffic volumes, and would cost \$71 million taxpayer dollars we simply do not have; and

Whereas this stretch of Broadway contains several dozen historically and architecturally significant buildings, including longstanding family businesses, that contribute to the unique local ambience drawing tourists and tourist dollars to Tucson; and

Whereas the business sector on Broadway Boulevard between Euclid and Country Club contains 287 taxpaying and tax-generating businesses facing the street alone, and over 500 in the vicinity; and

Whereas the Broadway business district serves local residents for at least a mile radius, some of whom have no local business strip, and, if elderly, disabled or children, do not drive; and

Whereas destroying viable businesses is counterproductive to job and revenue growth and recovery; and

Whereas the City of Tucson, Pima County and the Rio Nuevo TIF taxing district derive revenues from businesses on Broadway; and

Whereas the City, County and other public entities are already facing the worst revenue shortfalls in decades due to the current depression, and

Whereas destroying local businesses and services is counterproductive to the City and County's stated goals of livability, sustainability, walkable streets and accessibility; and

Whereas small businesses account for 50% of employment and 60% of new employment nationwide, according to Federal Reserve Chairman Ben Bernanke (12 July 2010 NPR 5 p.m.); and

Whereas local businesses generate 30%-70% more revenues for localities than chain stores; and

Whereas doubt about when the City will widen the street discourages reinvestment, producing blight that depresses property values and in turn revenues;

Be it therefore resolved that Rincon Heights Neighborhood Association go on record opposing the 1987 plan to widen Broadway, and propose instead a genuine street improvement within the existing footprint that will preserve all businesses and other structures on both sides of the street.

RATIONALE

This decades-old plan is not only gratuitously destructive, but unnecessary given current and historic traffic volumes. It will also damage the region's tax base and livability and cost a projected \$71 million taxpayer dollars we do not have to waste.

1. TRAFFIC PROJECTIONS OFF

Traffic projections on which this plan was premised were wildly off. Although the 1987 report is remarkably short on objective data, it does show the street carried 30,000 cars per day in 1984.

<http://dot.tucsonaz.gov/projects/broadway>. Over 20 years later, the 2006 Streetcar Study found only 33,600 cars per day on that stretch of Broadway—barely more than 1984, and a far cry from the 40% rise predicted. This was before gas prices started going up, and the economy tanked. The street may well be carrying less traffic today than in the 1980s.

www.tucsontransitstudy.com/documents/AppendixH:TrafficReport9.14.07.pdf

To solve this non-problem, the project was expected to cost \$71 million in 2006 dollars, money that could be used for more pressing needs.

2. NEGATIVE IMPACTS ON TAX BASE & LIVABILITY

We question whether the expenditure of \$71 million taxpayer dollars will provide benefits to the community outweighing the damage to the regional economy and livability due to the disruption and loss of commercial activity and tax revenues on Broadway.

We are in the worst depression since the 1970s, some say the 1930s, yet the 1987 plan would destroy dozens of locally-owned taxpaying and tax-generating businesses, the backbone of our economy. Businesses on Broadway not only generate revenue for the City, State and County, but form part of the Rio Nuevo taxing district. Destroying these businesses will further depress already lagging sales tax revenues needed for other projects.

Further, the 1987 plan would degrade not only the immediate locality but the livability of a large section of central Tucson. The stretch between Euclid and Country Club is the only commercial strip on Broadway between Downtown and the El Con Mall, neither of which offer a comparable variety of businesses and services. These include auto repair, insurance, restaurants, professional services, and specialty shops of all sorts.

This vibrant commercial cluster serves neighborhoods for at least a mile radius in all directions. Destroying it would force local residents to drive to businesses and services they can now walk to—the opposite of PAG’s stated goals for sustainability. This would impose particular hardship on the elderly, disabled, students and the poor, many of whom do not drive.

This stretch also contains at least 19 contributing properties to Rincon Heights Historic District. Historic districts boost owner-occupancy, thus tax revenues, stabilizing and strengthening vulnerable central city neighborhoods critical to Downtown revitalization. It also contains 39 potential contributing properties to Sam Hughes Historic District.

3. THE PLAN IS SIMPLY OUTDATED

Regional conditions as well as gas prices have changed since 1987. Tucson’s historic fabric and ambience are now recognized as a resource for the tourist economy. Walkability, livability and sustainability are now integral to responsible transportation planning. Neighborhood preservation and mobility are not antithetical but interdependent in planning for our region’s future.

4. PROCESS ISSUES

The planning process itself has suffered from a lack of transparency and accountability:

Public input into the Broadway project has been nil so far. A meeting scheduled for May 17 was cancelled and never rescheduled. In the meantime, the City has been pressuring local property owners to sell (blockbusting) by creating an impression of inevitability about the destruction of their property.

The consultant, HDR has consumed substantial amounts of time and tax money and has yet to produce the historic property inventory and study of alternative alignments or to convene the Citizens Task Force, all mandated in Phase I of the project’s Scope of Work.

RESOLUTION OF SAM HUGHES NEIGHBORHOOD ASSOCIATION

OPPOSING THE BROADWAY CORRIDOR PLAN AS THE BASIS

FOR RTA ROADWAY IMPROVEMENT PROJECT 17

WHEREAS RTA Roadway Improvement Project 17 is based upon the City of Tucson’s 1987 Broadway Corridor Plan that calls for a 150’ wide street with eight lanes and a 24’ landscaped median as well as a 30’ landscaped buffer and sound wall. This would necessitate demolishing all structures on the north side of the street between the alley and Broadway from Euclid to Country Club. This would wipe out virtually all local businesses, several dozen historic structures, and two churches. It would also jeopardize Rincon Heights Neighborhood’s application for registration on the National Register of Historic Places by removing 19 contributing properties that face Broadway, and deprive this neighborhood of 39 potentially contributing properties to its designation as a historic neighborhood, and

WHEREAS the 1987 plan to widen the Euclid-to-Country Club section of Broadway was adopted by the City despite opposition of this neighborhood in 1987 and in 2005; and

WHEREAS this 23 year old plan is based on outdated approaches and inaccurate predictions of traffic volumes, would cost \$71 million taxpayer dollars that could be better spent; and would increase air and noise pollution of the residents of this neighborhood, and

WHEREAS this stretch of Broadway contains several dozen historically and architecturally significant buildings and contains 287 taxpaying and tax-generating businesses facing the street alone, and over 500 in the vicinity; and

WHEREAS the Broadway business district serves local residents for at least a mile radius many of whom are elderly, disabled or students, and

WHEREAS destroying viable businesses is counterproductive to job and revenue growth and recovery and would deprive the City of Tucson, Pima County and the Rio Nuevo TIF taxing district of revenues from these businesses on Broadway; and

WHEREAS doubt about when the City will widen the street discourages reinvestment and causes blight that depresses property values and in turn reduces revenues, and;

NOW THEREFORE,

IT IS HEREBY RESOLVED THAT THIS NEIGHBORHOOD ASSOCIATION hereby joins Rincon Heights Neighborhood Association in opposing the City’s 1987 Plan to widen Broadway and proposes instead that street improvements within the existing footprint would preserve businesses that serve the community along with promoting goals of livability, sustainability and walkable streets for residents of urban neighborhoods.

Adopted by SHNA Inc this 19th day of October 2010

SHNA Inc

Attest

C
Carolyn Klassen
Secretary

Carolyn Klassen

John S. O'Dowd

John S. O'Dowd
President

Broadway - Re: Comments on Broadway

From: Jennifer Burdick
To: James P Angel
Date: 7/9/2012 9:03 AM
Subject: Re: Comments on Broadway
CC: Andrew McGovern; Broadway

Dear Mr. Angel,

Thank you for providing your comments to the Listening Session questions. We appreciate your input, and the time you took to prepare it. We will include these in our report, which we will be compiling over the next few weeks. Once we have it done, we will send an electronic copy to you.

I hope you will stay involved as the project progresses. You are on our project notification list so we can keep you in the loop regarding meetings and other important project news.

Many thanks to you!
 Jenn

 Jennifer Toothaker Burdick, Project Manager
 City of Tucson Department of Transportation
Direct: (520) 837-6648 **Cell:** (520) 390-7094
Web: cms3.tucsonaz.gov/transportation

>>> On 7/6/2012 at 2:16 PM, James P Angel [REDACTED] wrote:

Thank you very much for the opportunity to provide input into planning of the Broadway widening. As a resident of Tucson, living since birth on 9th St. in the Sam Hughes neighborhood and currently living with my wife and two children on Manchester St. in the Broadmoor-Broadway Village neighborhood, I have a great interest in seeing this project done right.

1. What characteristics in the Broadway Boulevard project area should be preserved?
 What do you value about Broadway Boulevard?

- An diverse mix of small, unique businesses and restaurants
- Historic residences and buildings including Miles school, Broadway Village, and the Chase Bank building
- 10-minute transit frequency; easy connection to Ronstadt Center

2. What characteristics in the Broadway Boulevard project area should be changed?

- Blight due to lack of investment in the area due to uncertainty about the nature of widening planned for the last quarter-century:
- Unmaintained buildings, empty lots (many of them City-owned)

- Lack of sidewalks
- Lack of trees
- Lack of an adequate crossing between Tucson and Country Club (The existing crosswalk at Treat is so dangerous I do not feel comfortable attempting it with my children. The Treat bike boulevard effectively terminates at Broadway when it should continue to the Aviation bikeway.)
- Unattractive power and telephone lines
- Lack of high-capacity, rapid transit connecting Tucson's east side with the area and Tucson's downtown.

3. What do we fear and hope for in the Broadway Boulevard project area?

Fears:

- Delay resulting in continued uncertainty about the ultimate alignment and potential diversion of RTA, County, and City funds to less vital projects
- Widening of the roadway to three traffic lanes in each direction without provision for dedicated high-capacity transit lanes.

Hopes:

- Accommodation of near-term light rail or BRT along the full length of Broadway in dedicated center lanes connecting the area to Downtown, the University, via Sun Link, midtown, and the east side, as has been done on Central in Phoenix
- Buried power lines
- Relaxation of zoning allowing for medium-density development along Broadway's full length.
- Fewer parking lots; more parking structures
- Two traffic lanes with ample turning lanes (again, as was done on Central)
- Sidewalks, pedestrian and bike crossings
- Trees separating traffic lanes and sidewalks, not in the median.
- Broadway developed with a transit-oriented focus, with increasing vehicle traffic accommodated by widening roadways to the north (Speedway) and south (22nd)
- Accompanying improvements to the 9th St and Arroyo Chico bike boulevards to accommodate increasing bicycle traffic.

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

Please, look to the future. I was extremely disappointed with the latest traffic analysis and its conclusions. That the study "was conducted using a microscopic simulation model that was developed for a one mile section of the corridor, Cherry Avenue to Tucson Boulevard" instead of considering Broadway's place within the metropolitan area as a whole, as a transit corridor connecting Tucson's major activity centers makes absolutely no sense. Broadway must be developed to be the backbone of the city, connecting residential populations along its path side with retail, restaurants, and commercial buildings, built close to the sidewalks, not set back behind lakes of asphalt, creating an attractive streetscape unique in Tucson.

If Tucson is ever to have a modern transit system, this is where to start. The bus route on Broadway moves twice the passenger volume of any other in Tucson (according to the

recent greater-Tucson HCT study.) Broadway intersects with the modern streetcar route at the Tucson Amtrak Station, which will be the primary Tucson station for future commuter rapid transit or high-speed inter-city rail.

Sincerely,

James Angel



#9

From: "Tabili, Laura - (tabili)" [REDACTED]
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
CC: [REDACTED]
Date: 7/12/2012 8:44 AM
Subject: Resolution on the Broadway Project from El Encanto
Attachments: ElEncantoResolution.pdf

Dear Jennifer,

Attached you will find a resolution on the Broadway Project from El Encanto, for the information of the Broadway Task Force.

Laura

Tue, 16 Nov 2010 12:24:19 -0600 [11/16/2010 11:24:19 AM MST]

From: "Witt, Kathleen (Tucson)"

To:

Cc: , Clotilde C Rickelman

Frank Babb

, JD Garcia

, Jose & Adriana Rincon

, Laura LaFave

>, Linda Linthicum

, "Witt, Kathleen (Tucson)"

Subject: Broadway Corridor opposition

Dear members,

As the new acting President of El Encanto Estates I am writing to state our neighborhood association's opposition to the RTA Broadway Corridor Project 17 as being based on antiquated economic and traffic increase assumptions not found to be in line with today's facts. We therefore endorse the resolutions passed by both the Rincon Heights Neighborhood Association and Sam Hughes Neighborhood Association and ask the RTA and the City to reconsider the 8 lane expansion and use the money instead to find ways that will improve traffic flow without the extreme, unnecessary destructiveness of that 8 lane expansion.

Best Wishes~

KWitt

Kathleen Witt

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Broadway - Re: Resolution on the Broadway Project from El Encanto

From: Jennifer Burdick
To: Laura - (tabili) Tabili
Date: 7/12/2012 9:46 AM
Subject: Re: Resolution on the Broadway Project from El Encanto
CC: Broadway; Cody Gildart

Dear Laura,

Thank you for forwarding this for inclusion in our materials for the Task Force. We will do so.

~Jenn

>>> On 7/12/2012 at 8:43 AM, "Tabili, Laura - (tabili)" [REDACTED] wrote:

Dear Jennifer,

Attached you will find a resolution on the Broadway Project from El Encanto, for the information of the BroadwayTask Force.

Laura

Broadway - Fwd: City of Tucson Tax Information

From: Jennifer Burdick
To: Broadway
Date: 8/23/2012 10:41 PM
Subject: Fwd: City of Tucson Tax Information
Attachments: City of Tucson_BroadwayBusinesses_072412.xls; Divulging of Information.doc

>>> On 7/25/2012 at 1:29 PM, mark crum [REDACTED] wrote:

Jenn,

As promised, the attached
is for your information.

Happy trails,
Mark

----- Forwarded message -----

From: Pam Reinke [REDACTED]
Date: Tue, Jul 24, 2012 at 3:39 PM
Subject: City of Tucson Tax Information
To: [REDACTED]

Mark,

Attached is a spreadsheet with the tax and business license information. The Word document has the code sections regarding divulging of information. Please let me know if you need any additional information. I will be in the office this week until 11:30 AM Thursday morning.

Pam Reinke
Finance Manager, Revenue Division
City of Tucson
[\(520\) 791-4080](tel:5207914080)
[REDACTED]

City of Tucson, Revenue Division
2011 Calendar year reported tax data on Broadway from Euclid to Country Club

North Side Businesses					South Side Businesses			
Business Activity	Businesses Reporting	City Tax Amount	State Tax Amount	County Tax Amount	Businesses Reporting	City Tax Amount	State Tax Amount	County Tax Amount
Job Printing	1				1			
Restaurant	6				12	\$193,929.77	\$639,968.24	\$48,482.44
Amusements	2				4			
Rental - Real Property	29	\$51,499.41	\$0.00	\$12,874.85	39	\$76,037.07	\$0.00	\$19,009.27
Rental - Tangible Property	3				1			
Construction Contracting	4				6			
Retail	33	\$55,835.18	\$184,256.09	\$13,958.80	35	\$209,486.54	\$691,305.58	\$52,371.64
Pawn, Secondhand Stores	1				1			
Use Tax	3				4			
Other Activities		\$68,726.00	\$226,248.00	\$17,140.01		\$21,062.54	\$69,422.63	\$5,259.30
Total Paying	82	\$176,060.59	\$410,504.09	\$43,973.66	103	\$500,515.92	\$1,400,696.45	\$125,122.65
Total Active Businesses	146				229			

Some businesses in the above totals may be reporting under multiple Business Activities.

The businesses listed above have a current active tax license within the City license system. Some businesses report a \$0 return and will not be calculated in the businesses reporting total above. This will account for the difference in total numbers reporting. Other licensed businesses may not owe sales tax because their income is not subject to sales tax.

The calculation of State and County tax is based on City tax paid by the businesses. The City tax rate is 2%, the State tax rate is 6.6%, and the County tax rate is 0.5%. Exceptions: The State tax rate for the rental of real property is 0.00%. The City tax rate for Pawnbrokers is \$1.00 per transaction and the State and County do not have an equivalent tax.

Except for Construction Contracting business activity, businesses pay tax to the city based on their business location. The Construction Contracting activity reports tax based on the job location.

Per City of Tucson Tax Code, Section 19-510, and Arizona Revised Statutes, 42-2002, the amount of taxes paid by individual businesses can not be divulged. For any business activity with less than ten businesses, the tax is included in the Other Activities total.

Prepared July 24, 2012

As of 07/24/12

City of Tucson Tax Code, Chapter 19

Sec. 19-510. Divulging of information prohibited; exceptions allowing disclosure.

- (a) Except as specifically provided, it shall be unlawful for any official or employee of the city to make known information obtained pursuant to this article concerning the business financial affairs or operations of any person.
- (b) The city council may authorize an examination of any return or audit of a specific taxpayer made pursuant to this article by authorized agents of the federal government, the state, or any political subdivisions.
- (c) The tax collector may provide to an Arizona county, city or town any information concerning any taxes imposed in this article relative to the taxing ordinances of that county, city or town.
- (d) Successors, receivers, trustees, personal representatives, executors, guardians, administrators, and assignees, if directly interested, may be given information by the tax collector as to the items included in the measure and amounts of any unpaid tax, interest and penalties required to be paid.
- (e) Upon a written direction by the city attorney or other legal advisor to the city designated by the city council, officials or employees of the city may divulge the amount and source of income, profits, leases or expenditures disclosed in any return or report, and the amount of such delinquent and unpaid tax, penalty or interest, to a private collection agency having a written collection agreement with the city.
- (f) The tax collector may provide information to appropriate representatives of any Arizona city or town to comply with the provisions of A.R.S. section 42-6003, A.R.S. section 42-6005, and A.R.S section 42-6056.
- (g) The tax collector may provide information to authorized agents of any other Arizona governmental agency involving the allocation of taxes imposed by section 19-435 upon publishing and distribution of periodicals.
- (h) The tax collector may provide information regarding the enforcement and collection of taxes imposed by this article to any governmental agency with which the city has an agreement.

(Ord. No. 6674, § 3, 3-23-87; Ord. No. 9569, § 1, 6-18-01)

Arizona Revised Statues

42-2002. Disclosure of confidential information prohibited

A. A person, including a former employee or agent of the department or the office of administrative hearings or a person previously having an administrative duty for the department or the office of administrative hearings, who has received confidential information while an employee or agent of the department or the office of administrative hearings, while performing an administrative duty for the department or the office of administrative hearings, shall not disclose that information except as provided in this article.

B. A person who has received confidential information pursuant to an exception under section 42-2003, subsection B or H shall not disclose that information except as provided in this article.

C. Confidential information may not be disclosed relating to applications for cannabis or controlled substance tax licenses or payments under prior law.

D. Confidential information shall not be disclosed if the department determines that disclosure would seriously impair any civil or criminal tax investigation or if the disclosure would be contrary to section 6103(d), 6103(p)(8) or 7213 of the internal revenue code.

42-2003. Authorized disclosure of confidential information

A. Confidential information relating to:

1. A taxpayer may be disclosed to the taxpayer, its successor in interest or a designee of the taxpayer who is authorized in writing by the taxpayer. A principal corporate officer of a parent corporation may execute a written authorization for a controlled subsidiary.
2. A corporate taxpayer may be disclosed to any principal officer, any person designated by a principal officer or any person designated in a resolution by the corporate board of directors or other similar governing body.
3. A partnership may be disclosed to any partner of the partnership. This exception does not include disclosure of confidential information of a particular partner unless otherwise authorized.
4. An estate may be disclosed to the personal representative of the estate and to any heir, next of kin or beneficiary under the will of the decedent if the department finds that the heir, next of kin or beneficiary has a material interest which will be affected by the confidential information.
5. A trust may be disclosed to the trustee or trustees, jointly or separately, and to the grantor or any beneficiary of the trust if the department finds that the grantor or beneficiary has a material interest which will be affected by the confidential information.
6. Any taxpayer may be disclosed if the taxpayer has waived any rights to confidentiality either in writing or on the record in any administrative or judicial proceeding.

7. The name and taxpayer identification numbers of persons issued direct payment permits may be publicly disclosed.

B. Confidential information may be disclosed to:

1. Any employee of the department whose official duties involve tax administration.
2. The office of the attorney general solely for its use in preparation for, or in an investigation which may result in, any proceeding involving tax administration before the department or any other agency or board of this state, or before any grand jury or any state or federal court.
3. The department of liquor licenses and control for its use in determining whether a spirituous liquor licensee has paid all transaction privilege taxes and affiliated excise taxes incurred as a result of the sale of spirituous liquor, as defined in section 4-101, at the licensed establishment and imposed on the licensed establishments by this state and its political subdivisions.
4. Other state tax officials whose official duties require the disclosure for proper tax administration purposes if the information is sought in connection with an investigation or any other proceeding conducted by the official. Any disclosure is limited to information of a taxpayer who is being investigated or who is a party to a proceeding conducted by the official.
5. The following agencies, officials and organizations, if they grant substantially similar privileges to the department for the type of information being sought, pursuant to statute and a written agreement between the department and the foreign country, agency, state, Indian tribe or organization:
 - (a) The United States internal revenue service, alcohol and tobacco tax and trade bureau of the United States treasury, United States bureau of alcohol, tobacco, firearms and explosives of the United States department of justice, United States drug enforcement agency and federal bureau of investigation.
 - (b) A state tax official of another state.
 - (c) An organization of states, federation of tax administrators or multistate tax commission that operates an information exchange for tax administration purposes.
 - (d) An agency, official or organization of a foreign country with responsibilities that are comparable to those listed in subdivision (a), (b) or (c) of this paragraph.
 - (e) An agency, official or organization of an Indian tribal government with responsibilities comparable to the responsibilities of the agencies, officials or organizations identified in subdivision (a), (b) or (c) of this paragraph.
6. The auditor general, in connection with any audit of the department subject to the restrictions in section 42-2002, subsection D.
7. Any person to the extent necessary for effective tax administration in connection with:
 - (a) The processing, storage, transmission, destruction and reproduction of the information.
 - (b) The programming, maintenance, repair, testing and procurement of equipment for purposes of tax administration.
 - (c) The collection of the taxpayer's civil liability.

8. The office of administrative hearings relating to taxes administered by the department pursuant to section 42-1101, but the department shall not disclose any confidential information:
 - (a) Regarding income tax, withholding tax or estate tax.
 - (b) On any tax issue relating to information associated with the reporting of income tax, withholding tax or estate tax.
9. The United States treasury inspector general for tax administration for the purpose of reporting a violation of internal revenue code section 7213A (26 United States Code section 7213A), unauthorized inspection of returns or return information.
10. The financial management service of the United States treasury department for use in the treasury offset program.
11. The United States treasury department or its authorized agent for use in the state income tax levy program and in the electronic federal tax payment system.
12. The Arizona commerce authority for its use in:
 - (a) Qualifying motion picture production companies for the tax incentives provided for motion picture production under chapter 5 of this title and sections 43-1075 and 43-1163.
 - (b) Qualifying applicants for the motion picture infrastructure project tax credits under sections 43-1075.01 and 43-1163.01.
 - (c) Qualifying renewable energy operations for the tax incentives under sections 42-12006, 43-1083.01 and 43-1164.01.
 - (d) Fulfilling its annual reporting responsibility pursuant to section 41-1511, subsections U and V and section 41-1517, subsections S and T.
13. A prosecutor for purposes of section 32-1164, subsection C.
14. The state fire marshal for use in determining compliance with and enforcing title 41, chapter 16, article 3.1.
15. The department of transportation for its use in administering taxes and surcharges prescribed by title 28.

C. Confidential information may be disclosed in any state or federal judicial or administrative proceeding pertaining to tax administration pursuant to the following conditions:

1. One or more of the following circumstances must apply:
 - (a) The taxpayer is a party to the proceeding.
 - (b) The proceeding arose out of, or in connection with, determining the taxpayer's civil or criminal liability, or the collection of the taxpayer's civil liability, with respect to any tax imposed under this title or title 43.
 - (c) The treatment of an item reflected on the taxpayer's return is directly related to the resolution of an issue in the proceeding.
 - (d) Return information directly relates to a transactional relationship between a person who is a party to the proceeding and the taxpayer and directly affects the resolution of an issue in the proceeding.
2. Confidential information may not be disclosed under this subsection if the disclosure is prohibited by section 42-2002, subsection C or D.

D. Identity information may be disclosed for purposes of notifying persons entitled to tax refunds if the department is unable to locate the persons after reasonable effort.

E. The department, upon the request of any person, shall provide the names and addresses of bingo licensees as defined in section 5-401, verify whether or not a person has a privilege license and number, a distributor's license and number or a withholding license and number or disclose the information to be posted on the department's website or otherwise publicly accessible pursuant to section 42-1124, subsection F and section 42-3201, subsection A.

F. A department employee, in connection with the official duties relating to any audit, collection activity or civil or criminal investigation, may disclose return information to the extent that disclosure is necessary to obtain information which is not otherwise reasonably available. These official duties include the correct determination of and liability for tax, the amount to be collected or the enforcement of other state tax revenue laws.

G. If an organization is exempt from this state's income tax as provided in section 43-1201 for any taxable year, the name and address of the organization and the application filed by the organization upon which the department made its determination for exemption together with any papers submitted in support of the application and any letter or document issued by the department concerning the application are open to public inspection.

H. Confidential information relating to transaction privilege tax, use tax, severance tax, jet fuel excise and use tax and rental occupancy tax may be disclosed to any county, city or town tax official if the information relates to a taxpayer who is or may be taxable by the county, city or town. Any taxpayer information released by the department to the county, city or town:

1. May only be used for internal purposes.
2. May not be disclosed to the public in any manner that does not comply with confidentiality standards established by the department. The county, city or town shall agree in writing with the department that any release of confidential information that violates the confidentiality standards adopted by the department will result in the immediate suspension of any rights of the county, city or town to receive taxpayer information under this subsection.

I. The department may disclose statistical information gathered from confidential information if it does not disclose confidential information attributable to any one taxpayer. The department may disclose statistical information gathered from confidential information, even if it discloses confidential information attributable to a taxpayer, to:

1. The state treasurer in order to comply with the requirements of section 42-5029, subsection A, paragraph 3.

2. The joint legislative income tax credit review committee and the joint legislative budget committee staff in order to comply with the requirements of section 43-221.

J. The department may disclose the aggregate amounts of any tax credit, tax deduction or tax exemption enacted after January 1, 1994. Information subject to disclosure under this subsection shall not be disclosed if a taxpayer demonstrates to the department that such information would give an unfair advantage to competitors.

K. Except as provided in section 42-2002, subsection C, confidential information, described in section 42-2001, paragraph 2, subdivision (a), item (iii), may be disclosed to law enforcement agencies for law enforcement purposes.

L. The department may provide transaction privilege tax license information to property tax officials in a county for the purpose of identification and verification of the tax status of commercial property.

M. The department may provide transaction privilege tax, luxury tax, use tax, property tax and severance tax information to the ombudsman-citizens aide pursuant to title 41, chapter 8, article 5.

N. Except as provided in section 42-2002, subsection D, a court may order the department to disclose confidential information pertaining to a party to an action. An order shall be made only upon a showing of good cause and that the party seeking the information has made demand upon the taxpayer for the information.

O. This section does not prohibit the disclosure by the department of any information or documents submitted to the department by a bingo licensee. Before disclosing the information the department shall obtain the name and address of the person requesting the information.

P. If the department is required or permitted to disclose confidential information, it may charge the person or agency requesting the information for the reasonable cost of its services.

Q. Except as provided in section 42-2002, subsection D, the department of revenue shall release confidential information as requested by the department of economic security pursuant to section 42-1122 or 46-291. Information disclosed under this subsection is limited to the same type of information that the United States internal revenue service is authorized to disclose under section 6103(l)(6) of the internal revenue code.

R. Except as provided in section 42-2002, subsection D, the department of revenue shall release confidential information as requested by the courts and clerks of the court pursuant to section 42-1122.

S. To comply with the requirements of section 42-5031, the department may disclose to the state treasurer, to the county stadium district board of directors and to any city or town tax official that is part of the county stadium district confidential information attributable to a taxpayer's business activity conducted in the county stadium district.

T. The department shall release confidential information as requested by the attorney general for purposes of determining compliance with and enforcing section 44-7101, the master settlement agreement referred to therein and subsequent agreements to which the state is a party that amend or implement the master settlement agreement. Information disclosed under this subsection is limited to luxury tax information relating to tobacco manufacturers, distributors, wholesalers and retailers and information collected by the department pursuant to section 44-7101(2)(j).

U. For proceedings before the department, the office of administrative hearings, the board of tax appeals or any state or federal court involving penalties that were assessed against a return preparer, an electronic return preparer or a payroll service company pursuant to section 42-1103.02, 42-1125.01 or 43-419, confidential information may be disclosed only before the judge or administrative law judge adjudicating the proceeding, the parties to the proceeding and the parties' representatives in the proceeding prior to its introduction into evidence in the proceeding. The confidential information may be introduced as evidence in the proceeding only if the taxpayer's name, the names of any dependents listed on the return, all social security numbers, the taxpayer's address, the taxpayer's signature and any attachments containing any of the foregoing information are redacted and if either:

1. The treatment of an item reflected on such return is or may be related to the resolution of an issue in the proceeding.
2. Such return or return information relates or may relate to a transactional relationship between a person who is a party to the proceeding and the taxpayer which directly affects the resolution of an issue in the proceeding.
3. The method of payment of the taxpayer's withholding tax liability or the method of filing the taxpayer's withholding tax return is an issue for the period.

V. The department may disclose to the attorney general confidential information received under section 44-7111 and requested by the attorney general for purposes of determining compliance with and enforcing section 44-7111. The department and attorney general shall share with each other the information received under section 44-7111, and may share the information with other federal, state or local agencies only for the purposes of enforcement of section 44-7101, section 44-7111 or corresponding laws of other states.

W. The department may provide the name and address of qualifying hospitals and qualifying health care organizations, as defined in section 42-5001, to a

business classified and reporting transaction privilege tax under the utilities classification.

Broadway - Re: Standards for Transit planning

From: Jennifer Burdick
To: Laura - (tabili) Tabili
Date: 8/1/2012 11:36 AM
Subject: Re: Standards for Transit planning
CC: Broadway

Dear Ms. Tabili,

I appreciate the level of research, thought, and considerations that you've expressed in your email. It is my intent that we will respond, in kind. Thank you for sharing it with us.

I agree that this is very timely information for the discussions we will be having at our next, and upcoming, CTF meetings.

Because the Broadway project's input process and procedures is still in development, I will share in this email response what I think is an appropriate way to handle your email:

- I will forward this email to the project team and request their review and technical response. (We will clarify in what ways input will be handled, and
- I/we will formally respond.
- Your email and our response will be recorded in a log of input the project team will keep over the duration of the project.
- Every month, a report of the input received, and any responses available, will be provided to the Citizens Task Force members as materials for a new standard agenda item, 'Public Input Report'. (I will suggest that we aim to provide the report to them as pre-reading materials for each upcoming meeting, to allow the CTF members time to review and absorb.)

Ultimately, I will share this process with the CTF and the resulting agreements reached with them will be what is included in the *Public Participation Plan*.

We will be in touch soon with our response to you. Thank you for email and forwarding this information to us.

Respectfully,
Jenn

 Jennifer Toothaker Burdick, Project Manager
 City of Tucson Department of Transportation
Direct: (520) 837-6648 **Cell:** (520) 390-7094
Web: cms3.tucsonaz.gov/transportation

>>> On 7/31/2012 at 9:51 PM, "Tabili, Laura - (tabili)" [REDACTED] wrote:
 Just wanted to pass something in light of the upcoming discussion of the Broadway Traffic Study at the next CTF meeting. It is a "Request for Proposal" from the City of Portland - they are seeking a consultant to revise their transportation performance measure away from the traditional Level of Service (LOS). A few quotes from the RFP:
 The purpose of this project will be to develop and adopt standards that will be used to measure the performance of the City of Portland's transportation system. The City of Portland has existing performance

standards in its Transportation System Plan (TSP) that are based on level of service (LOS) measures for motor vehicles. These include intersection based LOS measures that are used as a basis for determining the adequacy of transportation services in development review applications and volume-to-capacity (v/c) measures that are used in project and system planning. The existing LOS standards and measures, which focus only on motor vehicle levels of service, do not reflect the City of Portland's current practice which emphasizes and promotes a multimodal approach to transportation planning and providing transportation services. There is a need to adopt a new approach to measuring system performance that supports a multi-modal transportation system while considering community interests and also meeting the performance standards requirements mandated by the State of Oregon and the Metro regional government for state and regional facilities.

Likewise, from later in the RFP, the State of Oregon allows flexibility away from the LOS standard:

Portland's current performance measures are also partly based on state and regional requirements, including the Transportation Planning Rule (OAR 660-012), the Oregon Highway Plan and the Regional Transportation Plan. All three mandates have been recently amended to allow alternative performance standards which are not necessarily based on volume to capacity ratios.

The full RFP: http://bikeportland.org/wp-content/uploads/2012/07/LOS_RFP.pdf

Here's Bike Portland's take on it: <http://bikeportland.org/2012/07/30/city-of-portland-looks-to-go-beyond-auto-centric-level-of-service-standards-75257>

The main takeaway is that the LOS is NOT sacred - it is a long-used transportation engineering measure developed for auto traffic and is not well suited for multi-modal roadways.

#12

From: Jennifer Burdick
To: Cody@kaneenpr.com
CC: Cody@kaneenpr.com,broadway@tucsonaz.gov
Date: 8/2/2012 6:59 AM
Subject: Re: Fwd: Ordinance 6593 TDOT Roadway Development Policies (Bway: New Email)

Dear Ms. Tabili,

Thank you for sending this to us. It will be shared with the CTF members and addressed at an upcoming meeting. As stated in an earlier email, this email and attachment will be recorded in the Public Input Report we will provide to the CTF for the next meeting.

Thank you,
Jenn

Jenn Toothaker Burdick, Project Manager
Tucson Department of Transportation
Phone: (520) 837-6648
Cell: (520) 390-7094
Fax: (520) 791-5902
Web: www.tucsonaz.gov/transportation

Jenn Toothaker Burdick, Project Manager
Tucson Department of Transportation
Phone: (520) 837-6648
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Web: www.tucsonaz.gov/transportation

CITY OF TUCSON DEPARTMENT OF TRANSPORTATION
ROADWAY DEVELOPMENT POLICIES

Update to Ordinance 6593



Adopted by Mayor and Council
April 6, 1998

**CITY OF TUCSON
ROADWAY DEVELOPMENT POLICIES
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CITY OF TUCSON DEPARTMENT OF TRANSPORTATION

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CITY OF TUCSON ROADWAY DEVELOPMENT POLICIES

INTRODUCTION

Historically, the development of roadways has focused on the actual performance of the facility, typically in terms of speed and capacity. Limited funding for major roadway projects led to the development of a roadway system focused primarily on the movement of people and goods. Little attention was paid to the development of roadways that complement, enhance and create a livable urban environment. However, with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, transportation policy makers signaled an end to the development of roadways built exclusively for the sake of performance. ISTEA establishes transportation policy that recognizes roadways as multi-modal facilities that carry not only automobiles and trucks, but public transit vehicles, bicycles and pedestrians as well. Likewise landscaping, noise abatement, urban design compatibility and other aesthetic and environmental considerations have become essential elements of balanced roadway design.

The development of roadways within urbanized areas has many more constraints and limitations than in rural areas which have large expanses of undeveloped land. In the developed areas of Tucson, the existing grid system of roadways generally dictates the scale and location of improvements. In the past, the City Transportation Department has undertaken a roadway development process that recognizes the limitations of implementing major roadway improvements in highly developed areas. Capacity improvements within the City center on intersection improvements, as to minimize the disruption to the environment and the community while making the roadway system as efficient as possible in the most cost effective manner. However, entire roadway segments may fall below acceptable levels of service or become structurally or geometrically unsafe. As such, the following policies are developed to guide the implementation of the City's major roadway improvement components of the Pima Association of Government's twenty-year Metropolitan Transportation Plan (MTP), five-year Transportation Improvement Plan (TIP) and the City Transportation Department's five-year Capital Improvement Program (CIP).

ORGANIZATION OF THIS ORDINANCE

The organization of this ordinance is designed to serve two distinct purposes: first, it is designed to provide policy and procedural guidance for the planners and implementers of major roadway projects; second it is designed to provide policy makers and citizens with a general overview of the many considerations and requirements associated with the development of the urban roadway system. The technical procedures provide a pre-construction planning framework for the development of major roadway projects, while the public participation, general design criteria and mitigation measures, and alternative modes of transportation sections provide policy guidance throughout the design construction process.

Section 1 PURPOSE

The construction of major roadway projects can greatly impact neighborhoods, the environment, land uses and the overall character of a community. The overall purpose of this ordinance is to ensure that roadway development within the City of Tucson carefully consider all potential impacts and multi-modal accommodations while encouraging a progressive program of public participation. Specifically, the ordinance aims to ensure that proposed major roadway projects:

- 1) are designed to provide for a cost effective transportation system with proper consideration given to possible social, economic, environmental, transportation and land use effects,
- 2) provide for the consideration of reasonable alternatives including alternative modes of transportation,
- 3) afford interested parties and stakeholders an opportunity to provide input throughout the roadway project.

Section 2 APPLICATION

This ordinance shall apply to all major roadway projects constructed by the City of Tucson, and shall serve as a policy guide for roadway improvement projects constructed jointly by the City of Tucson and other jurisdictions. For the purpose of this ordinance "major roadway" refers to a roadway depicted on the City of Tucson Major Streets and Routes Plan, or an extension or new alignment of these designated roadways. The ordinance shall apply to roadway capacity improvements, new key feature roadway construction (such as grade-separated intersections, roadway extensions and new roadway alignments) and major streetscape improvement projects or reconstruction projects that entail a significant amount of community disruption. This ordinance shall not apply to the following:

- 1) Overlay or maintenance of an existing roadway;
- 2) Addition of paved shoulder or bike lanes to an existing roadway;
- 3) Pavement widening of an existing roadway which does not increase the number of through traffic lanes;
- 4) Traffic control or warning device installation projects;
- 5) Changes or improvements to the right-of-way area outside of the shoulder of an existing roadway, excluding major streetscape projects which involve significant community impacts;
- 6) Safety improvements; and
- 7) Drainage improvements

Section 3 INTERPRETATION AND IMPLEMENTATION

Interpretation and implementation of the policies set forth in this ordinance is the responsibility of the Mayor and Council and the Director of the Department of Transportation unless otherwise delegated.

Section 4 POLICY AND PLANNING

This ordinance has been developed within the policy and planning requirements set forth by ISTEPA, the Clean Air Act and Amendments, and the Americans with Disabilities Act. The ordinance has also been developed within the policy and planning framework of the following local and regional planning documents that together provide guidance for the development of roadways within the City of Tucson. The intent of this ordinance is to serve as the implementation guide for roadway projects that are planned and programmed through the planning documents listed below:

- 1) The Comprehensive Plan (CP) - Section 10 of the City's CP contains policies pertaining to the development of transportation facilities also endorsed by the PAG member jurisdictions in the MTP. Policies include, but are not limited to, including the provision of necessary services and facilities to satisfy travel needs, coordination of land use patterns with transportation plans, the provision of public transportation services, and encouragement of bicycle and pedestrian travel. The CP also contains policy on environmental impact, basic street design considerations, and land use that assist in the development of major roadway projects (adopted by Mayor and Council - February 26, 1979).
- 2) The Metropolitan Transportation Plan (MTP) - The PAG MTP provides a 20-year vision of a balanced, multi-modal and sustainable transportation system for eastern Pima County. Specific roadway improvement projects are identified for each PAG member jurisdiction (adopted by Regional Council - September 28, 1994).
- 3) Regional Transportation Improvement Plan (TIP) - The TIP, updated every one to two years by PAG, is a five-year program of regional transportation improvements, developed within the framework of the MTP.
- 4) The Major Streets and Routes Plan (MS&R) - The functional classification of Major Streets and Routes is one of the criteria used by the City to determine the appropriateness for locating uses of varying degrees of intensity. The MS&R Plan provides the planning framework for the implementation of improvement plans for arterial and collector streets. As stated in the MS&R Plan:

"The purpose of the Major Streets and Routes Plan is to facilitate future street widening, to inform the public about which streets are the main thoroughfares, so that land use decisions can be based accordingly, and to reduce the disruption of existing uses on a property" (MS&R page 4).

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- 5) Priority Index Rating (PIR) and the Mobility Management Plan (MMP) - The City of Tucson and PAG maintain databases which document existing roadway performance data in terms of level of service in the PIR (formerly the Street Sufficiency Index) and MMP respectively. The PIR, which is used for selecting roadway improvement projects for the City's Capital Improvement Program, also takes into consideration pavement conditions and safety concerns.
 - 6) The Capital Improvement Program (CIP) - The CIP, updated annually by the City, contains a transportation improvement component which details the financial programming for major roadway improvement projects. The transportation component also contains brief descriptions of each major roadway project including cost, number of lanes, other amenities to be provided (such as sidewalks, street lights, bus shelters, etc.), and anticipated scheduling. To minimize future costs, displacements and disruptions associated with roadway development, advance right-of-way acquisition, planning and design receive strong consideration in the development of the CIP. The draft CIP is typically scheduled for Mayor and Council approval in mid-winter. Prior to this approval the draft transportation component is reviewed by the Citizens Transportation Advisory Committee (CTAC) for consistency with existing transportation plans.

Section 5 TECHNICAL PROCEDURES

The technical procedure for implementation of major roadway development projects shall consist of Project Initiation, the preparation of an Advance Planning Report, an Alternative Alignment Report, an Environmental, Design and Mitigation Report, Mayor and Council and CTAC approval of pertinent reports, and the Design Process. If the project is being financed primarily through federal aid, federal guidelines for drafting an Environmental Assessment or Environmental Impact Statement, as set forth in the joint FHWA/FTA regulations for implementing the National Environmental Policy Act, will supersede local environmental procedure.

An Advance Planning Report shall be prepared for each initiated project. Based upon the recommendations of the Advance Planning Report, the City Engineer, the Project Manager, and CTAC will determine the appropriate technical procedures to apply to the project. Consideration will be given to the project's potential environmental or community impacts and whether or not the project is being constructed in conjunction with the improvement district process. The following criteria will typically prevent a project from advancing from the Advance Planning Report directly to the Design Process.

- 1) The displacement of residences or businesses
- 2) A new extension to an existing roadway
- 3) A new roadway alignment
- 4) A new key feature project, such as a grade separated intersection

The majority of major roadway projects within the City of Tucson are constructed in conjunction with the improvement district process, along the existing roadway alignment, and do not entail the displacement of residences or businesses. Because of the lack of significant impacts, these projects may typically proceed from the Advance Planning Report to the Design Process. The Design Process will include a Design Concept Report (DCR) that may be integrated into the Advance Planning Report and will include, but not be limited to, design alternatives, archeological and historical research, and environmental clearance.

Section 5.1 Project Initiation

A project may be initiated after the desirability and necessity for the project is established through the MTP, MMP, City PIR, or Mayor and Council Action. Projects shall be initiated through the City's CIP, or the regional TIP.

Section 5.2 Advance Planning Report

The Advance Planning Report shall be prepared by Department of Transportation staff and/or a consultant, using an interdisciplinary project development approach. The Advance Planning Report assesses the appropriateness of implementing the proposed major roadway improvement project and provides the basis for determining the appropriate process for implementation of the proposed project. The Advance Planning Report shall: (1) contain the information detailed in Appendix 'A', (2) define the project and its limits, (3) describe the major design features, location, and possible alternatives, (4) include a recommendation of whether or not an Alternative Alignment Report shall be prepared for the project, or if the project can proceed to the Design Process, and (5) make recommendations for project phasing.

A minimum of one report covering the Advance Planning Report shall be given to the Citizens Transportation Advisory Committee (CTAC). The CTAC shall hold a public meeting on the findings and recommendations of the final Advance Planning Report for the purpose of receiving official public comment. Neighborhood associations, homeowners associations, and other stakeholders shall be identified for participation in the review of the Advance Planning Report at this public meeting. Upon considering the public comment received, the CTAC may approve, modify, or reject the report. If approved or modified, the information from further reports and the public comments shall be used to determine the appropriate process for further project implementation.

Section 5.3 Alternative Alignment Report

An Alternative Alignment Report shall be prepared if recommended by the Advance Planning Report. The report documents the environmental constraints and the specific location components of each alternative set forth in the Advance Planning Report. In addition, the report will address general design features related to each alternative alignment and general assessments how these features may impact the community and the environment. The contents of the Alternative Alignment Report are detailed in Exhibit 2.

An Alternative Alignment Report is typically appropriate where (1) the proposed project is a new roadway on a new alignment, (2) the proposed project has virtually no existing right-of-way, or (3) there are significant alignment choices to be made between the identified project limits. The report is not appropriate where (1) the established or existing right-of-way is of adequate width in accordance with the MS&R Plan, (2) the alignment variations are contiguous with the existing road right-of-way and location, (3) additional right-of-way is needed only to accommodate minor alignment alterations or intersection widening, (4) alignments for the roadway were established prior to the initiation of the Advance Planning Report.

Following completion of the Alternative Alignment Report, Mayor and Council shall hold a public hearing on the recommended alignment. At the conclusion of the hearing, Mayor and Council may approve the report and the recommended alignment, may instruct staff to reconsider other alignments, or may recommend that the project be terminated or delayed. The report is essential in the roadway development process as it will guide staff, concerned public and governmental decision makers toward the selection of a preferred, acceptable and cost effective design solution from among several alternatives. Based upon the selected alternative, the Alternative Alignment Report will make a recommendation as to whether or not the project will require an Environmental, Design and Mitigation Report, or if the project may proceed to the Design Process.

Section 5.4 Environmental, Design and Mitigation Report

If recommended, an Environmental, Design and Mitigation Report shall be prepared after completion of the Alternative Alignment Report and Mayor and Council approval of a final right-of-way alignment. The intent of this report is to provide an in-depth analysis of potential environmental impacts, detailed design concepts, and specific mitigation measures against disruptions to the environment and the community. The report shall also contain specific access information for all property adjacent to the proposed project or directly affected by the project. The Environmental, Design and Mitigation Report will be made available for a thirty-day public comment period according to standard City procedure. The suggested contents of the Environmental, Design and Mitigation Report are contained in Exhibit 3.

Section 5.5 Design Process

Projects that have no significant impact on the environment may proceed directly to the design phase after the CTAC approval of this recommendation in the Advance Planning Report. Such projects are primarily comprised of capacity improvement projects that are developed in conjunction with the improvement district process along existing alignments. The minimal environmental and community impacts will be documented by the Advance Planning Report along with comments received prior to and from the public hearing. The hearing record and Advance Planning Report form the basis of an environmental summary document, which may be part of the project's Design Concept Report (DCR). Detailed project plans and specifications shall then be prepared.

Section 6 PUBLIC PARTICIPATION

It is the policy of the City of Tucson to promote public involvement and input in transportation projects. The Citizen Participation Process shall be administered in compliance with Resolution No. 11321 adopted by the Mayor and Council on October 27, 1980 and City of Tucson Administrative Directive 1.06-22. The type of public participation warranted for major roadway projects subject to this ordinance shall be dependent upon the Technical Procedures recommended by the Advance Planning Report. All projects will be subject to the core public notification and participation requirements listed in this section. Projects which require the preparation of the Alternative Alignment Report and/or the Environmental, Design and Mitigation Report will require the formation of a Citizen's Advisory Committee as covered in Section 7.

Section 6.1 Project Notification and Mailing List

The City of Tucson Department of Transportation shall prepare a public notification plan as set forth in City of Tucson Administrative Directive 1.07-8. A project mailing list will be maintained for each project subject to this ordinance. The mailing list shall be used for all mailed notifications required to be made under this ordinance. At minimum, the project mailing list shall consist 1) all owners of properties and residents located within a one-half mile wide corridor along the alignment of the proposed project, based on the latest available records of the Pima County Assessor's Office, and 2) the names of all businesses and the president or secretary of each homeowner association officially registered with the City of Tucson adjacent to the project corridor. The one-half mile corridor minimum may be extended to include additional territory if warranted by neighborhood boundaries, or project impacts.

Section 6.2 Public Input

The development of all major roadway projects will include public participation and input in the design phase to ensure that the project is consistent with community goals. The Department of Transportation shall hold a minimum of two meetings during the design phase of the project. One meeting shall be held at the beginning of the design process, typically at the thirty (30) percent design phase and another meeting shall be held near the end of the design phase, typically at the ninety-five (95) percent design phase.

Section 6.3 Pre-Construction Meeting

The Department of Transportation shall hold a neighborhood pre-construction meeting at least one week prior to the commencement of construction activities for any major roadway project. The purpose of this meeting will be to provide the interested public with an overview of the project schedule, potential disruptions caused by project construction, and the mitigation measures to be employed by the Department of Transportation. All council ward offices and interested internal staff will be notified of the pre-construction meeting.

Section 6.4 Citizens Transportation and Bicycle Advisory Committees

The City's Citizens Transportation Advisory Committee (CTAC) and the joint City of Tucson/Pima County Bicycle Advisory Committee (TPBAC) will be involved through their advisory and advocacy role in all transportation projects and programs.

Section 7 CITIZEN ADVISORY COMMITTEE

A Citizens Advisory Committee (CAC) shall be formed for all projects which require the Alternative Alignment Report and/or the Environmental, Design and Mitigation Report. The CAC will be formed to provide guidance, review, and evaluation of the specific project proposal, reports, and documents, so that ample consideration is given to the concerns of those who are most directly affected by a project. The CAC shall not be formed for projects that proceed from the Advance Planning Report to the Design Process. Public participation in such projects will be provided through CTAC during the Advance Planning stage, and at public meetings during the design, construction, and post construction phases of the project.

Section 7.1 Committee Membership

The specific project CAC shall consist of seven to eleven members: four to five members shall own property or reside immediately adjacent to the proposed improvement, three to four members may own property or reside within the designated mailing list area, but not immediately adjacent to the proposed improvement. Up to two members may own property or reside outside of the designated mailing list area. Preference will be given to property owners and representatives of homeowners' and merchants' associations.

Section 7.2 Committee Formation

To solicit volunteers for membership on a project's CAC, notices shall be mailed to all whose names appear on the project mailing list, and an advertisement shall be published at least once in a newspaper of general circulation in Pima County not less than fifteen days before appointment of members. The notice shall contain a brief description of the project and information on obtaining an application for membership on the CAC. The notice shall specify the maximum number and composition of the CAC, along with a deadline for receiving applications. The Director of Transportation shall appoint each CAC.

Section 7.3 Committee Functions and Duties

- 1) The CAC shall elect a chairperson, who shall conduct meetings and supervise the preparation of the CAC Report.
- 2) CAC members shall attend meetings as called by either the Department of Transportation or the chair, generally at regular intervals during project development through the end of construction.

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- 3) The Department of Transportation shall provide CAC members with all appropriate project materials including, but not limited to, training materials, copies of reports, construction documents, and copies of this ordinance, and shall explain operating procedures, duties and responsibilities of membership.
 - 4) The CAC shall review the Alternative Alignment Report, the Environmental, Design and Mitigation Report, and the construction documents based on the meeting schedule as set forth in Section 7.5 below. The CAC shall prepare a report containing the Committee's opinions, requests and suggestions concerning the Alternative Alignment Report, the Environmental, Design and Mitigation Report, or any other item listed in Section 7.4 below. The CAC Report may suggest a priority for elements of the proposed improvements, including the Committee's priorities for allocation of mitigation resources available to the project.
 - 5) The CAC Report shall be presented to the Department of Transportation at least forty-five (45) days before the Mayor and Council public hearing on the Alternative Alignment Report or Environmental, Design and Mitigation Report. A copy of the CAC Report shall be presented to each Council Member and the Mayor with the Alternative Alignment Report and Environmental, Design and Mitigation Report.
 - 6) Following construction, the CAC shall provide a post-construction evaluation of the project. The evaluation shall analyze whether the construction has achieved the mitigation goals identified in the Alternative Alignment Report and Environmental, Design and Mitigation Report. The evaluation methodology will be at the discretion of the Project Manager and the CAC chairperson.

Section 7.4 Permitted Scope of Review

The CAC may review any aspect of the following items, including mitigation measures:

- 1) The Alternative Alignment Report, which identifies the roadway location within the corridor identified by the Advance Planning Report.
- 2) The Environmental, Design and Mitigation Report, including
 - (a) Neighborhood factors, such as
 - (i) Noise abatement methods,
 - (ii) Streetscape themes,
 - (iii) Architectural treatments,
 - (iv) Street lighting,
 - (v) Access control and mitigation, and
 - (vi) Other neighborhood impacts;

- (b) Environmental factors, such as
 - (i) View shed treatments,
 - (ii) Landscaping theme, and
 - (iii) Cultural resources, and
 - (iv) Stormwater and drainage;
- (c) Alternative modes considerations, such as
 - (i) Pedestrian facilities,
 - (ii) Bicycling facilities, and
 - (iii) Public transit facilities
- (d) Cost Considerations

Section 7.5 CAC Meetings

The following meeting schedule is recommended for each CAC. Progress drafts of the report or documents under consideration shall be available prior to each respective meeting:

Item under consideration	Suggested number of meetings	CAC Meeting Schedule
Alternative Alignment Report	3	A meeting when the draft report is initiated, one when it is completed, and one when the final report is completed.
Environmental, Design, and Mitigation Report	3	A meeting when the draft report is initiated, one when it is completed, and one when the final report is completed.
Construction Documents	Optional	As the Construction Documents are being prepared, the project team shall provide the CAC with reports identifying deviations from the approved Environmental, Design and Mitigation Report. The CAC may meet as its deems necessary to review the Construction Documents based upon this report.
Post-Construction	Optional	Upon completion of the project

Section 8 GENERAL MITIGATION MEASURES AND DESIGN CRITERIA

Specific impact mitigation measures and design criteria as set forth by American Association of State Highway Transportation Officials (AASHTO), Manual of Uniform Traffic Control Devices (MUTCD), FHWA and the City of Tucson Development Standards and City of Tucson/Pima County Standard Specifications and Details will be taken as recommended for major roadway projects as applicable. However, the following *general* mitigation measures and design criteria will be employed during the construction of all roadway projects subject to this ordinance.

Section 8.1 Mitigation Measures

The following mitigation measures shall be considered for each project subject to this ordinance:

1) Neighborhood

(a) *Area Adjoining Roadway* - The primary purpose of the area between the roadway improvements and the right-of-way line shall be to mitigate adverse effects of roadway development on adjacent land uses and to provide an aesthetically pleasing environment. Therefore, the following uses are permitted: installation of noise walls, screens or berms; landscaping facilities for public transit, pedestrian and/or bicycle use; underground utilities; drainage system components, safety equipment, and environmental mitigation measures. Overhead utilities are permitted only when the cost of placing the utilities underground causes the project budget to be exceeded or when the voltage exceeds 14,000 volts. Where native vegetation exists, native vegetation shall be conserved and incorporated into the mitigation plan as set forth in the Native Plant Ordinance of the Tucson Land Use Code. All reasonable steps shall be taken to assure appropriate continued access to adjacent properties during construction.

(b) *Neighborhood Traffic Intrusion* - All major roadway projects shall be designed to prohibit, where possible, neighborhood traffic intrusion. Neighborhood traffic intrusion shall be managed in accordance with the procedures set forth in the *Neighborhood Traffic Management Program*. Where local streets connect to collectors and/or arterials and a bypass or shortcut between roadways carrying high volumes of traffic exists, traffic diverters and/or traffic calming techniques may be used to reduce: (1) the average speed of traffic, (2) nuisance factors associated with cut-through traffic, and (3) hazards to neighborhood bicyclists and pedestrians, neighborhood traffic conflicts. The issue of neighborhood traffic intrusion shall be addressed by the Advance Planning Report required for each project.

(c) *Traffic Calming Techniques* - Traffic calming techniques may be considered as an alternative mitigation strategy in the improvement of specified collector street projects when approved by Mayor and Council through the *Neighborhood Traffic Management Program*. Traffic calming techniques may be developed by the Department of

Transportation with the assistance and guidance of neighborhoods impacted by the roadway improvement.

2) Environmental

(a) *Preservation of Environmentally, Ecologically, or Historically Sensitive Areas* - Where possible, the location of major route improvements shall avoid areas of significant environmental, cultural, historical and ecological sensitivity. Where major route improvements are adjacent to areas of unique environmental, cultural or ecological sensitivity, and/or designated historic districts and properties, acquisition of development rights or conservation easements may be proposed by the appropriate Environmental, Design and Mitigation Report.

(b) *Native Plant Preservation* - All major roadway projects will be subject to the *Native Plant Preservation Ordinance* (No. 8845) of the Tucson Land Use Code.

(c) *Dust Abatement* - Curbs or paved roadway shoulders shall be provided adjacent to through traffic lanes to minimize air borne dust generated by vehicular traffic.

(d) *Noise Abatement* - Noise abatement shall be incorporated into the project design to protect inhabited residential or other sensitive land uses from roadway traffic noise. Noise abatement measures shall be considered for these land uses when existing or design year projection of exterior traffic noise exceed an hourly A-weighted sound level of 67 dBA. The preferred method of noise abatement shall be the construction of noise barrier walls. Other methods may be utilized if the cost to the City does not exceed the cost of the noise barrier walls.

(e) *Visual Enhancement* - Signs and billboards within or encroaching the right-of-way shall be removed in their entirety except those signs specifically exempted by code. Non-conforming signs and billboards may be relocated to private property only if they can be modified to conform to all applicable code provisions.

Section 8.2 General Design Criteria

The following design concepts shall be implemented for each major roadway project covered by this ordinance:

- 1) Mid-block cross sections for arterial and collector streets shall consist of variations of those shown in the MS&R or variations as approved by the Department of Transportation. The actual design and right-of-way requirements of arterial and collector streets shall be sensitive to and compatible with all Neighborhood, Area, and Specific Plans, and the land uses they pass through and serve.

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- 2) The maximum width of an arterial street shall be no more than six (6) lanes at the mid-block, except where the additional lanes are designated for buses, bicycles, and high-occupancy vehicles. Where traffic volumes create the need for additional capacity, intersection modifications should be pursued prior to further widening.
 - 3) A curbed median typically twenty (20) feet in width shall be included in the design of all arterial streets where the curb to curb width exceeds seventy-five (75) feet. Street landscaping shall consist of drought-tolerant vegetation as regulated in the City Land Use Code and Development Standards. Landscaped medians may also be considered in the design of collector streets in order to improve the overall aesthetic of the project.
 - 4) Median openings shall be spaced to match collector and arterial intersections. Requests for additional median openings may be considered only if conforming to standard minimum spacing requirements. No median openings shall be allowed in the storage area of turn bays.
 - 5) Access points to arterial and collector streets shall be limited in accordance with the City Land Use Code and Development Standards. Individual driveway openings onto arterials and collectors shall be designed to eliminate backing movements onto the street. Driveway and local street connections shall be minimized wherever possible by reorienting access, closing local streets and/or providing frontage roads
 - 6) Projects shall adhere to applicable nationally recognized traffic signal warrants and alternatives to traffic control, and support designs that minimize traffic flow interruptions on arterial and collector streets. Installation of traffic signals shall be limited to regularly spaced intervals of at least one-half mile. Customized traffic signal design to accommodate bicycle and pedestrian travel may be considered at specific locations within the half-mile interval with the approval of the City Traffic Engineer. Where accident or traffic volume warrants require signals at other than the minimum spacing, other methods, such as traffic interception and channelization, shall be pursued.
 - 7) Signal timing shall be instituted which allows for permitted - protected left turn arrow operations to improve traffic flow, total intersection operations, and safety.
 - 8) If changes in traffic patterns eliminate the need for a traffic control signal and/or the spacing disrupts progressive traffic flow, consideration must be given to removing the signal and replacing it with an appropriate alternative traffic control device.
 - 9) The Pima County Major Streets and Routes Plan shall be used to determine right-of-way requirements where the City limits do not extend to the centerline of the boundary streets, in areas where annexation has occurred, or where Pima County has adopted conflicting right-of-way requirements.

Section 9 ALTERNATIVE MODES OF TRANSPORTATION

All roadway projects subject to this ordinance shall hold, as a primary consideration, the inclusion of appropriate infrastructure and design treatments to accommodate, promote and integrate alternative modes of transportation.

Section 9.1 Bicycle Considerations

- 1) Bicycle facility improvements on major roadway projects shall utilize all appropriate AASHTO design guidelines, Arizona Bicycle Facility Design Guidelines MUTCD, City of Tucson Development Standards, and City of Tucson/Pima County Standard Specifications and Details.
- 2) To promote the use of the bicycle as an alternate mode of transportation, and to provide for bicyclist safety, major roadway projects shall be designed with outside vehicle lanes that accommodate five (5) foot wide on-street bicycle routes with painted edgelines when adequate right-of-way is available.
- 3) All major roadway projects involving the reconstruction of intersections shall provide for painted edgeline bicycle routes or additional outside vehicle lane width as a part of the intersection improvement when adequate right-of-way is available. Actuated signal detection or video camera detection will be provided so the bicyclist can actuate the traffic signal.
- 4) To provide bicyclists with safe and efficient access over or under major transportation corridors, all new or reconstructed roadway bridges and underpasses shall include bicycle routes with painted edgelines or multi-use emergency breakdown lanes to improve bicyclist as well as motorist safety. All bike routes and lanes that are located within a roadway underpass shall have adequate lighting for bicyclists.
- 5) Major roadway projects that will not provide additional vehicular capacity may utilize a reconfiguration of vehicle lanes to accommodate bicycle routes with painted edgelines. When average daily traffic does not warrant current vehicle lane configurations and bicycle traffic is heavy, consideration may be given to reducing the number of vehicle lanes to allow for the striping of bicycle routes with painted edgelines. Any reduction in roadway capacity as a result of a major roadway project shall be carefully studied as to the impacts on other roadways and adjacent neighborhoods.
- 6) In order to provide continuity within the regional bikeway system, major roadway projects that intersect one or more of the four established regional bikeways (Mountain Avenue, Third Street, Liberty Avenue, and Arroyo Chico), future bikeways, or other designated bike routes, shall incorporate all available design techniques to ensure that bicyclists are able to effectively and safely cross through, over, or under the newly constructed or reconstructed roadway.

Section 9.2 Pedestrian Considerations

- 1) Pedestrian facility improvements on major roadway projects shall utilize all applicable City of Tucson Development Standards, City of Tucson/Pima County Standards and Details, and shall be compliant with the transportation and public accommodation provisions of the ADA.
- 2) All major roadway projects shall include sidewalks on both sides of the improved roadway section. When adequate right-of-way is available, consideration shall be given to providing sidewalks of greater width than minimum Development Standard specifications. Consideration shall be given to extending sidewalks to local and regional activity centers up to one-quarter mile beyond the project limit, in order to create a convenient, safe, and attractive pedestrian network. In order to provide convenient pedestrian access between the improved roadway section and adjacent residential areas, isolation of pedestrians by cul-de-sacs shall be discouraged and separate path or trail access shall be considered. Consideration may also be given to the utilization of alternative paving materials and designs, such as brick pavers and meandering sidewalks, that enhance the overall aesthetic value of the project and complement existing urban design.
- 3) All major roadway projects involving the reconstruction of intersections shall include striped crosswalks and refuge islands to provide for safe and effective pedestrian travel. Design treatments such as textured crosswalks or raised crosswalks may also be considered for lower volume intersections to enhance pedestrian safety and increase motorist awareness of pedestrian activity. Pedestrian signal clearance timing shall be provided that allows the pedestrian to travel to a safe haven (refuge island or sidewalk) at four (4) feet per second, or less in areas of intense pedestrian activity or elderly population. Push buttons for pedestrian signal actuation shall be conveniently located at the intersection to allow for efficient and accessible operation. At intersections located on roadways with on-street parking, curb extensions may also be considered in order to reduce pedestrian crossing distance.
- 4) Mid-block pedestrian crossing facilities may also be considered in major roadway projects when major pedestrian trip generators are located adjacent to the roadway, or to provide a safe and visible connection between bus stops or a bus stop and residential or commercial areas. Mid-block crossings shall include crosswalks, refuge islands, and appropriate signage or pavement marking to clearly announce the upcoming crossing to motorists. Consideration shall be given to signalization or grade separation when warranted by safety or demand.
- 5) All new or reconstructed roadway bridges and underpasses shall include sidewalks or other pedestrian ways to provide pedestrian access over or under major transportation corridors.
- 6) In order to provide for pedestrian safety, promote walking as an alternate mode of transportation, and increase motorist awareness of pedestrian travel, consideration shall be given to extending sidewalks through intersection-style access driveways to adjacent private properties.

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- 7) In consideration of Tucson's summer climate and the distances pedestrians must travel between land uses and bus stops, major roadway projects shall include pedestrian amenities. Such amenities may include, but not be limited to, benches, trashcans, bus shelters, drought tolerant landscaping, shade trees, awnings, and water fountains.

Section 9.3 Public Transit Considerations

- 1) To assist in the design and location of transit facilities in major roadway projects, major roadway projects shall utilize the Federal Transit Administration's (FTA) Guidelines for the Location and Design of Bus Stops (Transit Cooperative Research Report 19), applicable sections of the Metropolitan Short Range Transit Plan, and shall be compliant with the transportation and public accommodation provisions of the ADA.
- 2) In order to provide convenient access to public transit, bus stops shall be placed every one-quarter mile on major roadway projects located along existing local transit routes, and every one-half to one mile along express or limited routes. Additional stops may be considered to serve major trip generators. Unless otherwise warranted by overriding safety concerns or passenger convenience issues, bus stops shall be located on the far-side of intersections.
- 3) Bus shelters shall be provided at all bus stops located along major roadway projects to provide for passenger comfort and safety.
- 4) Major roadway projects shall include bus pullouts at high activity bus stops when warranted by peak hour traffic, peak hour bus frequency, passenger safety concerns, and when adequate right-of-way is available. Bus pullouts shall be located on the far-side of intersections in order to utilize signal protection for re-entry into the stream of traffic. Consideration shall be given to far-side open bus bays, coupled with a permitted through movement for buses in the right-turn lane. This bus bay design enables transit vehicles to by-pass traffic queues at intersections thus assisting in on-time performance and providing additional passenger convenience. Bus pullouts shall be carefully planned and designed to minimize transit vehicle delay in re-entering the stream of traffic. Bus pullouts shall include shelters and other passenger amenities to provide for customer safety and convenience
- 5) Major roadway projects involving lower volume collector streets with on-street parking may utilize bulbed curb extensions, or "bus bulbs", as a bus stop alternative. Bus bulbs extend from the curb to the vehicle lane, allowing the bus to remain in the stream of traffic and allowing for the placement of additional passenger amenities on the extra area provided by the extension
- 6) High occupancy and/or dedicated transit vehicle lanes shall be considered as design features in major roadway projects in order to provide public transit with travel-time savings over the single occupancy vehicle. If determined feasible by appropriate transportation studies, major roadway projects may allow for the re-configuration of vehicle lanes within the existing right-of-way to support high occupancy and/or dedicated transit vehicle lanes

-
- 7) To facilitate carpooling, ridesharing, and to encourage the use of public transit by discretionary riders, additional right-of-way shall be considered in the vicinity of major intersections of transit routes for the development of future park-and-ride facilities and transit and pedestrian networks. Park-and-ride facilities shall be convenient, integrated with the transit network, screened with appropriate landscaping per the City of Tucson Land Use Code, and shall contain ample Class 1 and Class 2 Bicycle Parking for customers.

Section 10 ADVANCE RIGHT-OF-WAY ACQUISITION

To minimize displacement, disruption, and right-of-way costs, and to maximize the effectiveness of mitigation measures, advance right-of-way acquisition may be proposed in the Advance Planning Report or the Environmental, Design and Mitigation Report. Where funding is available, priority for consideration of advance acquisition shall be given to single family residences with sole, direct access to major routes, to non-conforming billboards or the future leasing rights of the property underlying non-conforming billboards, and to real property for which the inevitability of acquisition.

Section 11 EXEMPTIONS AND VARIANCES

At any time before or during the consideration of a proposed roadway improvement, Mayor and Council may exempt the project or any portion of it from any or all procedural or substantive requirements of this ordinance. The Mayor and Council may grant a variance from the specific application of any substantive requirement of this ordinance where the application of the provision will impose an unnecessary hardship on a property owner or on the general public.

The Mayor and Council may grant an exemption or variance as part of the approval of the final road alignment (see Section 5.3) or the mitigation components to be incorporated into the project (see Section 5.4). In that case, the public hearing notice required for consideration of the Alternative Alignment Report or the Environmental, Design, and Mitigation Report shall identify each recommended alternative that constitutes an exemption or waiver from the requirements of this ordinance. No further notice shall be required.

If not granted as part of the approval of the final road alignment or the mitigation components to be incorporated into the project, an exemption or variance may be granted after a public hearing by the Mayor and Council, at least one notice of which shall be published no less than fifteen days before the hearing in a newspaper of general circulation in Pima County.

APPENDICES

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***An executive summary should be prepared and inserted in the beginning of the report**

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 - 3. Access**

-
4. Character
 5. Utilities
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D. Graphic Illustrations

***An executive summary should be prepared and inserted in the beginning of the report**

#13

Broadway - Fwd: Broadway Info Line - Dunford Issue

From: Jennifer Burdick
To: Broadway
Date: 8/23/2012 2:08 PM
Subject: Fwd: Broadway Info Line - Dunford Issue

>>> On 8/2/2012 at 10:18 AM, "Cody Gildart" <Cody@kaneenpr.com> wrote:

Jenn,

Good morning. I just got a call to the Broadway Info Line from Blake Dunford with Multivista. Mr. Dunford wanted to speak to you directly regarding the construction documentation for the Streetcar project and had some questions about Broadway (and possibly Grant Road). Mr. Dunford can be reached at [REDACTED].

This message is sent as a follow-up to a voicemail I just left you.

Regards,



Cody Gildart

Kaneen Advertising & Public Relations
110 S. Church Avenue, Suite #3350
Tucson, AZ 85701
Phone: (520) 885-9009
Fax: (520) 885-0311
Cody@kaneenpr.com

#14

From: "Tabili, Laura - (tabili)" [REDACTED]
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 8/2/2012 9:50 PM
Subject: Councilmember Kozachik's remarks on Broadway Project
Attachments: Councilmember Kozachik 31 July 2012.pdf

Dear Jennifer,

Attached is an excerpt from Councilmember Kozachik's 31 July newsletter, relating budgetary and other information the CTF may find useful.

Thanks.

Laura

Ward 6 Staff



Steve Kozachik
Council Member



Ann Charles



Teresa Smith



Bonnie Medler



Diana Amado



Molly Thrasher



Ward 6 - Newsletter

Tucson First

July 31, 2012

2012 Olympics

The Olympics have started and the UA is represented by a combined 23 athletes and coaches. This link will give you a full report on them, with individual bios if you're interested:

<http://uanews.org/story/2012-olympic-schedule-robust-ua-linked-participants>

I've written about scientific work done by the UA that gets us world wide acclaim. These student athletes and coaches do the same in their own fields of excellence. I hope this article makes it a little more fun for you to follow them over the next couple of weeks.

Tucson Values Teachers



When I was going to Doolen back around the time dirt was invented, we never had an issue with finding supplies. If the teachers were buying our materials out of their own pocket, I never knew it was happening. I just showed up and we did the work.

Today, teachers are subsidizing their classroom needs to the tune of roughly \$500 p/year, just to keep their classrooms stocked with basics like pens, pencils, notebooks and other classroom basics. I understand that one could argue these are the responsibility of the parents, and yet let's also understand that not all families have the same level of income to pitch in at even that level.

In an effort to assist, the Tucson Values Teachers program is stepping up and gathering all sorts of materials that will be delivered around to the schools again this fall. You can donate at Walgreen's stores around town up until August 13th.

The list of what they can use is only constrained by your own imagination; the usual stuff such as what I listed, or things like Ziploc bags, paper towels, paper plates, plastic cups, or arts and crafts supplies.

TVT also offers teachers internship opportunities that can result in salary increases once they're completed. If you would like to donate to that (matched by Walgreen's) you can send your donation to Tucson Values Teachers, 3497 N. Campbell, Suite 703, 85719.

My niece Nicole teaches. She has requested that you please not send your kid to



Important Phone Numbers

Tucson Police
Department

911 or 791-4444
nonemergency

Mayor & Council
Comment Line

791-4700

Neighborhood
Resources

791-4605

Park Wise

791-5071

Water Issues

791-3242

Pima County Animal
Control

243-5900

Street Maintenance
791-3154

Planning and
Development
Services 791-5550

Southwest Gas
889-1888

Gas Emergency/
Gas Leaks

889-1888

West Nile Virus
Hotline

243-7999

Environment
Service

791-3171

Graffiti Removal
792-2489

AZ Game & Fish
628-5376

Continued: A Message From Steve

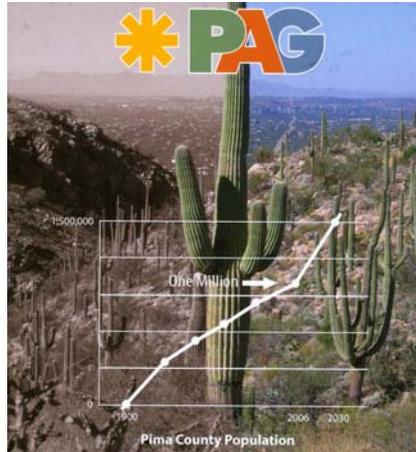
school with any dead bats (as I did with my daughter a few years ago – science class / thought it was ok). She'd like other teaching materials, though.

Broadway Widening

Here's what we know:

Sometimes your projections prove to be inaccurate and should cause you to rethink plans that were made based on them. For example:

2007 PAG Annual Report



We also know this –

Project budget included \$42M from the RTA. That is reliable. It also included \$25M from the County. The County Administrator has said that that funding is not currently available, won't be until 2015 at the earliest, and will be subject to approval by the voters.

Project budget was for \$74M.

The City is the "Lead Agency." Section 5-2 of the RTA Project draft, "requires the lead agency to be responsible for the entire project costs over the RTA funding." We haven't got \$32M lying around to widen Broadway.

The Lead Agency will also "be responsible for all aspects of project implementation, including but not limited to: planning, project management, risk management, design, right of way acquisition and construction." In addition, the lead agency indemnifies the RTA Board for all aspects of project implementation.

For Broadway, the cost associated with Right of Way acquisition is \$43M. That means we use up all of the RTA funding buying homes and businesses, and then have to fund the actual project with local dollars. The County Administrator and I agree that:

It makes little sense to force the original scope of transportation improvements where they are clearly outdated or unnecessary. Reducing the size and scope of transportation improvements not only saves money; it is more responsive to community needs and desires (From a recent PAG Board meeting)

It is the "Lead Agency" who is charged with designing the project to fit within the available funding.

Finally, quoting from page 11 of 18 in the original Project Charter (being revised) the Citizen's Task Force is authorized to, "Advise the Project Team, the Department of Trans-



Important Phone Numbers

Senator John
McCain (R)
520-670-6334

Senator Jon Kyl (R)
520-575-8633

Congressman
Ron Barber (D)
(8th District)
520-881-3588

Congressman
Raul Grijalva (D)
(7th District)
520-622-6788

Governor Janice
Brewer (R)
Governor of Arizona
602-542-4331
Toll free:
1-800-253-0883

State Legislators

Toll Free
Telephone:
1-800-352-8404
Internet:
www.azleg.gov

Mayor Jonathan
Rothschild
791-4201

City Infoguide
[http://
cms3.tucsonaz.gov/
infoguide](http://cms3.tucsonaz.gov/infoguide)

portation, and Mayor and Council on (1) Cross section widths and features, and (2) land use and urban design plans for properties within and near the project boundaries.” The CTF connects the design dots back to the project team.

The first real meeting of the Citizen’s Task Force related to the Broadway widening was held on the 26th. First, many thanks to each of the members of the CTF. Thursday’s meeting lasted over three hours and throughout the members were attentive and engaged. Also, there were 50-60 members of the concerned public in attendance. Most were still there at the end of the night, so kudos to that group as well.

Clearly there is concern and interest in how this project is designed.

Jenn Burdick and her co-workers had a very complete agenda, mostly process material that makes a Type A like me go nuts. And yet, it was all necessary to get out of the way to set the stage for more productive meetings to come. Some of what was decided will affect how the public is included. For example:

- a. They will have two calls to the audience at each meeting. One at the start and one at the end. The agendas will be out at least a week ahead of each meeting so people will be able to predict what time they should arrive if all they want to do is the “call.” (By law, they only need to post the agenda 24 hours ahead of each meeting, so the one they have up a week in advance may be slightly modified from what actually happens at the meetings. If you want the final version, you must go on-line after 5:30 on the night before the next scheduled meeting because within the 24 hour window, they cannot add items.)
- b. The group and their meetings are subject to the Open Meetings Law. In addition to the agenda postings, that also means members are prohibited from talking to more than a quorum of their fellow CTF members. That includes by any form of communication. They also cannot “count votes” by calling more than a quorum in a series of phone calls, emails or texts.
- c. The group will follow a consensus model for vote taking. That means until there is unanimity on the panel, a particular item may not be adopted. Each member has a “black bean veto” on each decision. That will force cooperation and collaboration. It’ll also ensure that the process will take longer to conclude. Right now they’re suggesting an 18-24 month time frame before the work begins.
- d. CTF members will be given the opportunity to place items on the agenda. This means that staff and consultants cannot drive the meetings home to a conclusion they might prefer. I am in agreement with this issue, not because I think Jenn and staff would manipulate the decision making process, but because everybody has his or her own perspective, so there needs to be a forum to invite those who have been hearing from community members or other constituents to bring issues forward for discussion.
- e. At each meeting, there will be one standing item that will allow CTF members to share what they’re hearing out in the community related to the process and product they’re working on.

At the night’s second call to the audience I shared the following points:

- a. The County has indicated that it cannot pay its \$25M until 2015 at the earliest, and even then it’ll be subject to a vote of the people. That needs to be confirmed by staff because it will most certainly affect the design options being considered.
- b. They need to agree on a cross-width dimension as early in the process as possi-

ble. Right now, no businesses will invest in upgrades to their facility until they know if the road is only going to cause a demolition to their property at some near-term date. We have multiple dozen's of businesses and homes that lie within the proposed expansion dimension. They're frozen until the cross-width decision is made. The M&C is frozen in deciding early property acquisition until we know how wide the roadway is going to be.

- c. The group needs to consider asking the question "what forms of travel do we want to incentivize" with this project. If we want more cars, then widen the road. If we want to see more busses, bikes or other transit modes, then that will drive the CTF to a different set of cross-width and land use considerations.

All in all they covered some needed ground, and at their next meeting the work begins. They'll be shown traffic analyses, and they'll start the conversation about what language will be included in the Charter the RTA had originally required, which is no longer required in the form in which it was initially presented. The CTF will also hear from Jim DeGrood of the RTA. He will talk about the ballot language and describe to the CTF the design constraints the RTA believes should guide the process.

Recall that the RTA has already said that the City is the Lead Agency and that it has the final decision making authority as it relates to design considerations. The City has indemnified the RTA from litigation that might result from any changes in the design.

Following the meeting I requested to see a copy of the Advance Planning Report that was supposed to be done with respect to the proposed Broadway widening project. This requirement is noted in Section 5 of the TDOT Roadway Development Policies, M&C Ordinance #6593. One of the interesting bullet points in that Ordinance is that generally roadway projects don't go forward if there is significant impact on residences and businesses.

The next meeting is at 5:30, August 30th. They'll meet at 2800 E. Broadway / south side of the street at Treat. The discussions should be lively.

River/Craycroft

And speaking of lively roadway issues, if such things intrigue you, you're invited to a meeting I'll be hosting at the Ward 6 office on Thursday, August 16th at 4pm.

Last month the City Council approved the annexation of the SE corner of Craycroft/River. I was the lone dissenter, and voted "no" because we have an existing corridor capacity problem that will only be made significantly worse once the development occurs on the parcels we just annexed.

The County had \$73M in their 2030 transit improvement package to widen River from Pontatoc out to Sabino Canyon but it was used for something else and now the project no longer appears on the 2040 plan.

The City only annexed to the south side of River. The result is that the County still owns the problem since they (you) own the road.

There is no dispute that the capacity of the roadway is already insufficient.

I am actively working on several other TDOT/RTA/capacity and funding issues (Broadway, Grant, 22nd, Kolb) and felt that the residents of this area needed somebody to at least offer to pull together the stakeholders to begin a discussion of how to address the design and funding of the necessary road enhancements. This came about when some of the residents contacted me to thank me for my vote and in the course of the conversation I offered to broker the initial meeting to try to begin the conversation relative to how to resolve what everybody recognizes as a problem that we just made worse.

The original language on the County TIP was for a 150' cross-width. If that was done, dozens of homes would be taken - that's about as wide as Broadway is way out at the east end of town. You can see the potential for a fight.

I have invited (and have confirmation from) a representative from the County Administrator's office, a representative from Ann Day's office, a representative from Ray Carroll's office, Council Member Cunningham, the City Manager, Jim DeGrood from the RTA, the TDOT Director, the builder (GT Alley representing Joe Ceasar), a representative from Friends of River Road, and a representative of Fairfield Sunrise Mountain Ridge Residents.

So that's the deal - the Ward Office is at 3202 E. 1st - a block south of Speedway, about across from The Loft Theater. The discussion will need to be focused pretty tightly on design, funding and next steps. Depending on the size of the crowd not participating at the table, I might offer a call to the audience - but I think I have all of the relevant groups represented at the table so we'll play that by ear.

I have also shared much this same information with the District 1 candidates since Supervisor Day is not running for re-election. They're invited and they're not giving stump speeches.

There you have it. I felt you deserved the opportunity to see how this evolves.

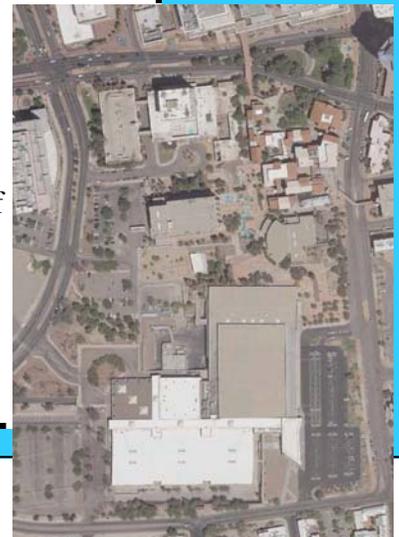
Garrett Eckbo – TCC and Rio

Garrett Eckbo is a landscape architect who was commissioned in the early '70's to lay out a winding interactive landscape design around the TCC. The intent was to tie together several prominent downtown venues, inviting the public into the spaces in ways that allowed them to involve themselves with the architectural elements along the way.

Thanks to Helen Breslich Erickson and the Tucson Historical Preservation Foundation, the story, both visual and in words of the entire piece is included in the material linked here:

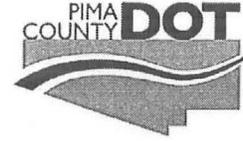
http://cms3.tucsonaz.gov/sites/default/files/ward6/7-30tcccl_final_web_7-11-12.pdf

You've seen the fountain outside the Music Hall. On the aerial next to the picture of the fountain is the footprint of the entire "exhibit." It runs from the east side of the TCC (bottom right hand side of the picture) to over between the Music Hall and Leo Rich Theater, up through the walkway adjacent to La Placita Village and across the street to Viente de Agosto Park (upper right of the picture).





PIMA COUNTY
DEPARTMENT OF TRANSPORTATION
201 NORTH STONE AVENUE, FOURTH FLOOR
TUCSON, ARIZONA 85701-1207



PRISCILLA S. CORNELIO, P. E.
DIRECTOR

(520) 740-6410
FAX (520) 740-6439

August 10, 2012

The Honorable Steve Kozachik
Ward 6 Council Member
City of Tucson
3202 E. First Street
Tucson, Arizona 85716

Subject: Your Ward 6 Newsletter dated July 31, 2012

Dear Councilmember Kozachik:

We received and read your July 31, 2012 Ward 6 Newsletter and would like to take this opportunity to clarify some information.

River Road/Craycroft Development - The newsletter states that Pima County removed proposed improvements to River Road from the 2040 regional plan. That information is incorrect.

The 2030 Regional Transportation Plan (RTP) had an estimate of \$73.4 million for widening River Road between Pontatoc Road and Sabino Canyon Road to four lanes. This was only an estimate of probable costs and not a commitment of funding. The long range transportation plan is based on forecasts of money expected to flow into the region through the planning period. In reality, most of the projects identified in the RTP are unfunded and remain so until a specific funding source is identified. The only projects in the RTP that truly have committed funding are projects funded by the Regional Transportation Authority (RTA) and that are included in the Transportation Infrastructure Plan (TIP).

The 2040 RTP has no specified roadway capacity improvements to any segment of River Road. The 2040 RTP Task Force recommended that River Road remain essentially as it is (four lane roadway from Thornydale Road to Alvernon Way and two lane road from Alvernon Way to Sabino Canyon Road) throughout the planning period. The recommendation was based primarily on the 2040 congestion index which showed the most severe congestion in the southern metro area. The 2040 RTP focused most of the listed projects on the most congested corridors. By not including River Road in the 2040 plan, the Task Force was simply reacting to changed conditions between the time the 2030 RTP was prepared and the preparation of the 2040 plan.

The Honorable Steve Kozachik
Subject: **Your Ward 6 Newsletter dated July 31, 2012**
Page 2

The Major Streets and Routes Plan does indeed show a planned right-of-way (ROW) on River Road of 150 feet, however only 100 feet of ROW was acquired as the adjacent subdivisions were developed in the section between Craycroft Road and Sabino Canyon Road. Widening the road to four lanes would require the acquisition of additional ROW for slopes and drainage, but the existing 100 foot wide ROW will still allow for spot safety improvements, widening for turn lanes and other improvements to help preserve capacity. These types of minor projects would be funded through the Safety and Intelligent Traffic Systems (ITS) program identified in the RTP.

Broadway Blvd: Euclid to Country Club Widening - The project budget as contained in the RTA plan is as follows:

- RTA: \$42 Million
- Pima County Bonds: \$25 Million
- Total: \$74 Million

The Intergovernmental Agreement (IGA) between the City and County for this project was approved in December of 2004 and stated that \$1.5 million of the \$25 million bonds approved in the 1997 Bond Election were to be used for design and ROW acquisition. The remaining \$23.5 million are to be used for construction of the project. The IGA further states the construction fund amount will be provided upon the City's award of a construction contract for the project.

To date, \$1,347,247 has been provided to the City for ROW acquisition. These funds were provided in FY 2005-06, FY 2006-07, FY 2007-08 and FY 2008-09. No further funds have been requested from the City since then.

In February 2010, Pima County Department of Transportation (PCDOT) sent Jim Glock, City of Tucson Department of Transportation (TDOT) Director a letter discussing the County's commitment to provide bonds for three City of Tucson projects. At that time, the City had requested \$8 million in FY 2014 for Broadway, and the remainder beyond FY 2015. The County's letter stated that based on current economic conditions and anticipated future revenues, PCDOT did not expect to be able to sell these project bonds within the next five years. (A copy of the letter is attached).

The County is committed to providing the remaining \$23.5 million for construction once the project has been bid and awarded. Pima County has been experiencing challenges with the decreasing level of funding from Highway User Revenue Funds (HURF) but at this time we are optimistic we will be able to sell the remaining \$23.5 million in bonds to provide to the City after FY 2014.

The Honorable Steve Kozachik
Subject: **Your Ward 6 Newsletter dated July 31, 2012**
Page 3

The newsletter also indicated that the \$25 Million in funding from Pima County would be subject to a vote by the voters. Please be advised that no vote is needed. The funds have been allocated from the 1997 HURF bond elections and approved by the County's Bond Advisory Committee.

I will be attending your August 16, 2012 meeting on the River Road/Craycroft Annexation. Please let me know if you have any questions regarding this information.

Sincerely,



for Priscilla S. Cornelio, P.E.
Director

PSC:nab

Attachment

c: C.H. Huckelberry, County Administrator
John M. Bernal, Deputy County Administrator – Public Works
Benjamin H. Goff, Deputy Director – Transportation Systems, Support and Operations
Ana Olivares, Deputy Director-Infrastructure



PIMA COUNTY
 DEPARTMENT OF TRANSPORTATION
 201 NORTH STONE AVENUE, FOURTH FLOOR
 TUCSON, ARIZONA 85701-1207



PRISCILLA S. CORNELIO, P. E.
 DIRECTOR

(520) 740-6410
 FAX (520) 740-6439

February 4, 2010

James W. Glock, P.E., Director
 Department of Transportation
 City of Tucson
 P.O. Box 27210
 Tucson, AZ 85726-7210

Dear Mr. Glock: 

Subject: County Highway User Revenue (HURF) Fund Bonds

Thank you for your letters of December 10, 2009, requesting County HURF Bonds for the City of Tucson projects at Kino and 22nd and on Houghton Road.

Pima County has previously committed to providing 1997 HURF bonds to the City of Tucson for three projects listed in the table below. Currently we have Intergovernmental Agreements (IGAs) for the first two projects detailing the funding commitments; however, to date, no IGA has been drafted for the Houghton project.

The current IGAs specify that Pima County will provide a maximum of \$1.5 million to the City of Tucson for planning and design activities for each of the Broadway Boulevard and 22nd Street projects. The remainder of the bond funds could be used only to reimburse construction activities. Information that we obtained from you previously indicated that you requested that these construction funds be available starting with the dates shown in the following table.

Project	Total Bond Dollars	Spent to Date	Construction Schedule*
Broadway Blvd.: Park to Country Club DOT 56 (FY 2004/05)	\$25 million	\$1,347,247	\$8 million in 2014, remainder beyond 2015
22 nd Street/Kino Overpass DOT 58 (FY 2004/05)	\$10 million	\$749,256	2012, 2013
Houghton: Golf Links to I-10 DOT 29	\$20 million	\$0	Beyond 2015

*These are the dates that reimbursements for construction would be requested.

James W. Glock, P.E., Director, Department of Transportation, City of Tucson
County Highway User Revenue (HURF) Fund Bonds
February 4, 2010
Page 2

Your recent letters request funding for for 22nd Street/Kino in 2012 (\$4 million); and in 2013 (\$5 million). You also asked for allocations for the Houghton Road corridor beginning in Fiscal Year 2011. No additional funds have been requested for construction of Broadway Boulevard.

As you are aware, declining HURF revenues are adversely impacting all transportation agencies' budgets. Pima County's debt repayment is approaching \$19 million annually and the declining HURF revenues are forcing us to reduce our programmed budget expenditures to match the reduced funding amounts. Based on the current economic climate and anticipated future revenues, we do not expect that we will be able to sell the HURF bonds for the 22nd Street/Kino, Houghton and/or Broadway Boulevard projects within the next five years. Section 10a of our current IGA's states: "... County bond funds may be limited for City projects in any given fiscal year because actual revenues available to the County do not meet expectations due to a variety of reasons..."

Therefore, we cannot comply with your requests to program County HURF bond funds for the 22nd/Kino and Houghton Corridor projects as requested in your December 10, 2009 letters.

Sincerely,



Priscilla S. Cornelio, P.E.
Director

PSC:sap

c: C.H. Huckelberry, County Administrator
John M. Bernal, Deputy County Administrator – Public Works

#15

From: "Tabili, Laura - (tabili)" [REDACTED]
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 8/2/2012 9:55 PM
Subject: Ordinance 21508 creating Broadway Task Force
Attachments: Ordinance 21508 creating Broadway Task Force.pdf

Dear Jennifer,

Attached is a copy of City legislation creating the Task Force, for the information of CTF members.

Laura

ADOPTED BY THE
MAYOR AND COUNCIL

April 13, 2010

RESOLUTION NO. 21508

RELATING TO BOARDS AND COMMISSIONS; CREATING THE BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE; AND DECLARING AN EMERGENCY.

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION 1. CREATION. Pursuant to Tucson Code (T.C.) § 10A-139(a), the Broadway Boulevard Citizens Planning Task Force ("Task Force") is created as a Mayor and Council advisory committee.

SECTION 2. APPLICABILITY OF T.C. CHAPTER 10A, ARTICLE XIII. The provisions of T.C. Chapter 10A, Article XIII (T.C. §§ 10A-133 through 10A-139 inclusive) shall apply to the Task Force, except where otherwise specifically provided by this resolution.

SECTION 3. COMPOSITION; APPOINTMENT; TERMS; OFFICERS; BYLAWS.

(a) Composition. The Task Force shall be composed of thirteen (13) members, who shall serve without compensation, from the following categories:

- 1) Four members representing neighborhoods along Broadway Boulevard between Euclid Avenue and Country Club Road, hereinafter the "Project Corridor".
- 2) Four members representing business interests along the Project Corridor.
- 3) One member representing the Citizens Transportation Advisory Committee ("CTAC").
- 4) One member representing alternative modes of transportation.
- 5) One member representing special needs.
- 6) One member representing regional interests.
- 7) One member representing the Planning Commission.

(b) Nomination and Appointment. The eight members of the Task Force listed under Sections 3(a)(1) and (2) above shall be appointed by

- the Director of the Department of Transportation, with input from Wards 5 and 6. The member listed under Section 3(a)(3) above shall be appointed by the CTAC Chair. The member listed under Section 3(a)(4) above shall be appointed by the Tucson Pima Bicycle Advisory Committee. The member listed under Section 3(a)(5) above shall be appointed by the Director of the Department of Transportation, with input from the Commission on Disability Issues ("CODI"). The member listed under Section 3(a)(6) above shall be appointed by the Regional Transportation Authority ("RTA"). The member listed under Section 3(a)(7) above shall be appointed by the Director of the Department of Transportation.

(c) Terms. Consistent with the term of the Task Force itself, as set forth in Section 7 below, each member shall serve until either December 31, 2012, or the date upon which the Task Force files its final report with the City Clerk, whichever is later.

- (d) Officers. The Task Force shall elect from its membership a chairperson and vice chairperson, who shall serve for terms of one year and may both be reelected to those positions. The vice-chairperson shall act as chairman in the absence or disability of the chairperson or in the event a vacancy occurs in that office.

(e) Bylaws. The Task Force shall adopt bylaws for its operations that are consistent with this Resolution and other legal authority. The Task Force's bylaws and the minutes of its meetings shall be filed with the City Clerk.

SECTION 4. CONCURRENT SERVICE PERMITTED. T.C. § 10A-134(c) does not apply to the Task Force. Members of the Task Force may serve concurrently on other City committees, boards or commissions.

SECTION 5. MISSION, RESPONSIBILITIES, AND FUNCTIONS (T.C. § 10A-139(b)(3)). The Task Force shall advise the Department of Transportation and the Mayor and Council on:

- (a) Any modifications to the 1989 Mayor and Council approved roadway alignment to widen Broadway Boulevard along the Project Corridor to six lanes and providing two additional dedicated transit lanes and alternate mode facilities and enhancements;

- (b) Complex roadway design cross section and features;
- (c) Land use and urban design plans for properties within and near the project boundaries.

SECTION 6. LIMITATION OF POWERS. Neither the Task Force nor any of its members may incur governmental expenses without prior authorization of the Mayor and Council, nor may the Task Force or its members obligate the City in any way.

SECTION 7. TERM. Tucson Code § 10A-139(b)(1)'s presumptive term of twenty-four months applies to the Task Force, which shall automatically terminate December 31, 2012, or the date upon which the Task force files its final report with the City Clerk, whichever is later.

SECTION 8. STAFF SUPPORT. As authorized under T.C. § 10A-139(b)(2), the Director of the Department of Transportation shall provide staff from the Department to support the functions of the Task Force.

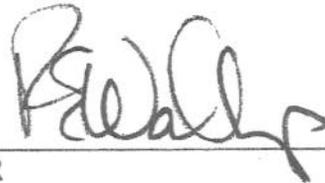
SECTION 9. ANNUAL REPORT. In compliance with T.C. § 10A-139(b)(5), the Chairperson of the Task Force shall file an annual report with the City Clerk summarizing the activities of the Task Force during the preceding year.

SECTION 10. The various City officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this resolution.

SECTION 11. WHEREAS, it is necessary for the preservation of the peace, health, and safety of the City of Tucson that this resolution become

immediately effective, an emergency is hereby declared to exist and this resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED BY THE MAYOR AND COUNCIL
OF THE CITY OF TUCSON, ARIZONA, April 13, 2010.



MAYOR

ATTEST:



CITY CLERK

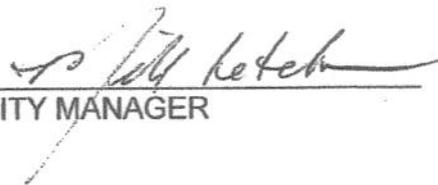
APPROVED AS TO FORM:



CITY ATTORNEY

M
DF/mmg
3/26/2009

REVIEWED BY:



CITY MANAGER

#16

From: Jennifer Burdick
To: [REDACTED]
CC: cody@kaneenpr.com
Date: 8/8/2012 7:25 AM
Subject: Re: stakeholder input from 1986 and 2005

Dear Laura,

Thank you for forwarding these letters and statements. We will share these with the Task Force and include them in the ongoing compilation of stakeholder input on the project.

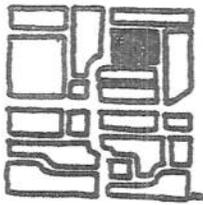
Jenn

>>> "Tabili, Laura - (tabili)" [REDACTED] 08/07/12 10:48 PM >>>

Dear Jennifer,

Attached are further stakeholder statements from 1986 and 2005.

Laura



SAM HUGHES NEIGHBORHOOD ASSOCIATION

While most residents of the Sam Hughes Neighborhood probably oppose the widening of Broadway on the southern boundary of our neighborhood, we realize such a widening may occur.

If Broadway is widened on its north side, the Sam Hughes Neighborhood Association wishes to go on record requesting the following actions:

LAND USE: We favor the creation of a landscaped linear park with a bicycle lane on the north side of Broadway, as opposed to any commercial development or landowner buy-back of residual land.

BUFFERS & MITIGATION: We ask that the city defer to those most affected; namely the few owner-occupant residents of the south side of 10th Street, not to renters nor absentee homeowners.

STREET CLOSURES: We want Norris and Olsen Avenues closed to auto traffic at Broadway. This would discourage the current use of the far south-west corner of our neighborhood as a short cut to Campbell from Broadway. Minimally, we want no break in the Broadway median at Treat Avenue. At best, we want Treat closed to auto traffic.

LIGHTS: We ask the consultants and/or city to study the effect of removing the traffic light at Plumer. Minimally, we ask that no left turns be allowed from Plumer to go eastbound on Broadway.

LANDSCAPING: We ask the city to return for approval to the Sam Hughes Neighborhood Association as final landscaping details are considered.

This consensus was reached at a widely advertised neighborhood meeting on Thursday, November 20, 1986 at the American Evangelical Lutheran Church at 115 N. Tucson Boulevard.

Suzette Besh, President
Sam Hughes Neighborhood Association

Paul Lindsey, Immediate Past President
Sam Hughes Neighborhood Association

Kent Anderson, Broadway Corridor Representative
Sam Hughes Neighborhood Association

MITIGATIONS OF THE BROADWAY CORRIDOR IMPACT - RECOMMENDED FOR
THE BROADMOOR - BROADWAY VILLAGE NEIGHBORHOOD ASSOCIATION

Our neighborhood association wishes a complete copy of the Broadway Corridor Plan as it will be submitted to the Mayor and Council prior to the presentation to them.

The majority of our neighborhood residents do not favor the widening of Broadway Boulevard beyond its present size. If it is to be widened, though, we would prefer no more than 150 feet maximum including landscaping on both sides. We are unanimously in favor of the divided grade separations at major intersections, synchronizing of lights and traffic signals, and improving mass transit to alleviate the traffic situation.

These following mitigations for our neighborhood are pressing needs that are already affecting the quality of life in our area. We intend to pursue the city to carry them out whether the 1/2% sales tax is approved or not. We submit them now because over a 20 year period the development of the Broadway Corridor will more than quadruple these problems and we want them written into the 20 year plan.

About 1/3 of our residents responded to our most recent survey. Over a years time of meetings, discussions and other earlier surveys, these are the mitigations we are united on.

1. Protection from high rise development by maintaining the present zoning along Broadway.
2. Protection of Broadway Village. Leave it just as it is.
3. Cul-de-sacing of Treat Avenue on the South side of Manchester with an attractive wall compatible with neighborhoods surroundings and approved by residents.
4. This is to be an eight foot wall extending down the Manchester alley on the south side with openings for gates according to the access of each individual residence.
5. The median along Eastbourne between the businesses of Broadway Village needs to have an opening adjacent to the Manchester alley so trucks coming eastward out of the alley may make a left turn toward Broadway or be able to continue on to Country Club. This is so they do not have to circle around the median island creating noise and dust in front of residences.
6. The Manchester alley needs to be paved to keep down dust as this is used by the businesses for numerous deliveries.
7. Muted lights are needed along the Manchester alley for crime prevention.
8. ~~When Treat is cul-de-saced, the remaining part of the street between Barrows and El Parador needs to be made into a public parking lot.~~
9. In our neighborhood, controlled use of easements and walkways to prevent vehicle access with either posts or gates.
10. Wheel chair access on curbs and walkways.
11. Speed bumps and stop signs on Arroyo Chico on either side, coming from each direction, just before the walkways in line with the bridge in the middle of the street. This is to control speeding through from Tucson Blvd. and Country Club.

Deleted by Connie Anzalone, Broadmoor

12. Controlling speed on Country Club Road by slower speed signs, stop signs or lights at both park crossings.
13. Controlling speed and improving lights on Tucson Blvd. with slower speed signs and lights.
14. Preventing vehicle access into the walkway off Tucson Blvd. by putting in poles. Also asphaltting or paving this to keep down dust, weeds, etc. It is as wide as a street.
15. Other issues to be explored are putting muted lights in the walkways through the neighborhood for crime prevention.

NOV. 23, 1986

October 19, 2005

Sam Hughes Neighborhood Association

TO: Regional Transportation Authority Board
RTA Citizens Advisory Committee
RTA Technical/Management Committee

The Sam Hughes Neighborhood Association (SHNA) Board is writing directly to you to voice our growing concerns with the proposed RTA Plan and the proposed ½ cent sales tax. Although we have individually attended many meetings and completed many surveys, we wish to express the view from an area centrally located in Tucson adjacent to the University of Arizona and directly impacted by a number of high cost major projects identified in the plan. Additionally as residents of the City of Tucson and the region, we have issues about the overall plan and its financing, particularly as it affects the city's budget and street maintenance.

One project that directly borders on the SHNA would widen Broadway to 8 lanes from Euclid to Country Club. The City of Tucson has talked about this project for years and perhaps at one time it seemed to be the thing to do. However, many circumstances have changed. What had some appeal twenty years ago doesn't hold up the same way now. We would question the necessity of carrying out this old conventional plan. Recent upgrades of Broadway that included repairing, striping, lighting and bus pull-outs show how improvements can make a difference. There is still more work to be done to make Broadway safer and to revitalize the business environment. Why can't Rio Nuevo funds generated from this area be used to help create a more vital business scene, instead of the blight resulting from the city's confusing acquisition efforts. Widening Broadway to 8 lanes is not the approach that area businesses and residents want.

Spending several hundred million dollars to pour more traffic into Downtown from a widened Broadway along with increased traffic from a new Barraza/Aviation East Parkway seems at cross purposes with the idea of keeping traffic out of the Downtown area. Why have more traffic converge at Downtown only to have to divert it around Downtown on a very expensive Barraza/Aviation West? Even this bypass has potential difficulties of creating choke points at 6th Street and Stone Avenue for both westbound and eastbound traffic. If any of these three projects is built, it might be appropriate to construct the Barraza/Aviation West segment first to see if the bypass can do the job.

The Broadway project illustrates many of the questionable aspects of conventional major street widenings designed primarily (e.g., N. 1st Ave and Grant) to carry more cars at faster speeds through the urban core without full consideration for business and residential surroundings. The RTA "Key Corridors" report suggests only benefits and features for these types of projects as if these widenings were not taking place in built-up

urban areas without consequences. It is as if these long established areas are simply to be passed through.

We agree that improved intersection safety and traffic flow are desirable along with many other urban streetscape features, but major widening creating mega-streets and massive pedestrian-hostile intersections (e.g., Speedway/Campbell, Broadway/Kolb) are not the way to do it. We need new pedestrian-friendly intersection designs. We have not seen information that convincingly demonstrates just what gains there will be from these projects that will cost several hundred million dollars. How much travel time will be saved, and for whom, and why is that the most important consideration? What about safety?

University of Arizona representatives on the RTA committees have strongly favored both Grant Road and Barraza Aviation East to bring more cars into the UA area. At the present time this is one of the most congested parts of Tucson with high automobile and pedestrian accident rates. At the same time other UA officials are saying the UA will not be providing more parking spaces. Where will these cars go? This is totally self-serving, contradictory and irresponsible on the part of the UA. The proposed streetcar project with a fixed route would have minimal effect on mitigating the chief causes of congestion in this area resulting from commuters to the University and pass-through traffic. Many cars would still be driven into the UA area as their primary trip. More flexible alternatives (e.g., utilizing busses) are needed to address this situation.

We support sensible improvements to urban streets along the lines of the recommendations in the “5/6th St (Corridor) Livability Study” that treat the street as part of the urban environment. Urban streets need to be viewed as more than just a device with a high price tag for moving more traffic at a faster pace through established areas. In fact, we are curious why the 5/6th St. Corridor is not included in this plan. Was it because a citizens committee largely chosen by the neighborhoods themselves did not recommend widening the street as the traffic consultants and city staff favored?

Stated another way, if these major city projects were significantly altered or removed from the plan and the funding significantly reduced or eliminated, why should city residents pay a ½ cent sales tax for the remaining road projects that seem to further peripheral development under some vague concept of regionality. Many of these roads would bring more congestion to the city – an area that already has 70% of the region’s congestion according to a City of Tucson report. Why have roads such as River Road and Skyline/Ina not been studied and compared for east-west mobility instead of just picking Grant as the convenient “corridor of choice”? Is this another example of trying to complete an old plan or is this possibly the path of least resistance compared to a foothills route that could accomplish the same cross-region mobility? We cannot maintain the roads we have, yet we would get wider roads with heavier usage under this proposed plan. Is this a “benefit”?

We understand that there may be approximately \$8-10 billion in anticipated revenues available to this region according to the recently approved Pima Association of Governments' "2030 Regional Transportation Plan" that will be available for this region, even if the RTA were to go out of existence tomorrow. The RTA sales tax money estimated around 2 billion dollars over 20 years would only amount to approximately 20% of the total transportation money for the region over the next 20 years. Yet the RTA plan is being presented in isolation from the RTP plan and being described as if without the 2 billion dollars from the ½ cent sales tax all major transportation projects would come to a halt. This is just not the case. City residents should ask if they would be better off paying ¼ cent sales tax for actual regional roads along with supporting realistic regional transportation impact fees. City residents faced with increasing city government budgets may want to reserve their sales tax options to pay for public safety needs and street maintenance before they commit to a limited purpose ½ cent sales tax for 20 years.

In summary, while there are some good features in the proposed RTA plan for the urban area, such as improved bus service, too much of the plan is simply more of the same conventional road building. The plan does too little for the urban area to warrant the imposition of a full ½ cent sales tax – over 70% will come from the City of Tucson. Rather than being the catch-up plan for existing residents that proponents claim, new roads outside the core will accelerate development at the city's edge and beyond. New development made possible by these new roads will further strain government budgets if we continue to finance infrastructure in the present manner. We need new, equitable fiscal plans as well as transportation plans.

Perhaps enough changes can be made to the proposed plan in time for the May 2006 election to merit support. At this point we see no compelling reasons to support either the draft plan or a full ½ cent sales tax.

#17

Broadway - Map: City-owned Property in Broadway project area

From: Jennifer Burdick
To: [REDACTED]
Date: 8/9/2012 6:50 PM
Subject: Map: City-owned Property in Broadway project area
CC: Broadway
Attachments: Project_W_CotParc_Arc10.pdf; Jennifer Burdick.vcf

Mark,

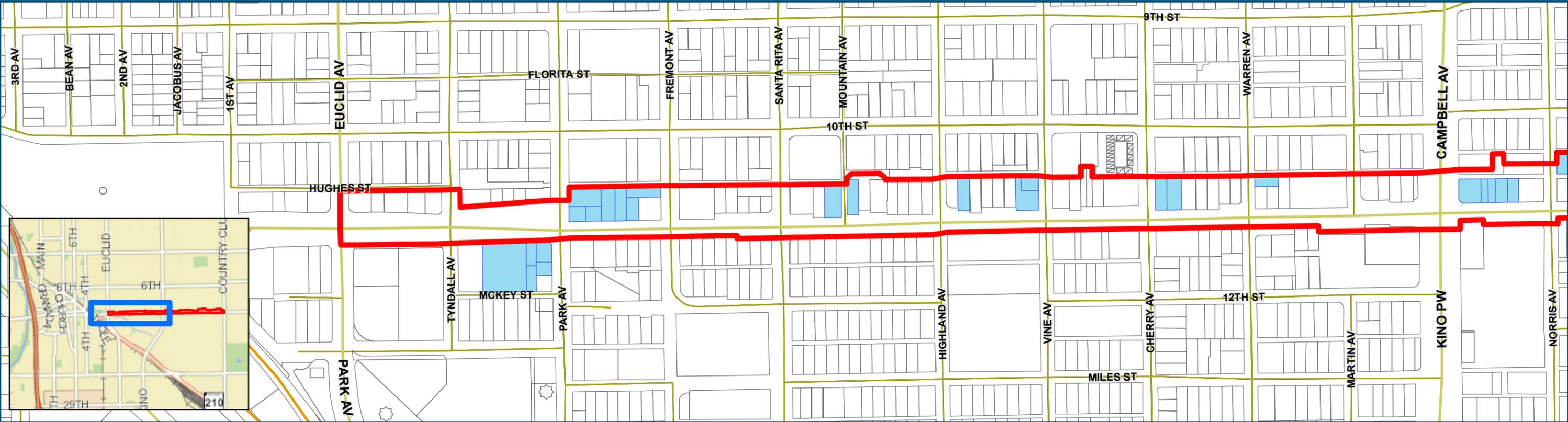
Attached is a map created in March that shows the future Right-of-Way boundary along the northside of Broadway, and all the City-owned property in blue.

Please let me know if you have any questions about this.

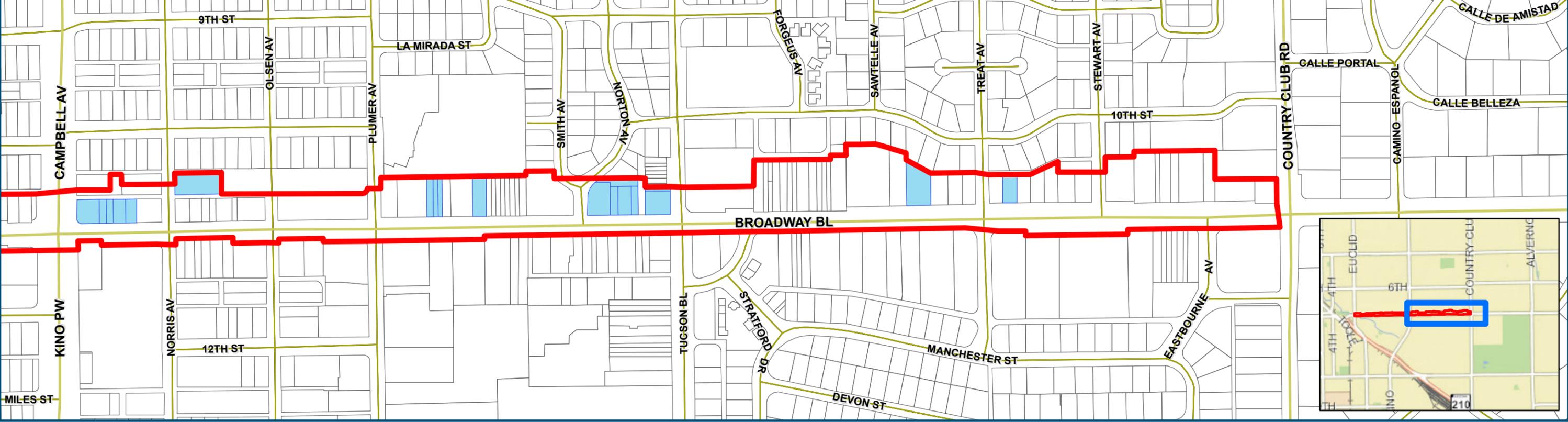
Very best regards,
Jenn

Jennifer Toothaker Burdick, Project Manager
City of Tucson Department of Transportation
Direct: (520) 837-6648 **Cell:** (520) 390-7094
Web: cms3.tucsonaz.gov/transportation

Euclid Av to Campbell Av

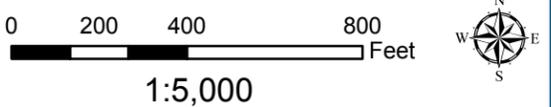


Campbell Av to Country Club Rd



- Project ROW Envelope
- Adjacent City-Owned Parcels

**Broadway Bl: Euclid Av to Country Club Rd
1989 Right-of-Way Plan & City-Owned Parcels to Date**



Path: C:\temp\BroadwayCorridorProject\Project W_CotParc_Arc10.mxd

Broadway - Property Tax Valuations and City Taxes

From: Jennifer Burdick
To: [REDACTED]
Date: 8/9/2012 6:45 PM
Subject: Property Tax Valuations and City Taxes
CC: Broadway
Attachments: Summary_PropertyTaxes_July2012.xlsx; Summary_PropertyTaxes_July2012.pdf; Jennifer Burdick.vcf

Hi, Mark -

Per your request for this information for the Broadway Coalition, I am attached a spreadsheet I put together. I asked our City Finance department to review it for relative accuracy, and also someone from the Pima County Budget Office.

Attached are both the Excel workbook I created and one PDF of all the worksheets. If there are any questions or issues working with the file, please let me know.

Thanks,
Jenn

Jennifer Toothaker Burdick, Project Manager
City of Tucson Department of Transportation
Direct: (520) 837-6648 **Cell:** (520) 390-7094
Web: cms3.tucsonaz.gov/transportation

Assessed Valuations and Estimated City Property Tax Information

Project Area Properties Immediately Adjacent to the North and South Sides of Broadway Blvd,
between Euclid Ave and Country Club Rd

	South Side	North Side	Totals
Total Number of Parcels:	102	142	244
Number of Exempt Parcels:	5	37	42
Total Assessed Value, <i>Not Including Exempt Properties</i> :	\$ 7,014,014	\$ 5,092,474	\$ 12,106,489
Total Limited Assessed Value, <i>Not Including Exempt Properties</i> :	\$ 6,871,637	\$ 5,113,120	\$ 11,984,757
Total City of Tucson Annual Property Taxes (2012), <i>Not Including Exempt Properties</i> :	\$ 77,351	\$ 55,546	\$ 132,897

Parcel data (in yellow columns in worksheets) was obtained through City of Tucson GIS data layers on July 26, 2012 by selecting parcels to the north and south sides of Broadway. The south side properties represent those immediately adjacent to the street. The north side properties include all parcels within the boundary for future Right-of-Way identified in City Plan R-89-05, included in the City's *Major Streets & Routes Plan*. Data

Formulas used to figure Full Cash, Limited, and Assessed values are set by Pima County Assessor's Office. (Definitions of the formulas are included in a separate attached worksheet.) Questions about property tax calculations can be directed to Pima County at 520.740.8650 or 520.740.8750 or by accessing the web site at http://www.pima.gov/Taxes/B_Tax.html.

The current City of Tucson Primary (\$0.3569) and Secondary (\$0.7324) Property Tax Rates used to calculate the City's portion of the assessed property tax values were found online at the Pima County Assessor's Office web page. http://www.pima.gov/Taxes/A_Tax.html

Properties owned by State, County, or City of Tucson are exempt from paying property taxes. The above totals are adjusted to reflect this. Also exempt are churches, which were also taken out of the above totals.

Data calculated by City staff is in orange columns in the following worksheets according to the formulas and rates described above.

Assessed Valuations and Estimated City Property Tax Information

Project Area Properties Immediately Adjacent to the North and South Sides of Broadway Blvd,
between Euclid Ave and Country Club Rd

FORMULAS

FCV	$=([LANDFCV]+[IMPFCV])$
AV	$=([landfcv]*[landratio])/100+([impfcv]*[impratio])/100$ $=([FCV]*[landratio])/100$
LAV	$=([CURRENTLMT]*[landratio])/100$
City Tax	$=([LAV]*CityPrimary) + ([AV]*CitySecondary)$

City of Tucson Tax Rates	<u>Current</u>
City Primary Property Tax	=\$0.3569
City Secondary Property Tax	=\$0.7324

Abbreviations

AV	Assessed Value
CURRENTLMT	Current Limited Value
FCV	Full Cash Value
IMPFCV	Improvements Full Cash Value
IMPRATIO	Improvements Ratio
LANDFCV	Land Full Cash Value
LANDRATIO	Land Ratio
LAV	Limited Assessed Value

Tax Parcel Property Data

For Project Area Properties to the South Side of Broadway Blvd, between Euclid Ave and Country Club Rd.

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
129020010	0	\$ 1,077,405	19.5	\$ 863,621	19.5	\$ 213,784	\$ 1,077,405	\$ 210,093.98	\$ 210,093.98	\$ 749.83	\$ 1,707.01	\$ 2,456.84					
129020870	0	\$ 927,527	19.5	\$ 307,248	19.5	\$ 1,092,792	\$ 1,400,040	\$ 273,007.80	\$ 180,867.77	\$ 645.52	\$ 2,218.19	\$ 2,863.71					
12902086A	0	\$ 2,051,500	19.5	\$ 400,584	19.5	\$ 1,650,916	\$ 2,051,500	\$ 400,042.50	\$ 400,042.50	\$ 1,427.75	\$ 3,250.35	\$ 4,678.10					
129020510	0	\$ 319,950	19.5	\$ 87,690	19.5	\$ 232,260	\$ 319,950	\$ 62,390.25	\$ 62,390.25	\$ 222.67	\$ 506.92	\$ 729.59					
129020500	0	\$ 169,000	19.5	\$ 46,640	19.5	\$ 122,360	\$ 169,000	\$ 32,955.00	\$ 32,955.00	\$ 117.62	\$ 267.76	\$ 385.38					
12902049G	0	\$ 95,000	19.5	\$ 46,647	19.5	\$ 48,353	\$ 95,000	\$ 18,525.00	\$ 18,525.00	\$ 66.12	\$ 150.52	\$ 216.63					
12902084A	0	\$ 219,450	19.5	\$ 232,254	19.5	\$ 500	\$ 232,754	\$ 45,387.03	\$ 42,792.75	\$ 152.73	\$ 368.77	\$ 521.50					
12902049F	0	\$ 95,000	19.5	\$ 46,647	19.5	\$ 48,353	\$ 95,000	\$ 18,525.00	\$ 18,525.00	\$ 66.12	\$ 150.52	\$ 216.63					
12902049E	0	\$ 80,750	19.5	\$ 40,811	19.5	\$ 39,939	\$ 80,750	\$ 15,746.25	\$ 15,746.25	\$ 56.20	\$ 127.94	\$ 184.14					
12902049D	0	\$ 85,500	19.5	\$ 40,811	19.5	\$ 44,689	\$ 85,500	\$ 16,672.50	\$ 16,672.50	\$ 59.50	\$ 135.46	\$ 194.97					
129020480	0	\$ 256,500	19.5	\$ 151,732	19.5	\$ 104,768	\$ 256,500	\$ 50,017.50	\$ 50,017.50	\$ 178.51	\$ 406.39	\$ 584.90					
12902084B	0	\$ 431,250	19.5	\$ 167,816	19.5	\$ 263,434	\$ 431,250	\$ 84,093.75	\$ 84,093.75	\$ 300.13	\$ 683.26	\$ 983.39					
129020470	0	\$ 864,325	16.0	\$ 288,750	16.0	\$ 586,250	\$ 875,000	\$ 140,000.00	\$ 138,292.00	\$ 493.56	\$ 1,137.50	\$ 1,631.06					
129020820	0	\$ 565,407	19.5	\$ 243,984	19.5	\$ 321,423	\$ 565,407	\$ 110,254.37	\$ 110,254.37	\$ 393.50	\$ 895.82	\$ 1,289.31					
129020810	0	\$ 330,428	19.5	\$ 227,409	19.5	\$ 158,473	\$ 385,882	\$ 75,246.99	\$ 64,433.46	\$ 229.96	\$ 611.38	\$ 841.34					
12902079A	0	\$ 477,538	19.5	\$ 296,068	19.5	\$ 181,470	\$ 477,538	\$ 93,119.91	\$ 93,119.91	\$ 332.34	\$ 756.60	\$ 1,088.94					
129020780	0	\$ 182,497	14.3	\$ 66,650	14.3	\$ 115,847	\$ 182,497	\$ 26,097.07	\$ 26,097.07	\$ 93.14	\$ 212.04	\$ 305.18					
129020770	0	\$ 84,000	19.5	\$ 50,270	19.5	\$ 33,730	\$ 84,000	\$ 16,380.00	\$ 16,380.00	\$ 58.46	\$ 133.09	\$ 191.55					
129020760	0	\$ 480,000	19.5	\$ 50,020	19.5	\$ 429,980	\$ 480,000	\$ 93,600.00	\$ 93,600.00	\$ 334.06	\$ 760.50	\$ 1,094.56					
129020750	0	\$ 180,000	19.5	\$ 118,989	19.5	\$ 61,011	\$ 180,000	\$ 35,100.00	\$ 35,100.00	\$ 125.27	\$ 285.19	\$ 410.46					
129020440	0	\$ 1,825,140	19.5	\$ 445,392	19.5	\$ 1,379,748	\$ 1,825,140	\$ 355,902.30	\$ 355,902.30	\$ 1,270.22	\$ 2,606.63	\$ 3,876.84					
129020740	0	\$ 485,600	19.5	\$ 219,899	19.5	\$ 265,701	\$ 485,600	\$ 94,692.00	\$ 94,692.00	\$ 337.96	\$ 693.52	\$ 1,031.48					
129020890	0	\$ 101,080	19.5	\$ 87,014	19.5	\$ 14,066	\$ 101,080	\$ 19,710.60	\$ 19,710.60	\$ 70.35	\$ 144.36	\$ 214.71					
12902090A	0	\$ 311,040	19.5	\$ 267,720	19.5	\$ 43,320	\$ 311,040	\$ 60,652.80	\$ 60,652.80	\$ 216.47	\$ 444.22	\$ 660.69					
129010040	0	\$ 179,871	19.5	\$ 144,120	19.5	\$ 35,751	\$ 179,871	\$ 35,074.85	\$ 35,074.85	\$ 125.18	\$ 256.89	\$ 382.07					
129010050	0	\$ 211,157	19.5	\$ 52,657	19.5	\$ 158,500	\$ 211,157	\$ 41,175.62	\$ 41,175.62	\$ 146.96	\$ 301.57	\$ 448.53					
129010060	0	\$ 189,000	19.5	\$ 52,500	19.5	\$ 136,500	\$ 189,000	\$ 36,855.00	\$ 36,855.00	\$ 131.54	\$ 269.93	\$ 401.46					
129010070	0	\$ 826,000	19.5	\$ 118,260	19.5	\$ 707,740	\$ 826,000	\$ 161,070.00	\$ 161,070.00	\$ 574.86	\$ 1,179.68	\$ 1,754.54					
129010080	0	\$ 126,845	19.5	\$ 60,319	19.5	\$ 66,526	\$ 126,845	\$ 24,734.78	\$ 24,734.78	\$ 88.28	\$ 181.16	\$ 269.44					
129010090	0	\$ 126,668	19.5	\$ 74,463	19.5	\$ 52,205	\$ 126,668	\$ 24,700.26	\$ 24,700.26	\$ 88.16	\$ 180.90	\$ 269.06					
12902046B	0	\$ 795,575	19.5	\$ 877,095	19.5	\$ 530	\$ 877,625	\$ 171,136.88	\$ 155,137.13	\$ 553.68	\$ 1,253.41	\$ 1,807.09					
12901010B	0	\$ 51,898	19.5	\$ 29,785	19.5	\$ 22,113	\$ 51,898	\$ 10,120.11	\$ 10,120.11	\$ 36.12	\$ 74.12	\$ 110.24					
12901010A	0	\$ 100,455	19.5	\$ 61,170	19.5	\$ 39,285	\$ 100,455	\$ 19,588.73	\$ 19,588.73	\$ 69.91	\$ 143.47	\$ 213.38					
129010110	0	\$ 279,850	19.5	\$ 68,833	19.5	\$ 211,017	\$ 279,850	\$ 54,570.75	\$ 54,570.75	\$ 194.76	\$ 399.68	\$ 594.44					
129010120	0	\$ 221,500	19.5	\$ 137,836	19.5	\$ 83,664	\$ 221,500	\$ 43,192.50	\$ 43,192.50	\$ 154.15	\$ 316.34	\$ 470.50					
129010130	0	\$ 315,000	19.5	\$ 119,000	19.5	\$ 196,000	\$ 315,000	\$ 61,425.00	\$ 61,425.00	\$ 219.23	\$ 449.88	\$ 669.10					
12902045B	0	\$ 1,572,422	19.5	\$ 438,547	19.5	\$ 1,133,875	\$ 1,572,422	\$ 306,622.29	\$ 306,622.29	\$ 1,094.33	\$ 2,245.70	\$ 3,340.04					
12901014B	0	\$ 187,510	17.7	\$ 102,120	19.5	\$ 85,390	\$ 187,510	\$ 34,726.29	\$ 33,189.27	\$ 118.45	\$ 254.34	\$ 372.79					
129010150	0	\$ 99,990	17.7	\$ 99,116	19.5	\$ 874	\$ 99,990	\$ 17,713.96	\$ 17,698.23	\$ 63.16	\$ 129.74	\$ 192.90					
12901021A	0	\$ 269,325	19.5	\$ 266,824	19.5	\$ 2,501	\$ 269,325	\$ 52,518.38	\$ 52,518.38	\$ 187.44	\$ 384.64	\$ 572.08					
129041780	0	\$ 162,753	15.3	\$ 71,612	15.3	\$ 91,141	\$ 162,753	\$ 24,901.21	\$ 24,901.21	\$ 88.87	\$ 182.38	\$ 271.25					
129041790	0	\$ 237,508	19.5	\$ 71,612	19.5	\$ 186,148	\$ 257,760	\$ 50,263.20	\$ 46,314.06	\$ 165.29	\$ 368.13	\$ 533.42					
129041800	0	\$ 128,040	19.5	\$ 61,591	19.5	\$ 66,449	\$ 128,040	\$ 24,967.80	\$ 24,967.80	\$ 89.11	\$ 182.86	\$ 271.97					
129041810	0	\$ 281,280	19.5	\$ 38,721	19.5	\$ 242,559	\$ 281,280	\$ 54,849.60	\$ 54,849.60	\$ 195.76	\$ 401.72	\$ 597.48					
129041820	0	\$ 176,400	19.5	\$ 60,225	19.5	\$ 116,175	\$ 176,400	\$ 34,398.00	\$ 34,398.00	\$ 122.77	\$ 251.93	\$ 374.70					
12904162B	0	\$ 257,431	16.0	\$ 118,576	16.0	\$ 138,855	\$ 257,431	\$ 41,188.96	\$ 41,188.96	\$ 147.00	\$ 301.67	\$ 448.67					

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
129041830	0	\$ 161,025	19.5	\$ 54,490	19.5	\$ 106,535	\$ 161,025	\$ 31,399.88	\$ 31,399.88	\$ 112.07	\$ 229.97	\$ 342.04					
12904162A	1	\$ 443,656	16.0	\$ 161,695	16.0	\$ 281,961	\$ 443,656	\$ 70,984.96	\$ 70,984.96	\$ 253.35	\$ 519.89	\$ 773.24	\$ 443,656	\$ 443,656	\$ 70,984.96	\$ 70,984.96	\$ 773.24
12901016A	0	\$ 611,880	19.5	\$ 337,302	19.5	\$ 274,578	\$ 611,880	\$ 119,316.60	\$ 119,316.60	\$ 425.84	\$ 873.87	\$ 1,299.72					
12901018F	0	\$ 341,500	19.5	\$ 273,525	19.5	\$ 67,975	\$ 341,500	\$ 66,592.50	\$ 66,592.50	\$ 237.67	\$ 487.72	\$ 725.39					
12901018D	0	\$ 546,290	19.5	\$ 340,000	19.5	\$ 206,290	\$ 546,290	\$ 106,526.55	\$ 106,526.55	\$ 380.19	\$ 780.20	\$ 1,160.39					
12901045A	0	\$ 471,449	19.5	\$ 294,000	19.5	\$ 177,449	\$ 471,449	\$ 91,932.56	\$ 91,932.56	\$ 328.11	\$ 673.31	\$ 1,001.42					
12904158F	0	\$ 742,279	19.5	\$ 290,810	19.5	\$ 520,390	\$ 811,200	\$ 158,184.00	\$ 144,744.41	\$ 516.59	\$ 1,158.54	\$ 1,675.13					
129041750	0	\$ 973,000	19.5	\$ 161,175	19.5	\$ 811,825	\$ 973,000	\$ 189,735.00	\$ 189,735.00	\$ 677.16	\$ 1,389.62	\$ 2,066.78					
12901044D	0	\$ 4,507,044	19.5	\$ 1,199,316	19.5	\$ 3,569,754	\$ 4,769,070	\$ 929,968.65	\$ 878,873.58	\$ 3,136.70	\$ 6,811.09	\$ 9,947.79					
12411021D	0	\$ 819,936	19.5	\$ 489,678	19.5	\$ 363,826	\$ 853,504	\$ 166,433.28	\$ 159,887.52	\$ 570.64	\$ 1,218.96	\$ 1,789.60					
12411007A	0	\$ 80,282	10.0	\$ -	10.0	\$ -	\$ 80,282	\$ -	\$ 8,028.20	\$ 28.65	\$ -	\$ 28.65					
12411008A	0	\$ 76,319	10.0	\$ -	10.0	\$ -	\$ 76,319	\$ -	\$ 7,631.90	\$ 27.24	\$ -	\$ 27.24					
12411100A	0	\$ 81,482	10.0	\$ -	10.0	\$ -	\$ 81,482	\$ -	\$ 8,148.20	\$ 29.08	\$ -	\$ 29.08					
12411101A	0	\$ 83,560	10.0	\$ -	10.0	\$ -	\$ 83,560	\$ -	\$ 8,356.00	\$ 29.82	\$ -	\$ 29.82					
12411102A	0	\$ 82,058	10.0	\$ -	10.0	\$ -	\$ 82,058	\$ -	\$ 8,205.80	\$ 29.29	\$ -	\$ 29.29					
12411001A	0	\$ 297,227	19.5	\$ 189,125	19.5	\$ 108,102	\$ 297,227	\$ 57,959.27	\$ 57,959.27	\$ 206.86	\$ 424.49	\$ 631.35					
12412063A	0	\$ 242,934	19.5	\$ 143,608	19.5	\$ 99,326	\$ 242,934	\$ 47,372.13	\$ 47,372.13	\$ 169.07	\$ 346.95	\$ 516.02					
12412066A	0	\$ 28,283	19.5	\$ 27,743	19.5	\$ 540	\$ 28,283	\$ 5,515.19	\$ 5,515.19	\$ 19.68	\$ 40.39	\$ 60.08					
12412067A	0	\$ 328,717	19.5	\$ 103,175	19.5	\$ 225,542	\$ 328,717	\$ 64,099.82	\$ 64,099.82	\$ 228.77	\$ 469.47	\$ 698.24					
124120690	0	\$ 143,220	19.5	\$ 31,810	19.5	\$ 136,190	\$ 168,000	\$ 32,760.00	\$ 27,927.90	\$ 99.67	\$ 239.93	\$ 339.61					
12411103B	0	\$ 73,280	19.5	\$ 57,500	19.5	\$ 15,780	\$ 73,280	\$ 14,289.60	\$ 14,289.60	\$ 51.00	\$ 104.66	\$ 155.66					
12412070A	0	\$ 448,385	19.5	\$ 110,500	19.5	\$ 337,885	\$ 448,385	\$ 87,435.08	\$ 87,435.08	\$ 312.06	\$ 640.37	\$ 952.43					
124120620	1	\$ 3,300,149	16.0	\$ 883,300	16.0	\$ 2,416,849	\$ 3,300,149	\$ 528,023.84	\$ 528,023.84	\$ 1,884.52	\$ 3,867.25	\$ 5,751.76	\$ 3,300,149	\$ 3,300,149	\$ 528,023.84	\$ 528,023.84	\$ 5,751.76
12411021E	0	\$ 1,395,000	19.5	\$ 596,336	19.5	\$ 798,664	\$ 1,395,000	\$ 272,025.00	\$ 272,025.00	\$ 970.86	\$ 1,992.31	\$ 2,963.17					
12412037A	0	\$ 161,460	19.5	\$ 77,596	19.5	\$ 83,864	\$ 161,460	\$ 31,484.70	\$ 31,484.70	\$ 112.37	\$ 230.59	\$ 342.96					
12411009B	0	\$ 80,121	19.5	\$ 84,009	19.5	\$ 550	\$ 84,559	\$ 16,489.01	\$ 15,623.60	\$ 55.76	\$ 120.77	\$ 176.53					
12411010B	0	\$ 1,230,809	19.5	\$ 86,132	19.5	\$ 1,144,677	\$ 1,230,809	\$ 240,007.76	\$ 240,007.76	\$ 856.59	\$ 1,757.82	\$ 2,614.40					
124120390	0	\$ 86,979	10.0	\$ -	10.0	\$ -	\$ 86,979	\$ -	\$ 8,697.90	\$ 31.04	\$ -	\$ 31.04					
124120400	0	\$ 108,855	10.0	\$ 51,391	10.0	\$ 57,464	\$ 108,855	\$ 10,885.50	\$ 10,885.50	\$ 38.85	\$ 79.73	\$ 118.58					
12412041A	0	\$ 95,462	10.0	\$ -	10.0	\$ -	\$ 95,462	\$ -	\$ 9,546.20	\$ 34.07	\$ -	\$ 34.07					
124120240	0	\$ 67,979	19.5	\$ 55,250	19.5	\$ 12,729	\$ 67,979	\$ 13,255.91	\$ 13,255.91	\$ 47.31	\$ 97.09	\$ 144.40					
124120420	0	\$ 152,020	19.5	\$ 50,974	19.5	\$ 101,046	\$ 152,020	\$ 29,643.90	\$ 29,643.90	\$ 105.80	\$ 217.11	\$ 322.91					
124120250	0	\$ 87,191	10.0	\$ -	10.0	\$ -	\$ 87,191	\$ -	\$ 8,719.10	\$ 31.12	\$ -	\$ 31.12					
12412043A	0	\$ 476,000	19.5	\$ 126,658	19.5	\$ 349,342	\$ 476,000	\$ 92,820.00	\$ 92,820.00	\$ 331.27	\$ 679.81	\$ 1,011.09					
124120270	0	\$ 75,000	19.5	\$ 70,375	19.5	\$ 4,625	\$ 75,000	\$ 14,625.00	\$ 14,625.00	\$ 52.20	\$ 107.11	\$ 159.31					
124120280	0	\$ 255,060	19.5	\$ 55,315	19.5	\$ 209,685	\$ 265,000	\$ 51,675.00	\$ 49,736.70	\$ 177.51	\$ 378.47	\$ 555.98					
124120460	0	\$ 92,774	10.8	\$ 50,260	10.8	\$ 42,514	\$ 92,774	\$ 10,019.59	\$ 10,019.59	\$ 35.76	\$ 73.38	\$ 109.14					
124120470	0	\$ 502,809	19.5	\$ 50,141	19.5	\$ 452,668	\$ 502,809	\$ 98,047.76	\$ 98,047.76	\$ 349.93	\$ 718.10	\$ 1,068.03					
12412005A	0	\$ 94,770	19.5	\$ 85,000	19.5	\$ 9,770	\$ 94,770	\$ 18,480.15	\$ 18,480.15	\$ 65.96	\$ 135.35	\$ 201.30					
124120060	0	\$ 71,424	19.5	\$ 55,250	19.5	\$ 16,174	\$ 71,424	\$ 13,927.68	\$ 13,927.68	\$ 49.71	\$ 102.01	\$ 151.71					
124120070	0	\$ 94,572	19.5	\$ 55,250	19.5	\$ 39,322	\$ 94,572	\$ 18,441.54	\$ 18,441.54	\$ 65.82	\$ 135.07	\$ 200.88					
124120480	0	\$ 46,105	19.5	\$ 49,962	0.0	\$ -	\$ 49,962	\$ 9,742.59	\$ 8,990.48	\$ 32.09	\$ 71.35	\$ 103.44					
124120080	0	\$ 104,108	19.5	\$ 55,375	19.5	\$ 51,365	\$ 106,740	\$ 20,814.30	\$ 20,301.06	\$ 72.45	\$ 152.44	\$ 224.90					
12412049A	0	\$ 44,913	19.5	\$ 48,669	0.0	\$ -	\$ 48,669	\$ 9,490.46	\$ 8,758.04	\$ 31.26	\$ 69.51	\$ 100.77					
12412010A	0	\$ 244,569	10.0	\$ 110,630	10.0	\$ 133,939	\$ 244,569	\$ 24,456.90	\$ 24,456.90	\$ 87.29	\$ 179.12	\$ 266.41					
12412011A	0	\$ 281,096	10.0	\$ 110,630	10.0	\$ 170,466	\$ 281,096	\$ 28,109.60	\$ 28,109.60	\$ 100.32	\$ 205.87	\$ 306.20					

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
124120210	0	\$ 63,111	19.5	\$ 49,392	19.5	\$ 13,719	\$ 63,111	\$ 12,306.65	\$ 12,306.65	\$ 43.92	\$ 90.13	\$ 134.06					
124120220	0	\$ 48,948	19.5	\$ 49,358	19.5	\$ 816	\$ 50,174	\$ 9,783.93	\$ 9,544.86	\$ 34.07	\$ 71.66	\$ 105.72					
124120230	0	\$ 222,000	19.5	\$ 48,926	19.5	\$ 173,074	\$ 222,000	\$ 43,290.00	\$ 43,290.00	\$ 154.50	\$ 317.06	\$ 471.56					
124120260	0	\$ 110,400	19.5	\$ 48,365	19.5	\$ 62,035	\$ 110,400	\$ 21,528.00	\$ 21,528.00	\$ 76.83	\$ 157.67	\$ 234.50					
12412001A	1	\$ 54,369	16.0	\$ 58,836	16.0	\$ 3,309	\$ 62,145	\$ 9,943.20	\$ 8,699.04	\$ 31.05	\$ 72.82	\$ 103.87	\$ 62,145	\$ 54,369	\$ 9,943.20	\$ 8,699.04	\$ 103.87
124072060	1	\$ 68,345	16.0	\$ 45,692	16.0	\$ 27,905	\$ 73,597	\$ 11,775.52	\$ 10,935.20	\$ 39.03	\$ 86.24	\$ 125.27	\$ 73,597	\$ 68,345	\$ 11,775.52	\$ 10,935.20	\$ 125.27
12407211B	1	\$ 617,080	16.0	\$ 385,662	16.0	\$ 231,418	\$ 617,080	\$ 98,732.80	\$ 98,732.80	\$ 352.38	\$ 723.12	\$ 1,075.50	\$ 617,080	\$ 617,080	\$ 98,732.80	\$ 98,732.80	\$ 1,075.50
12407212A	0	\$ 275,030	19.5	\$ 90,058	19.5	\$ 184,972	\$ 275,030	\$ 53,630.85	\$ 53,630.85	\$ 191.41	\$ 392.79	\$ 584.20					
12407221B		\$ 11,786	16.0	\$ 11,786	0.0	\$ -	\$ 11,786	\$ 1,885.76	\$ 1,885.76	\$ 6.73	\$ 13.81	\$ 20.54					
12407221A		\$ 22,626	16.0	\$ 22,626	0.0	\$ -	\$ 22,626	\$ 3,620.16	\$ 3,620.16	\$ 12.92	\$ 26.51	\$ 39.43					
102	5	\$ 40,719,091.00		\$ 15,804,304.00		\$ 25,323,874.00	\$ 41,801,511.00	\$ 7,733,474.80	\$ 7,589,013.06	\$ 27,085.19	\$ 58,095.59	\$ 85,180.78	\$ 4,496,627	\$ 4,483,599	\$ 719,460	\$ 717,376	\$ 7,830

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
12509049A	1	\$ 2,287,000	16.0	\$ 420,120	16.0	\$ 1,866,880	\$ 2,287,000	\$ 365,920.00	\$ 365,920.00	\$ 1,305.97	\$ 2,680.00	\$ 3,985.97	\$ 2,287,000	\$ 2,287,000	\$ 365,920.00	\$ 365,920.00	\$ 3,985.97
12501047B	0	\$ 3,491,359	19.5	\$ 896,456	19.5	\$ 2,594,903	\$ 3,491,359	\$ 680,815.01	\$ 680,815.01	\$ 2,429.83	\$ 4,986.29	\$ 7,416.12					
12509049B	0	\$ 231,666	19.5	\$ 142,817	19.5	\$ 88,849	\$ 231,666	\$ 45,174.87	\$ 45,174.87	\$ 161.23	\$ 330.86	\$ 492.09					
125011200	0	\$ 492,038	19.5	\$ 492,038	0.0	\$ -	\$ 492,038	\$ 95,947.41	\$ 95,947.41	\$ 342.44	\$ 702.72	\$ 1,045.16					
125011230	0	\$ 294,300	19.5	\$ 112,500	19.5	\$ 181,800	\$ 294,300	\$ 57,388.50	\$ 57,388.50	\$ 204.82	\$ 420.31	\$ 625.13					
125011240	0	\$ 1,138,320	19.5	\$ 191,250	19.5	\$ 947,070	\$ 1,138,320	\$ 221,972.40	\$ 221,972.40	\$ 792.22	\$ 1,625.73	\$ 2,417.95					
125011250	0	\$ 227,520	19.5	\$ 74,990	19.5	\$ 152,530	\$ 227,520	\$ 44,366.40	\$ 44,366.40	\$ 158.34	\$ 324.94	\$ 483.28					
125011260	0	\$ 1,374,001	19.5	\$ 90,112	19.5	\$ 1,283,889	\$ 1,374,001	\$ 267,930.20	\$ 267,930.20	\$ 956.24	\$ 1,962.32	\$ 2,918.56					
125011270	0	\$ 28,836	19.5	\$ 28,836	0.0	\$ -	\$ 28,836	\$ 5,623.02	\$ 5,623.02	\$ 20.07	\$ 41.18	\$ 61.25					
125011280	0	\$ 180,225	19.5	\$ 180,225	0.0	\$ -	\$ 180,225	\$ 35,143.88	\$ 35,143.88	\$ 125.43	\$ 257.39	\$ 382.82					
12508097B	0	\$ 136,100	19.5	\$ 65,943	19.5	\$ 70,157	\$ 136,100	\$ 26,539.50	\$ 26,539.50	\$ 94.72	\$ 194.38	\$ 289.09					
125010490	0	\$ 301,500	19.5	\$ 123,420	19.5	\$ 178,080	\$ 301,500	\$ 58,792.50	\$ 58,792.50	\$ 209.83	\$ 430.60	\$ 640.43					
12509141A	0	\$ 468,720	19.5	\$ 193,026	19.5	\$ 275,694	\$ 468,720	\$ 91,400.40	\$ 91,400.40	\$ 326.21	\$ 669.42	\$ 995.62					
125090120	0	\$ 92,550	19.5	\$ 40,000	19.5	\$ 52,550	\$ 92,550	\$ 18,047.25	\$ 18,047.25	\$ 64.41	\$ 132.18	\$ 196.59					
125090130	0	\$ 78,300	19.5	\$ 36,000	19.5	\$ 42,300	\$ 78,300	\$ 15,268.50	\$ 15,268.50	\$ 54.49	\$ 111.83	\$ 166.32					
125090140	0	\$ 122,400	19.5	\$ 48,000	19.5	\$ 74,400	\$ 122,400	\$ 23,868.00	\$ 23,868.00	\$ 85.18	\$ 174.81	\$ 259.99					
125090150	0	\$ 210,000	19.5	\$ 70,000	19.5	\$ 140,000	\$ 210,000	\$ 40,950.00	\$ 40,950.00	\$ 146.15	\$ 299.92	\$ 446.07					
125090160	0	\$ 493,134	19.5	\$ 104,500	19.5	\$ 482,450	\$ 586,950	\$ 114,455.25	\$ 96,161.13	\$ 343.20	\$ 838.27	\$ 1,181.47					
125090170	0	\$ 152,154	19.5	\$ 36,000	19.5	\$ 127,800	\$ 163,800	\$ 31,941.00	\$ 29,670.03	\$ 105.89	\$ 233.94	\$ 339.83					
12509104A	1	\$ 152,764	16.0	\$ 152,764	0.0	\$ -	\$ 152,764	\$ 24,442.24	\$ 24,442.24	\$ 87.23	\$ 179.01	\$ 266.25	\$ 152,764	\$ 152,764	\$ 24,442.24	\$ 24,442.24	\$ 266.25
125090180	0	\$ 93,280	19.5	\$ 34,236	19.5	\$ 60,264	\$ 94,500	\$ 18,427.50	\$ 18,189.60	\$ 64.92	\$ 134.96	\$ 199.88					
125090190	0	\$ 170,625	19.5	\$ 66,570	19.5	\$ 104,055	\$ 170,625	\$ 33,271.88	\$ 33,271.88	\$ 118.75	\$ 243.68	\$ 362.43					
125090200	0	\$ 302,064	19.5	\$ 64,000	19.5	\$ 238,064	\$ 302,064	\$ 58,902.48	\$ 58,902.48	\$ 210.22	\$ 431.40	\$ 641.62					
12509021A	0	\$ 17,150	19.5	\$ 16,600	19.5	\$ 550	\$ 17,150	\$ 3,344.25	\$ 3,344.25	\$ 11.94	\$ 24.49	\$ 36.43					
125090220	0	\$ 105,000	19.5	\$ 40,000	19.5	\$ 65,000	\$ 105,000	\$ 20,475.00	\$ 20,475.00	\$ 73.08	\$ 149.96	\$ 223.03					
125090230	0	\$ 181,519	19.5	\$ 71,360	19.5	\$ 125,515	\$ 196,875	\$ 38,390.63	\$ 35,396.21	\$ 126.33	\$ 281.17	\$ 407.50					
125091130	0	\$ 343,860	19.5	\$ 99,000	19.5	\$ 244,860	\$ 343,860	\$ 67,052.70	\$ 67,052.70	\$ 239.31	\$ 491.09	\$ 730.41					
125091120	0	\$ 416,930	19.5	\$ 74,500	19.5	\$ 342,430	\$ 416,930	\$ 81,301.35	\$ 81,301.35	\$ 290.16	\$ 595.45	\$ 885.62					
125081160	0	\$ 2,111,408	19.5	\$ 283,824	19.5	\$ 1,827,584	\$ 2,111,408	\$ 411,724.56	\$ 411,724.56	\$ 1,469.44	\$ 3,015.47	\$ 4,484.92					
125091430	0	\$ 187,680	19.5	\$ 90,620	19.5	\$ 97,060	\$ 187,680	\$ 36,597.60	\$ 36,597.60	\$ 130.62	\$ 268.04	\$ 398.66					
125091450	0	\$ 162,500	10.0	\$ 90,620	10.0	\$ 71,880	\$ 162,500	\$ 16,250.00	\$ 16,250.00	\$ 58.00	\$ 119.02	\$ 177.01					
125091080	0	\$ 201,432	11.6	\$ 75,000	11.6	\$ 126,432	\$ 201,432	\$ 23,366.11	\$ 23,366.11	\$ 83.39	\$ 171.13	\$ 254.53					
125091070	0	\$ 138,545	19.5	\$ 75,000	19.5	\$ 73,000	\$ 148,000	\$ 28,860.00	\$ 27,016.28	\$ 96.42	\$ 211.37	\$ 307.79					
125091060	0	\$ 96,975	19.5	\$ 75,000	19.5	\$ 21,975	\$ 96,975	\$ 18,910.13	\$ 18,910.13	\$ 67.49	\$ 138.50	\$ 205.99					
125091110	0	\$ 109,555	12.3	\$ 70,500	12.3	\$ 39,055	\$ 109,555	\$ 13,475.27	\$ 13,475.27	\$ 48.09	\$ 98.69	\$ 146.79					
125091100	0	\$ 145,935	19.5	\$ 59,925	19.5	\$ 86,010	\$ 145,935	\$ 28,457.33	\$ 28,457.33	\$ 101.56	\$ 208.42	\$ 309.99					
125091090	0	\$ 199,645	10.0	\$ -	10.0	\$ -	\$ 199,645	\$ -	\$ 19,964.50	\$ 71.25	\$ -	\$ 71.25					
125010440	0	\$ 168,000	19.5	\$ 56,000	19.5	\$ 112,000	\$ 168,000	\$ 32,760.00	\$ 32,760.00	\$ 116.92	\$ 239.93	\$ 356.85					
125010430	0	\$ 121,500	19.5	\$ 31,500	19.5	\$ 90,000	\$ 121,500	\$ 23,692.50	\$ 23,692.50	\$ 84.56	\$ 173.52	\$ 258.08					
125010420	0	\$ 146,185	19.5	\$ 40,410	19.5	\$ 105,775	\$ 146,185	\$ 28,506.08	\$ 28,506.08	\$ 101.74	\$ 208.78	\$ 310.52					
125010410	0	\$ 78,000	19.5	\$ 35,035	19.5	\$ 42,965	\$ 78,000	\$ 15,210.00	\$ 15,210.00	\$ 54.28	\$ 111.40	\$ 165.68					
125010400	0	\$ 117,000	19.5	\$ 35,035	19.5	\$ 81,965	\$ 117,000	\$ 22,815.00	\$ 22,815.00	\$ 81.43	\$ 167.10	\$ 248.52					
125010390	0	\$ 104,000	19.5	\$ 35,035	19.5	\$ 68,965	\$ 104,000	\$ 20,280.00	\$ 20,280.00	\$ 72.38	\$ 148.53	\$ 220.91					
125010380	0	\$ 90,000	19.5	\$ 35,000	19.5	\$ 55,000	\$ 90,000	\$ 17,550.00	\$ 17,550.00	\$ 62.64	\$ 128.54	\$ 191.17					
125010370	0	\$ 107,250	19.5	\$ 35,000	19.5	\$ 72,250	\$ 107,250	\$ 20,913.75	\$ 20,913.75	\$ 74.64	\$ 153.17	\$ 227.81					
125010360	1	\$ 103,841	16.0	\$ 103,841	0.0	\$ -	\$ 103,841	\$ 16,614.56	\$ 16,614.56	\$ 59.30	\$ 121.69	\$ 180.98	\$ 103,841	\$ 103,841	\$ 16,614.56	\$ 16,614.56	\$ 180.98
125010350	0	\$ 337,095	19.5	\$ 148,750	19.5	\$ 188,345	\$ 337,095	\$ 65,733.53	\$ 65,733.53	\$ 234.60	\$ 481.43	\$ 716.04					
12501033A	0	\$ 258,160	19.5	\$ 61,250	19.5	\$ 196,910	\$ 258,160	\$ 50,341.20	\$ 50,341.20	\$ 179.67	\$ 368.70	\$ 548.37					
125010320	1	\$ 100,214	16.0	\$ 31,535	16.0	\$ 72,465	\$ 104,000	\$ 16,640.00	\$ 16,034.24	\$ 57.23	\$ 121.87	\$ 179.10	\$ 104,000	\$ 100,214	\$ 16,640.00	\$ 16,034.24	\$ 179.10
125010310	1	\$ 75,161	16.0	\$ 31,535	16.0	\$ 46,465	\$ 78,000	\$ 12,480.00	\$ 12,025.76	\$ 42.92	\$ 91.40	\$ 134.32	\$ 78,000	\$ 75,161	\$ 12,480.00	\$ 12,025.76	\$ 134.32

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
125010300	1	\$ 118,523	16.0	\$ 39,419	16.0	\$ 83,581	\$ 123,000	\$ 19,680.00	\$ 18,963.68	\$ 67.68	\$ 144.14	\$ 211.82	\$ 123,000	\$ 118,523	\$ 19,680.00	\$ 18,963.68	\$ 211.82
12501028A	0	\$ 888,020	19.5	\$ 193,375	19.5	\$ 694,645	\$ 888,020	\$ 173,163.90	\$ 173,163.90	\$ 618.02	\$ 1,268.25	\$ 1,886.27					
125010270	0	\$ 298,100	19.5	\$ 104,125	19.5	\$ 193,975	\$ 298,100	\$ 58,129.50	\$ 58,129.50	\$ 207.46	\$ 425.74	\$ 633.20					
125011210	0	\$ 105,381	19.5	\$ 105,381	0.0	\$ -	\$ 105,381	\$ 20,549.30	\$ 20,549.30	\$ 73.34	\$ 150.50	\$ 223.84					
125011220	0	\$ 2,222,729	19.5	\$ 199,209	19.5	\$ 2,809,901	\$ 3,009,110	\$ 586,776.45	\$ 433,432.16	\$ 1,546.92	\$ 4,297.55	\$ 5,844.47					
12509021B	0	\$ 133,000	19.5	\$ 23,400	19.5	\$ 109,600	\$ 133,000	\$ 25,935.00	\$ 25,935.00	\$ 92.56	\$ 189.95	\$ 282.51					
125081000	1	\$ 437,652	16.0	\$ 116,587	16.0	\$ 412,556	\$ 529,143	\$ 84,662.88	\$ 70,024.32	\$ 249.92	\$ 620.07	\$ 869.99	\$ 529,143	\$ 437,652	\$ 84,662.88	\$ 70,024.32	\$ 869.99
12508103A	1	\$ 28,336	16.0	\$ 30,636	16.0	\$ 3,474	\$ 34,110	\$ 5,457.60	\$ 4,533.76	\$ 16.18	\$ 39.97	\$ 56.15	\$ 34,110	\$ 28,336	\$ 5,457.60	\$ 4,533.76	\$ 56.15
125081020	1	\$ 55,437	16.0	\$ 61,272	16.0	\$ 9,174	\$ 70,446	\$ 11,271.36	\$ 8,869.92	\$ 31.66	\$ 82.55	\$ 114.21	\$ 70,446	\$ 55,437	\$ 11,271.36	\$ 8,869.92	\$ 114.21
125081010	1	\$ 24,247	16.0	\$ 26,551	16.0	\$ 3,040	\$ 29,591	\$ 4,734.56	\$ 3,879.52	\$ 13.85	\$ 34.68	\$ 48.52	\$ 29,591	\$ 24,247	\$ 4,734.56	\$ 3,879.52	\$ 48.52
124082150	0	\$ 216,505	19.5	\$ 37,282	19.5	\$ 179,223	\$ 216,505	\$ 42,218.48	\$ 42,218.48	\$ 150.68	\$ 309.21	\$ 459.89					
124082160	0	\$ 41,486	19.5	\$ 37,350	19.5	\$ 4,136	\$ 41,486	\$ 8,089.77	\$ 8,089.77	\$ 28.87	\$ 59.25	\$ 88.12					
12904157A	1	\$ 336,142	16.0	\$ 336,142	0.0	\$ -	\$ 336,142	\$ 53,782.72	\$ 53,782.72	\$ 191.95	\$ 393.90	\$ 585.86	\$ 336,142	\$ 336,142	\$ 53,782.72	\$ 53,782.72	\$ 585.86
12508104A	1	\$ 176,829	16.0	\$ 156,360	16.0	\$ 20,469	\$ 176,829	\$ 28,292.64	\$ 28,292.64	\$ 100.98	\$ 207.22	\$ 308.19	\$ 176,829	\$ 176,829	\$ 28,292.64	\$ 28,292.64	\$ 308.19
12409155B	0	\$ 32,683	19.5	\$ 30,107	19.5	\$ 2,576	\$ 32,683	\$ 6,373.19	\$ 6,373.19	\$ 22.75	\$ 46.68	\$ 69.42					
12409156A	0	\$ 185,694	19.5	\$ 96,319	19.5	\$ 134,426	\$ 230,745	\$ 44,995.28	\$ 36,210.33	\$ 129.23	\$ 329.55	\$ 458.78					
124091570	0	\$ 101,992	19.5	\$ 87,563	19.5	\$ 14,429	\$ 101,992	\$ 19,888.44	\$ 19,888.44	\$ 70.98	\$ 145.66	\$ 216.64					
124082320	0	\$ 309,360	19.5	\$ 90,695	19.5	\$ 218,665	\$ 309,360	\$ 60,325.20	\$ 60,325.20	\$ 215.30	\$ 441.82	\$ 657.12					
12409158A	0	\$ 72,000	19.5	\$ 69,000	19.5	\$ 3,000	\$ 72,000	\$ 14,040.00	\$ 14,040.00	\$ 50.11	\$ 102.83	\$ 152.94					
12409159A	0	\$ 102,392	19.5	\$ 101,892	19.5	\$ 500	\$ 102,392	\$ 19,966.44	\$ 19,966.44	\$ 71.26	\$ 146.23	\$ 217.49					
12409141A	0	\$ 606,774	19.5	\$ 312,411	19.5	\$ 294,363	\$ 606,774	\$ 118,320.93	\$ 118,320.93	\$ 422.29	\$ 866.58	\$ 1,288.87					
124091420	0	\$ 128,332	19.5	\$ 62,482	19.5	\$ 65,850	\$ 128,332	\$ 25,024.74	\$ 25,024.74	\$ 89.31	\$ 183.28	\$ 272.59					
124091430	1	\$ 120,332	16.0	\$ 40,003	16.0	\$ 80,329	\$ 120,332	\$ 19,253.12	\$ 19,253.12	\$ 68.71	\$ 141.01	\$ 209.72	\$ 120,332	\$ 120,332	\$ 19,253.12	\$ 19,253.12	\$ 209.72
124080700	1	\$ 93,258	16.0	\$ 41,584	16.0	\$ 51,674	\$ 93,258	\$ 14,921.28	\$ 14,921.28	\$ 53.25	\$ 109.28	\$ 162.54	\$ 93,258	\$ 93,258	\$ 14,921.28	\$ 14,921.28	\$ 162.54
124080680	1	\$ 150,685	16.0	\$ 86,366	16.0	\$ 64,319	\$ 150,685	\$ 24,109.60	\$ 24,109.60	\$ 86.05	\$ 176.58	\$ 262.63	\$ 150,685	\$ 150,685	\$ 24,109.60	\$ 24,109.60	\$ 262.63
124080670	0	\$ 237,960	19.5	\$ 57,316	19.5	\$ 180,644	\$ 237,960	\$ 46,402.20	\$ 46,402.20	\$ 165.61	\$ 339.85	\$ 505.46					
124091240	0	\$ 91,260	19.5	\$ 47,736	19.5	\$ 43,524	\$ 91,260	\$ 17,795.70	\$ 17,795.70	\$ 63.51	\$ 130.34	\$ 193.85					
124080660	0	\$ 147,308	10.0	\$ -	10.0	\$ -	\$ 147,308	\$ -	\$ 14,730.80	\$ 52.57	\$ -	\$ 52.57					
124091250	0	\$ 124,742	10.0	\$ -	10.0	\$ -	\$ 124,742	\$ -	\$ 12,474.20	\$ 44.52	\$ -	\$ 44.52					
124091260	0	\$ 172,305	10.0	\$ -	10.0	\$ -	\$ 172,305	\$ -	\$ 17,230.50	\$ 61.50	\$ -	\$ 61.50					
124080650	0	\$ 92,950	19.5	\$ 57,630	19.5	\$ 35,320	\$ 92,950	\$ 18,125.25	\$ 18,125.25	\$ 64.69	\$ 132.75	\$ 197.44					
124091270	0	\$ 129,702	10.0	\$ -	10.0	\$ -	\$ 129,702	\$ -	\$ 12,970.20	\$ 46.29	\$ -	\$ 46.29					
124091280	0	\$ 161,727	10.0	\$ -	10.0	\$ -	\$ 161,727	\$ -	\$ 16,172.70	\$ 57.72	\$ -	\$ 57.72					
124080640	0	\$ 134,785	10.0	\$ -	10.0	\$ -	\$ 134,785	\$ -	\$ 13,478.50	\$ 48.10	\$ -	\$ 48.10					
124091290	1	\$ 125,528	16.0	\$ 78,101	16.0	\$ 47,427	\$ 125,528	\$ 20,084.48	\$ 20,084.48	\$ 71.68	\$ 147.10	\$ 218.78	\$ 125,528	\$ 125,528	\$ 20,084.48	\$ 20,084.48	\$ 218.78
124080630	1	\$ 187,969	16.0	\$ 63,975	16.0	\$ 123,994	\$ 187,969	\$ 30,075.04	\$ 30,075.04	\$ 107.34	\$ 220.27	\$ 327.61	\$ 187,969	\$ 187,969	\$ 30,075.04	\$ 30,075.04	\$ 327.61
124091300	1	\$ 147,909	16.0	\$ 62,482	16.0	\$ 85,427	\$ 147,909	\$ 23,665.44	\$ 23,665.44	\$ 84.46	\$ 173.33	\$ 257.79	\$ 147,909	\$ 147,909	\$ 23,665.44	\$ 23,665.44	\$ 257.79
12408221A	0	\$ 255,935	19.5	\$ 162,248	19.5	\$ 93,687	\$ 255,935	\$ 49,907.33	\$ 49,907.33	\$ 178.12	\$ 365.52	\$ 543.64					
124080620	0	\$ 145,520	10.0	\$ 57,154	10.0	\$ 88,366	\$ 145,520	\$ 14,552.00	\$ 14,552.00	\$ 51.94	\$ 106.58	\$ 158.51					
12904147A	0	\$ 156,065	19.5	\$ 107,124	19.5	\$ 48,941	\$ 156,065	\$ 30,432.68	\$ 30,432.68	\$ 108.61	\$ 222.89	\$ 331.50					
124082200	0	\$ 161,700	19.5	\$ 54,646	19.5	\$ 107,054	\$ 161,700	\$ 31,531.50	\$ 31,531.50	\$ 112.54	\$ 230.94	\$ 343.47					
124082190	0	\$ 141,480	10.0	\$ -	10.0	\$ -	\$ 141,480	\$ -	\$ 14,148.00	\$ 50.49	\$ -	\$ 50.49					
124082180	0	\$ 371,250	19.5	\$ 89,250	19.5	\$ 282,000	\$ 371,250	\$ 72,393.75	\$ 72,393.75	\$ 258.37	\$ 530.21	\$ 788.59					
129041460	0	\$ 21,618	19.5	\$ 19,284	19.5	\$ 2,334	\$ 21,618	\$ 4,215.51	\$ 4,215.51	\$ 15.05	\$ 30.87	\$ 45.92					
129041450	0	\$ 133,900	19.5	\$ 62,532	19.5	\$ 71,368	\$ 133,900	\$ 26,110.50	\$ 26,110.50	\$ 93.19	\$ 191.23	\$ 284.42					
129041440	0	\$ 27,500	19.5	\$ 26,309	19.5	\$ 1,191	\$ 27,500	\$ 5,362.50	\$ 5,362.50	\$ 19.14	\$ 39.27	\$ 58.41					
12904142A	0	\$ 88,350	19.5	\$ 29,030	19.5	\$ 59,320	\$ 88,350	\$ 17,228.25	\$ 17,228.25	\$ 61.49	\$ 126.18	\$ 187.67					
129041410	0	\$ 61,200	19.5	\$ 49,851	19.5	\$ 11,349	\$ 61,200	\$ 11,934.00	\$ 11,934.00	\$ 42.59	\$ 87.40	\$ 130.00					
129041400	0	\$ 124,553	19.5	\$ 52,110	19.5	\$ 95,960	\$ 148,070	\$ 28,873.65	\$ 24,287.84	\$ 86.68	\$ 211.47	\$ 298.15					
129041280	0	\$ 177,396	19.5	\$ 92,012	19.5	\$ 98,141	\$ 190,153	\$ 37,079.84	\$ 34,592.22	\$ 123.46	\$ 271.57	\$ 395.03					

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
129041270	1	\$ 44,827	16.0	\$ 50,501	0.0	\$ -	\$ 50,501	\$ 8,080.16	\$ 7,172.32	\$ 25.60	\$ 59.18	\$ 84.78	\$ 50,501	\$ 44,827	\$ 8,080.16	\$ 7,172.32	\$ 84.78
129041260	1	\$ 50,788	16.0	\$ 50,501	16.0	\$ 5,867	\$ 56,368	\$ 9,018.88	\$ 8,126.08	\$ 29.00	\$ 66.05	\$ 95.06	\$ 56,368	\$ 50,788	\$ 9,018.88	\$ 8,126.08	\$ 95.06
129041250	1	\$ 64,853	16.0	\$ 28,285	16.0	\$ 36,568	\$ 64,853	\$ 10,376.48	\$ 10,376.48	\$ 37.03	\$ 76.00	\$ 113.03	\$ 64,853	\$ 64,853	\$ 10,376.48	\$ 10,376.48	\$ 113.03
129041240	1	\$ 53,352	16.0	\$ 22,216	16.0	\$ 31,136	\$ 53,352	\$ 8,536.32	\$ 8,536.32	\$ 30.47	\$ 62.52	\$ 92.99	\$ 53,352	\$ 53,352	\$ 8,536.32	\$ 8,536.32	\$ 92.99
12904122A	1	\$ 229,887	16.0	\$ 150,037	16.0	\$ 79,850	\$ 229,887	\$ 36,781.92	\$ 36,781.92	\$ 131.27	\$ 269.39	\$ 400.67	\$ 229,887	\$ 229,887	\$ 36,781.92	\$ 36,781.92	\$ 400.67
124082400	0	\$ 121,595	10.0	\$ -	10.0	\$ -	\$ 121,595	\$ -	\$ 12,159.50	\$ 43.40	\$ -	\$ 43.40					
124082390	0	\$ 133,007	10.0	\$ -	10.0	\$ -	\$ 133,007	\$ -	\$ 13,300.70	\$ 47.47	\$ -	\$ 47.47					
124082380	0	\$ 152,546	10.0	\$ -	10.0	\$ -	\$ 152,546	\$ -	\$ 15,254.60	\$ 54.44	\$ -	\$ 54.44					
124082370	0	\$ 142,132	10.0	\$ -	10.0	\$ -	\$ 142,132	\$ -	\$ 14,213.20	\$ 50.73	\$ -	\$ 50.73					
12408235A	0	\$ 151,870	10.0	\$ -	10.0	\$ -	\$ 151,870	\$ -	\$ 15,187.00	\$ 54.20	\$ -	\$ 54.20					
124082330	1	\$ 139,791	16.0	\$ 75,003	16.0	\$ 64,788	\$ 139,791	\$ 22,366.56	\$ 22,366.56	\$ 79.83	\$ 163.81	\$ 243.64	\$ 139,791	\$ 139,791	\$ 22,366.56	\$ 22,366.56	\$ 243.64
124062110	1	\$ 126,240	16.0	\$ 90,491	16.0	\$ 35,749	\$ 126,240	\$ 20,198.40	\$ 20,198.40	\$ 72.09	\$ 147.93	\$ 220.02	\$ 126,240	\$ 126,240	\$ 20,198.40	\$ 20,198.40	\$ 220.02
124062100	0	\$ 115,885	19.5	\$ 61,859	19.5	\$ 54,026	\$ 115,885	\$ 22,597.58	\$ 22,597.58	\$ 80.65	\$ 165.50	\$ 246.16					
124062090	0	\$ 466,235	19.5	\$ 109,328	19.5	\$ 356,907	\$ 466,235	\$ 90,915.83	\$ 90,915.83	\$ 324.48	\$ 665.87	\$ 990.35					
124062210	0	\$ 114,423	10.0	\$ -	10.0	\$ -	\$ 114,423	\$ -	\$ 11,442.30	\$ 40.84	\$ -	\$ 40.84					
12406220A	0	\$ 43,534	19.5	\$ 42,719	19.5	\$ 13,456	\$ 56,175	\$ 10,954.13	\$ 8,489.13	\$ 30.30	\$ 80.23	\$ 110.53					
12406219A	0	\$ 43,534	19.5	\$ 42,719	19.5	\$ 13,456	\$ 56,175	\$ 10,954.13	\$ 8,489.13	\$ 30.30	\$ 80.23	\$ 110.53					
124062180	0	\$ 956,365	19.5	\$ 177,694	19.5	\$ 778,671	\$ 956,365	\$ 186,491.18	\$ 186,491.18	\$ 665.59	\$ 1,365.86	\$ 2,031.45					
124062420	1	\$ 103,502	16.0	\$ 67,725	16.0	\$ 35,777	\$ 103,502	\$ 16,560.32	\$ 16,560.32	\$ 59.10	\$ 121.29	\$ 180.39	\$ 103,502	\$ 103,502	\$ 16,560.32	\$ 16,560.32	\$ 180.39
124062400	1	\$ 131,202	16.0	\$ 67,237	16.0	\$ 63,965	\$ 131,202	\$ 20,992.32	\$ 20,992.32	\$ 74.92	\$ 153.75	\$ 228.67	\$ 131,202	\$ 131,202	\$ 20,992.32	\$ 20,992.32	\$ 228.67
124062390	1	\$ 124,510	16.0	\$ 80,737	16.0	\$ 43,773	\$ 124,510	\$ 19,921.60	\$ 19,921.60	\$ 71.10	\$ 145.91	\$ 217.01	\$ 124,510	\$ 124,510	\$ 19,921.60	\$ 19,921.60	\$ 217.01
124091440	0	\$ 107,665	10.0	\$ -	10.0	\$ -	\$ 107,665	\$ -	\$ 10,766.50	\$ 38.43	\$ -	\$ 38.43					
124062350	1	\$ 240,140	16.0	\$ 107,457	16.0	\$ 132,683	\$ 240,140	\$ 38,422.40	\$ 38,422.40	\$ 137.13	\$ 281.41	\$ 418.54	\$ 240,140	\$ 240,140	\$ 38,422.40	\$ 38,422.40	\$ 418.54
124091450	0	\$ 108,908	10.0	\$ -	10.0	\$ -	\$ 108,908	\$ -	\$ 10,890.80	\$ 38.87	\$ -	\$ 38.87					
124071390	0	\$ 28,662	16.0	\$ 28,662	0.0	\$ -	\$ 28,662	\$ 4,585.92	\$ 4,585.92	\$ 16.37	\$ 33.59	\$ 49.95					
12407138A	0	\$ 18,421	16.0	\$ 18,421	0.0	\$ -	\$ 18,421	\$ 2,947.36	\$ 2,947.36	\$ 10.52	\$ 21.59	\$ 32.11					
12407137A	0	\$ 19,545	16.0	\$ 19,545	0.0	\$ -	\$ 19,545	\$ 3,127.20	\$ 3,127.20	\$ 11.16	\$ 22.90	\$ 34.06					
12407136A	0	\$ 20,668	16.0	\$ 20,668	0.0	\$ -	\$ 20,668	\$ 3,306.88	\$ 3,306.88	\$ 11.80	\$ 24.22	\$ 36.02					
12407133A	0	\$ 68,748	16.0	\$ 68,748	0.0	\$ -	\$ 68,748	\$ 10,999.68	\$ 10,999.68	\$ 39.26	\$ 80.56	\$ 119.82					
12407155A	1	\$ 330,124	16.0	\$ 137,022	16.0	\$ 193,102	\$ 330,124	\$ 52,819.84	\$ 52,819.84	\$ 188.51	\$ 386.85	\$ 575.37	\$ 330,124	\$ 330,124	\$ 52,819.84	\$ 52,819.84	\$ 575.37
124071540	1	\$ 140,919	16.0	\$ 140,919	0.0	\$ -	\$ 140,919	\$ 22,547.04	\$ 22,547.04	\$ 80.47	\$ 165.13	\$ 245.60	\$ 140,919	\$ 140,919	\$ 22,547.04	\$ 22,547.04	\$ 245.60
12407152A	1	\$ 420,430	16.0	\$ 185,274	16.0	\$ 235,156	\$ 420,430	\$ 67,268.80	\$ 67,268.80	\$ 240.08	\$ 492.68	\$ 732.76	\$ 420,430	\$ 420,430	\$ 67,268.80	\$ 67,268.80	\$ 732.76
124071510	1	\$ 219,814	16.0	\$ 93,232	16.0	\$ 126,582	\$ 219,814	\$ 35,170.24	\$ 35,170.24	\$ 125.52	\$ 257.59	\$ 383.11	\$ 219,814	\$ 219,814	\$ 35,170.24	\$ 35,170.24	\$ 383.11
12407149A	1	\$ 187,668	16.0	\$ 187,668	0.0	\$ -	\$ 187,668	\$ 30,026.88	\$ 30,026.88	\$ 107.17	\$ 219.92	\$ 327.08	\$ 187,668	\$ 187,668	\$ 30,026.88	\$ 30,026.88	\$ 327.08
12406224A	0	\$ 24,274	19.5	\$ 24,072	19.5	\$ 6,460	\$ 30,532	\$ 5,953.74	\$ 4,733.43	\$ 16.89	\$ 43.61	\$ 60.50					
12406223A	0	\$ 25,315	19.5	\$ 25,089	19.5	\$ 6,865	\$ 31,954	\$ 6,231.03	\$ 4,936.43	\$ 17.62	\$ 45.64	\$ 63.25					
12406222A	0	\$ 25,380	19.5	\$ 25,159	19.5	\$ 6,865	\$ 32,024	\$ 6,244.68	\$ 4,949.10	\$ 17.66	\$ 45.74	\$ 63.40					
124062430	0	\$ 95,100	19.5	\$ 85,000	19.5	\$ 10,100	\$ 95,100	\$ 18,544.50	\$ 18,544.50	\$ 66.19	\$ 135.82	\$ 202.01					
124062410	1	\$ 115,084	17.8	\$ 45,150	16.0	\$ 69,934	\$ 115,084	\$ 19,226.14	\$ 20,484.95	\$ 73.11	\$ 140.81	\$ 213.92	\$ 115,084	\$ 115,084	\$ 19,226.14	\$ 20,484.95	\$ 213.92
12407140A	0	\$ 3,075	16.0	\$ 4,039	0.0	\$ -	\$ 4,039	\$ 646.24	\$ 492.00	\$ 1.76	\$ 4.73	\$ 6.49					
124062380	1	\$ 91,443	16.0	\$ 39,813	16.0	\$ 51,630	\$ 91,443	\$ 14,630.88	\$ 14,630.88	\$ 52.22	\$ 107.16	\$ 159.37	\$ 91,443	\$ 91,443	\$ 14,630.88	\$ 14,630.88	\$ 159.37
124062370	1	\$ 46,712	17.8	\$ 42,152	16.0	\$ 4,560	\$ 46,712	\$ 8,232.66	\$ 8,314.74	\$ 29.68	\$ 60.30	\$ 89.97	\$ 46,712	\$ 46,712	\$ 8,232.66	\$ 8,314.74	\$ 89.97
142	37	\$ 35,198,070		\$ 11,535,121		\$ 22,604,069	\$ 36,383,030	\$ 6,329,739.55	\$ 6,329,330.07	\$ 22,589.38	\$ 46,359.01	\$ 68,948.39	\$ 7,723,087.00	\$ 7,583,113.00	\$ 1,237,265.36	\$ 1,216,210.41	\$ 13,402.39

Tax Parcel Property Data

For Project Area Properties to the South Side of Broadway Blvd, between Euclid Ave and Country Club Rd.

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
129020010	0	\$ 1,077,405	19.5	\$ 863,621	19.5	\$ 213,784	\$ 1,077,405	\$ 210,093.98	\$ 210,093.98	\$ 749.83	\$ 1,707.01	\$ 2,456.84					
129020870	0	\$ 927,527	19.5	\$ 307,248	19.5	\$ 1,092,792	\$ 1,400,040	\$ 273,007.80	\$ 180,867.77	\$ 645.52	\$ 2,218.19	\$ 2,863.71					
12902086A	0	\$ 2,051,500	19.5	\$ 400,584	19.5	\$ 1,650,916	\$ 2,051,500	\$ 400,042.50	\$ 400,042.50	\$ 1,427.75	\$ 3,250.35	\$ 4,678.10					
129020510	0	\$ 319,950	19.5	\$ 87,690	19.5	\$ 232,260	\$ 319,950	\$ 62,390.25	\$ 62,390.25	\$ 222.67	\$ 506.92	\$ 729.59					
129020500	0	\$ 169,000	19.5	\$ 46,640	19.5	\$ 122,360	\$ 169,000	\$ 32,955.00	\$ 32,955.00	\$ 117.62	\$ 267.76	\$ 385.38					
12902049G	0	\$ 95,000	19.5	\$ 46,647	19.5	\$ 48,353	\$ 95,000	\$ 18,525.00	\$ 18,525.00	\$ 66.12	\$ 150.52	\$ 216.63					
12902084A	0	\$ 219,450	19.5	\$ 232,254	19.5	\$ 500	\$ 232,754	\$ 45,387.03	\$ 42,792.75	\$ 152.73	\$ 368.77	\$ 521.50					
12902049F	0	\$ 95,000	19.5	\$ 46,647	19.5	\$ 48,353	\$ 95,000	\$ 18,525.00	\$ 18,525.00	\$ 66.12	\$ 150.52	\$ 216.63					
12902049E	0	\$ 80,750	19.5	\$ 40,811	19.5	\$ 39,939	\$ 80,750	\$ 15,746.25	\$ 15,746.25	\$ 56.20	\$ 127.94	\$ 184.14					
12902049D	0	\$ 85,500	19.5	\$ 40,811	19.5	\$ 44,689	\$ 85,500	\$ 16,672.50	\$ 16,672.50	\$ 59.50	\$ 135.46	\$ 194.97					
129020480	0	\$ 256,500	19.5	\$ 151,732	19.5	\$ 104,768	\$ 256,500	\$ 50,017.50	\$ 50,017.50	\$ 178.51	\$ 406.39	\$ 584.90					
12902084B	0	\$ 431,250	19.5	\$ 167,816	19.5	\$ 263,434	\$ 431,250	\$ 84,093.75	\$ 84,093.75	\$ 300.13	\$ 683.26	\$ 983.39					
129020470	0	\$ 864,325	16.0	\$ 288,750	16.0	\$ 586,250	\$ 875,000	\$ 140,000.00	\$ 138,292.00	\$ 493.56	\$ 1,137.50	\$ 1,631.06					
129020820	0	\$ 565,407	19.5	\$ 243,984	19.5	\$ 321,423	\$ 565,407	\$ 110,254.37	\$ 110,254.37	\$ 393.50	\$ 895.82	\$ 1,289.31					
129020810	0	\$ 330,428	19.5	\$ 227,409	19.5	\$ 158,473	\$ 385,882	\$ 75,246.99	\$ 64,433.46	\$ 229.96	\$ 611.38	\$ 841.34					
12902079A	0	\$ 477,538	19.5	\$ 296,068	19.5	\$ 181,470	\$ 477,538	\$ 93,119.91	\$ 93,119.91	\$ 332.34	\$ 756.60	\$ 1,088.94					
129020780	0	\$ 182,497	14.3	\$ 66,650	14.3	\$ 115,847	\$ 182,497	\$ 26,097.07	\$ 26,097.07	\$ 93.14	\$ 212.04	\$ 305.18					
129020770	0	\$ 84,000	19.5	\$ 50,270	19.5	\$ 33,730	\$ 84,000	\$ 16,380.00	\$ 16,380.00	\$ 58.46	\$ 133.09	\$ 191.55					
129020760	0	\$ 480,000	19.5	\$ 50,020	19.5	\$ 429,980	\$ 480,000	\$ 93,600.00	\$ 93,600.00	\$ 334.06	\$ 760.50	\$ 1,094.56					
129020750	0	\$ 180,000	19.5	\$ 118,989	19.5	\$ 61,011	\$ 180,000	\$ 35,100.00	\$ 35,100.00	\$ 125.27	\$ 285.19	\$ 410.46					
129020440	0	\$ 1,825,140	19.5	\$ 445,392	19.5	\$ 1,379,748	\$ 1,825,140	\$ 355,902.30	\$ 355,902.30	\$ 1,270.22	\$ 2,606.63	\$ 3,876.84					
129020740	0	\$ 485,600	19.5	\$ 219,899	19.5	\$ 265,701	\$ 485,600	\$ 94,692.00	\$ 94,692.00	\$ 337.96	\$ 693.52	\$ 1,031.48					
129020890	0	\$ 101,080	19.5	\$ 87,014	19.5	\$ 14,066	\$ 101,080	\$ 19,710.60	\$ 19,710.60	\$ 70.35	\$ 144.36	\$ 214.71					
12902090A	0	\$ 311,040	19.5	\$ 267,720	19.5	\$ 43,320	\$ 311,040	\$ 60,652.80	\$ 60,652.80	\$ 216.47	\$ 444.22	\$ 660.69					
129010040	0	\$ 179,871	19.5	\$ 144,120	19.5	\$ 35,751	\$ 179,871	\$ 35,074.85	\$ 35,074.85	\$ 125.18	\$ 256.89	\$ 382.07					
129010050	0	\$ 211,157	19.5	\$ 52,657	19.5	\$ 158,500	\$ 211,157	\$ 41,175.62	\$ 41,175.62	\$ 146.96	\$ 301.57	\$ 448.53					
129010060	0	\$ 189,000	19.5	\$ 52,500	19.5	\$ 136,500	\$ 189,000	\$ 36,855.00	\$ 36,855.00	\$ 131.54	\$ 269.93	\$ 401.46					
129010070	0	\$ 826,000	19.5	\$ 118,260	19.5	\$ 707,740	\$ 826,000	\$ 161,070.00	\$ 161,070.00	\$ 574.86	\$ 1,179.68	\$ 1,754.54					
129010080	0	\$ 126,845	19.5	\$ 60,319	19.5	\$ 66,526	\$ 126,845	\$ 24,734.78	\$ 24,734.78	\$ 88.28	\$ 181.16	\$ 269.44					
129010090	0	\$ 126,668	19.5	\$ 74,463	19.5	\$ 52,205	\$ 126,668	\$ 24,700.26	\$ 24,700.26	\$ 88.16	\$ 180.90	\$ 269.06					
12902046B	0	\$ 795,575	19.5	\$ 877,095	19.5	\$ 530	\$ 877,625	\$ 171,136.88	\$ 155,137.13	\$ 553.68	\$ 1,253.41	\$ 1,807.09					
12901010B	0	\$ 51,898	19.5	\$ 29,785	19.5	\$ 22,113	\$ 51,898	\$ 10,120.11	\$ 10,120.11	\$ 36.12	\$ 74.12	\$ 110.24					
12901010A	0	\$ 100,455	19.5	\$ 61,170	19.5	\$ 39,285	\$ 100,455	\$ 19,588.73	\$ 19,588.73	\$ 69.91	\$ 143.47	\$ 213.38					
129010110	0	\$ 279,850	19.5	\$ 68,833	19.5	\$ 211,017	\$ 279,850	\$ 54,570.75	\$ 54,570.75	\$ 194.76	\$ 399.68	\$ 594.44					
129010120	0	\$ 221,500	19.5	\$ 137,836	19.5	\$ 83,664	\$ 221,500	\$ 43,192.50	\$ 43,192.50	\$ 154.15	\$ 316.34	\$ 470.50					
129010130	0	\$ 315,000	19.5	\$ 119,000	19.5	\$ 196,000	\$ 315,000	\$ 61,425.00	\$ 61,425.00	\$ 219.23	\$ 449.88	\$ 669.10					
12902045B	0	\$ 1,572,422	19.5	\$ 438,547	19.5	\$ 1,133,875	\$ 1,572,422	\$ 306,622.29	\$ 306,622.29	\$ 1,094.33	\$ 2,245.70	\$ 3,340.04					
12901014B	0	\$ 187,510	17.7	\$ 102,120	19.5	\$ 85,390	\$ 187,510	\$ 34,726.29	\$ 33,189.27	\$ 118.45	\$ 254.34	\$ 372.79					
129010150	0	\$ 99,990	17.7	\$ 99,116	19.5	\$ 874	\$ 99,990	\$ 17,713.96	\$ 17,698.23	\$ 63.16	\$ 129.74	\$ 192.90					
12901021A	0	\$ 269,325	19.5	\$ 266,824	19.5	\$ 2,501	\$ 269,325	\$ 52,518.38	\$ 52,518.38	\$ 187.44	\$ 384.64	\$ 572.08					
129041780	0	\$ 162,753	15.3	\$ 71,612	15.3	\$ 91,141	\$ 162,753	\$ 24,901.21	\$ 24,901.21	\$ 88.87	\$ 182.38	\$ 271.25					
129041790	0	\$ 237,508	19.5	\$ 71,612	19.5	\$ 186,148	\$ 257,760	\$ 50,263.20	\$ 46,314.06	\$ 165.29	\$ 368.13	\$ 533.42					
129041800	0	\$ 128,040	19.5	\$ 61,591	19.5	\$ 66,449	\$ 128,040	\$ 24,967.80	\$ 24,967.80	\$ 89.11	\$ 182.86	\$ 271.97					
129041810	0	\$ 281,280	19.5	\$ 38,721	19.5	\$ 242,559	\$ 281,280	\$ 54,849.60	\$ 54,849.60	\$ 195.76	\$ 401.72	\$ 597.48					
129041820	0	\$ 176,400	19.5	\$ 60,225	19.5	\$ 116,175	\$ 176,400	\$ 34,398.00	\$ 34,398.00	\$ 122.77	\$ 251.93	\$ 374.70					
12904162B	0	\$ 257,431	16.0	\$ 118,576	16.0	\$ 138,855	\$ 257,431	\$ 41,188.96	\$ 41,188.96	\$ 147.00	\$ 301.67	\$ 448.67					

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
129041830	0	\$ 161,025	19.5	\$ 54,490	19.5	\$ 106,535	\$ 161,025	\$ 31,399.88	\$ 31,399.88	\$ 112.07	\$ 229.97	\$ 342.04					
12904162A	1	\$ 443,656	16.0	\$ 161,695	16.0	\$ 281,961	\$ 443,656	\$ 70,984.96	\$ 70,984.96	\$ 253.35	\$ 519.89	\$ 773.24	\$ 443,656	\$ 443,656	\$ 70,984.96	\$ 70,984.96	\$ 773.24
12901016A	0	\$ 611,880	19.5	\$ 337,302	19.5	\$ 274,578	\$ 611,880	\$ 119,316.60	\$ 119,316.60	\$ 425.84	\$ 873.87	\$ 1,299.72					
12901018F	0	\$ 341,500	19.5	\$ 273,525	19.5	\$ 67,975	\$ 341,500	\$ 66,592.50	\$ 66,592.50	\$ 237.67	\$ 487.72	\$ 725.39					
12901018D	0	\$ 546,290	19.5	\$ 340,000	19.5	\$ 206,290	\$ 546,290	\$ 106,526.55	\$ 106,526.55	\$ 380.19	\$ 780.20	\$ 1,160.39					
12901045A	0	\$ 471,449	19.5	\$ 294,000	19.5	\$ 177,449	\$ 471,449	\$ 91,932.56	\$ 91,932.56	\$ 328.11	\$ 673.31	\$ 1,001.42					
12904158F	0	\$ 742,279	19.5	\$ 290,810	19.5	\$ 520,390	\$ 811,200	\$ 158,184.00	\$ 144,744.41	\$ 516.59	\$ 1,158.54	\$ 1,675.13					
129041750	0	\$ 973,000	19.5	\$ 161,175	19.5	\$ 811,825	\$ 973,000	\$ 189,735.00	\$ 189,735.00	\$ 677.16	\$ 1,389.62	\$ 2,066.78					
12901044D	0	\$ 4,507,044	19.5	\$ 1,199,316	19.5	\$ 3,569,754	\$ 4,769,070	\$ 929,968.65	\$ 878,873.58	\$ 3,136.70	\$ 6,811.09	\$ 9,947.79					
12411021D	0	\$ 819,936	19.5	\$ 489,678	19.5	\$ 363,826	\$ 853,504	\$ 166,433.28	\$ 159,887.52	\$ 570.64	\$ 1,218.96	\$ 1,789.60					
12411007A	0	\$ 80,282	10.0	\$ -	10.0	\$ -	\$ 80,282	\$ -	\$ 8,028.20	\$ 28.65	\$ -	\$ 28.65					
12411008A	0	\$ 76,319	10.0	\$ -	10.0	\$ -	\$ 76,319	\$ -	\$ 7,631.90	\$ 27.24	\$ -	\$ 27.24					
12411100A	0	\$ 81,482	10.0	\$ -	10.0	\$ -	\$ 81,482	\$ -	\$ 8,148.20	\$ 29.08	\$ -	\$ 29.08					
12411101A	0	\$ 83,560	10.0	\$ -	10.0	\$ -	\$ 83,560	\$ -	\$ 8,356.00	\$ 29.82	\$ -	\$ 29.82					
12411102A	0	\$ 82,058	10.0	\$ -	10.0	\$ -	\$ 82,058	\$ -	\$ 8,205.80	\$ 29.29	\$ -	\$ 29.29					
12411001A	0	\$ 297,227	19.5	\$ 189,125	19.5	\$ 108,102	\$ 297,227	\$ 57,959.27	\$ 57,959.27	\$ 206.86	\$ 424.49	\$ 631.35					
12412063A	0	\$ 242,934	19.5	\$ 143,608	19.5	\$ 99,326	\$ 242,934	\$ 47,372.13	\$ 47,372.13	\$ 169.07	\$ 346.95	\$ 516.02					
12412066A	0	\$ 28,283	19.5	\$ 27,743	19.5	\$ 540	\$ 28,283	\$ 5,515.19	\$ 5,515.19	\$ 19.68	\$ 40.39	\$ 60.08					
12412067A	0	\$ 328,717	19.5	\$ 103,175	19.5	\$ 225,542	\$ 328,717	\$ 64,099.82	\$ 64,099.82	\$ 228.77	\$ 469.47	\$ 698.24					
124120690	0	\$ 143,220	19.5	\$ 31,810	19.5	\$ 136,190	\$ 168,000	\$ 32,760.00	\$ 27,927.90	\$ 99.67	\$ 239.93	\$ 339.61					
12411103B	0	\$ 73,280	19.5	\$ 57,500	19.5	\$ 15,780	\$ 73,280	\$ 14,289.60	\$ 14,289.60	\$ 51.00	\$ 104.66	\$ 155.66					
12412070A	0	\$ 448,385	19.5	\$ 110,500	19.5	\$ 337,885	\$ 448,385	\$ 87,435.08	\$ 87,435.08	\$ 312.06	\$ 640.37	\$ 952.43					
124120620	1	\$ 3,300,149	16.0	\$ 883,300	16.0	\$ 2,416,849	\$ 3,300,149	\$ 528,023.84	\$ 528,023.84	\$ 1,884.52	\$ 3,867.25	\$ 5,751.76	\$ 3,300,149	\$ 3,300,149	\$ 528,023.84	\$ 528,023.84	\$ 5,751.76
12411021E	0	\$ 1,395,000	19.5	\$ 596,336	19.5	\$ 798,664	\$ 1,395,000	\$ 272,025.00	\$ 272,025.00	\$ 970.86	\$ 1,992.31	\$ 2,963.17					
12412037A	0	\$ 161,460	19.5	\$ 77,596	19.5	\$ 83,864	\$ 161,460	\$ 31,484.70	\$ 31,484.70	\$ 112.37	\$ 230.59	\$ 342.96					
12411009B	0	\$ 80,121	19.5	\$ 84,009	19.5	\$ 550	\$ 84,559	\$ 16,489.01	\$ 15,623.60	\$ 55.76	\$ 120.77	\$ 176.53					
12411010B	0	\$ 1,230,809	19.5	\$ 86,132	19.5	\$ 1,144,677	\$ 1,230,809	\$ 240,007.76	\$ 240,007.76	\$ 856.59	\$ 1,757.82	\$ 2,614.40					
124120390	0	\$ 86,979	10.0	\$ -	10.0	\$ -	\$ 86,979	\$ -	\$ 8,697.90	\$ 31.04	\$ -	\$ 31.04					
124120400	0	\$ 108,855	10.0	\$ 51,391	10.0	\$ 57,464	\$ 108,855	\$ 10,885.50	\$ 10,885.50	\$ 38.85	\$ 79.73	\$ 118.58					
12412041A	0	\$ 95,462	10.0	\$ -	10.0	\$ -	\$ 95,462	\$ -	\$ 9,546.20	\$ 34.07	\$ -	\$ 34.07					
124120240	0	\$ 67,979	19.5	\$ 55,250	19.5	\$ 12,729	\$ 67,979	\$ 13,255.91	\$ 13,255.91	\$ 47.31	\$ 97.09	\$ 144.40					
124120420	0	\$ 152,020	19.5	\$ 50,974	19.5	\$ 101,046	\$ 152,020	\$ 29,643.90	\$ 29,643.90	\$ 105.80	\$ 217.11	\$ 322.91					
124120250	0	\$ 87,191	10.0	\$ -	10.0	\$ -	\$ 87,191	\$ -	\$ 8,719.10	\$ 31.12	\$ -	\$ 31.12					
12412043A	0	\$ 476,000	19.5	\$ 126,658	19.5	\$ 349,342	\$ 476,000	\$ 92,820.00	\$ 92,820.00	\$ 331.27	\$ 679.81	\$ 1,011.09					
124120270	0	\$ 75,000	19.5	\$ 70,375	19.5	\$ 4,625	\$ 75,000	\$ 14,625.00	\$ 14,625.00	\$ 52.20	\$ 107.11	\$ 159.31					
124120280	0	\$ 255,060	19.5	\$ 55,315	19.5	\$ 209,685	\$ 265,000	\$ 51,675.00	\$ 49,736.70	\$ 177.51	\$ 378.47	\$ 555.98					
124120460	0	\$ 92,774	10.8	\$ 50,260	10.8	\$ 42,514	\$ 92,774	\$ 10,019.59	\$ 10,019.59	\$ 35.76	\$ 73.38	\$ 109.14					
124120470	0	\$ 502,809	19.5	\$ 50,141	19.5	\$ 452,668	\$ 502,809	\$ 98,047.76	\$ 98,047.76	\$ 349.93	\$ 718.10	\$ 1,068.03					
12412005A	0	\$ 94,770	19.5	\$ 85,000	19.5	\$ 9,770	\$ 94,770	\$ 18,480.15	\$ 18,480.15	\$ 65.96	\$ 135.35	\$ 201.30					
124120060	0	\$ 71,424	19.5	\$ 55,250	19.5	\$ 16,174	\$ 71,424	\$ 13,927.68	\$ 13,927.68	\$ 49.71	\$ 102.01	\$ 151.71					
124120070	0	\$ 94,572	19.5	\$ 55,250	19.5	\$ 39,322	\$ 94,572	\$ 18,441.54	\$ 18,441.54	\$ 65.82	\$ 135.07	\$ 200.88					
124120480	0	\$ 46,105	19.5	\$ 49,962	0.0	\$ -	\$ 49,962	\$ 9,742.59	\$ 8,990.48	\$ 32.09	\$ 71.35	\$ 103.44					
124120080	0	\$ 104,108	19.5	\$ 55,375	19.5	\$ 51,365	\$ 106,740	\$ 20,814.30	\$ 20,301.06	\$ 72.45	\$ 152.44	\$ 224.90					
12412049A	0	\$ 44,913	19.5	\$ 48,669	0.0	\$ -	\$ 48,669	\$ 9,490.46	\$ 8,758.04	\$ 31.26	\$ 69.51	\$ 100.77					
12412010A	0	\$ 244,569	10.0	\$ 110,630	10.0	\$ 133,939	\$ 244,569	\$ 24,456.90	\$ 24,456.90	\$ 87.29	\$ 179.12	\$ 266.41					
12412011A	0	\$ 281,096	10.0	\$ 110,630	10.0	\$ 170,466	\$ 281,096	\$ 28,109.60	\$ 28,109.60	\$ 100.32	\$ 205.87	\$ 306.20					

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
124120210	0	\$ 63,111	19.5	\$ 49,392	19.5	\$ 13,719	\$ 63,111	\$ 12,306.65	\$ 12,306.65	\$ 43.92	\$ 90.13	\$ 134.06					
124120220	0	\$ 48,948	19.5	\$ 49,358	19.5	\$ 816	\$ 50,174	\$ 9,783.93	\$ 9,544.86	\$ 34.07	\$ 71.66	\$ 105.72					
124120230	0	\$ 222,000	19.5	\$ 48,926	19.5	\$ 173,074	\$ 222,000	\$ 43,290.00	\$ 43,290.00	\$ 154.50	\$ 317.06	\$ 471.56					
124120260	0	\$ 110,400	19.5	\$ 48,365	19.5	\$ 62,035	\$ 110,400	\$ 21,528.00	\$ 21,528.00	\$ 76.83	\$ 157.67	\$ 234.50					
12412001A	1	\$ 54,369	16.0	\$ 58,836	16.0	\$ 3,309	\$ 62,145	\$ 9,943.20	\$ 8,699.04	\$ 31.05	\$ 72.82	\$ 103.87	\$ 62,145	\$ 54,369	\$ 9,943.20	\$ 8,699.04	\$ 103.87
124072060	1	\$ 68,345	16.0	\$ 45,692	16.0	\$ 27,905	\$ 73,597	\$ 11,775.52	\$ 10,935.20	\$ 39.03	\$ 86.24	\$ 125.27	\$ 73,597	\$ 68,345	\$ 11,775.52	\$ 10,935.20	\$ 125.27
12407211B	1	\$ 617,080	16.0	\$ 385,662	16.0	\$ 231,418	\$ 617,080	\$ 98,732.80	\$ 98,732.80	\$ 352.38	\$ 723.12	\$ 1,075.50	\$ 617,080	\$ 617,080	\$ 98,732.80	\$ 98,732.80	\$ 1,075.50
12407212A	0	\$ 275,030	19.5	\$ 90,058	19.5	\$ 184,972	\$ 275,030	\$ 53,630.85	\$ 53,630.85	\$ 191.41	\$ 392.79	\$ 584.20					
12407221B		\$ 11,786	16.0	\$ 11,786	0.0	\$ -	\$ 11,786	\$ 1,885.76	\$ 1,885.76	\$ 6.73	\$ 13.81	\$ 20.54					
12407221A		\$ 22,626	16.0	\$ 22,626	0.0	\$ -	\$ 22,626	\$ 3,620.16	\$ 3,620.16	\$ 12.92	\$ 26.51	\$ 39.43					
102	5	\$ 40,719,091.00		\$ 15,804,304.00		\$ 25,323,874.00	\$ 41,801,511.00	\$ 7,733,474.80	\$ 7,589,013.06	\$ 27,085.19	\$ 58,095.59	\$ 85,180.78	\$ 4,496,627	\$ 4,483,599	\$ 719,460	\$ 717,376	\$ 7,830

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
12509049A	1	\$ 2,287,000	16.0	\$ 420,120	16.0	\$ 1,866,880	\$ 2,287,000	\$ 365,920.00	\$ 365,920.00	\$ 1,305.97	\$ 2,680.00	\$ 3,985.97	\$ 2,287,000	\$ 2,287,000	\$ 365,920.00	\$ 365,920.00	\$ 3,985.97
12501047B	0	\$ 3,491,359	19.5	\$ 896,456	19.5	\$ 2,594,903	\$ 3,491,359	\$ 680,815.01	\$ 680,815.01	\$ 2,429.83	\$ 4,986.29	\$ 7,416.12					
12509049B	0	\$ 231,666	19.5	\$ 142,817	19.5	\$ 88,849	\$ 231,666	\$ 45,174.87	\$ 45,174.87	\$ 161.23	\$ 330.86	\$ 492.09					
125011200	0	\$ 492,038	19.5	\$ 492,038	0.0	\$ -	\$ 492,038	\$ 95,947.41	\$ 95,947.41	\$ 342.44	\$ 702.72	\$ 1,045.16					
125011230	0	\$ 294,300	19.5	\$ 112,500	19.5	\$ 181,800	\$ 294,300	\$ 57,388.50	\$ 57,388.50	\$ 204.82	\$ 420.31	\$ 625.13					
125011240	0	\$ 1,138,320	19.5	\$ 191,250	19.5	\$ 947,070	\$ 1,138,320	\$ 221,972.40	\$ 221,972.40	\$ 792.22	\$ 1,625.73	\$ 2,417.95					
125011250	0	\$ 227,520	19.5	\$ 74,990	19.5	\$ 152,530	\$ 227,520	\$ 44,366.40	\$ 44,366.40	\$ 158.34	\$ 324.94	\$ 483.28					
125011260	0	\$ 1,374,001	19.5	\$ 90,112	19.5	\$ 1,283,889	\$ 1,374,001	\$ 267,930.20	\$ 267,930.20	\$ 956.24	\$ 1,962.32	\$ 2,918.56					
125011270	0	\$ 28,836	19.5	\$ 28,836	0.0	\$ -	\$ 28,836	\$ 5,623.02	\$ 5,623.02	\$ 20.07	\$ 41.18	\$ 61.25					
125011280	0	\$ 180,225	19.5	\$ 180,225	0.0	\$ -	\$ 180,225	\$ 35,143.88	\$ 35,143.88	\$ 125.43	\$ 257.39	\$ 382.82					
12508097B	0	\$ 136,100	19.5	\$ 65,943	19.5	\$ 70,157	\$ 136,100	\$ 26,539.50	\$ 26,539.50	\$ 94.72	\$ 194.38	\$ 289.09					
125010490	0	\$ 301,500	19.5	\$ 123,420	19.5	\$ 178,080	\$ 301,500	\$ 58,792.50	\$ 58,792.50	\$ 209.83	\$ 430.60	\$ 640.43					
12509141A	0	\$ 468,720	19.5	\$ 193,026	19.5	\$ 275,694	\$ 468,720	\$ 91,400.40	\$ 91,400.40	\$ 326.21	\$ 669.42	\$ 995.62					
125090120	0	\$ 92,550	19.5	\$ 40,000	19.5	\$ 52,550	\$ 92,550	\$ 18,047.25	\$ 18,047.25	\$ 64.41	\$ 132.18	\$ 196.59					
125090130	0	\$ 78,300	19.5	\$ 36,000	19.5	\$ 42,300	\$ 78,300	\$ 15,268.50	\$ 15,268.50	\$ 54.49	\$ 111.83	\$ 166.32					
125090140	0	\$ 122,400	19.5	\$ 48,000	19.5	\$ 74,400	\$ 122,400	\$ 23,868.00	\$ 23,868.00	\$ 85.18	\$ 174.81	\$ 259.99					
125090150	0	\$ 210,000	19.5	\$ 70,000	19.5	\$ 140,000	\$ 210,000	\$ 40,950.00	\$ 40,950.00	\$ 146.15	\$ 299.92	\$ 446.07					
125090160	0	\$ 493,134	19.5	\$ 104,500	19.5	\$ 482,450	\$ 586,950	\$ 114,455.25	\$ 96,161.13	\$ 343.20	\$ 838.27	\$ 1,181.47					
125090170	0	\$ 152,154	19.5	\$ 36,000	19.5	\$ 127,800	\$ 163,800	\$ 31,941.00	\$ 29,670.03	\$ 105.89	\$ 233.94	\$ 339.83					
12509104A	1	\$ 152,764	16.0	\$ 152,764	0.0	\$ -	\$ 152,764	\$ 24,442.24	\$ 24,442.24	\$ 87.23	\$ 179.01	\$ 266.25	\$ 152,764	\$ 152,764	\$ 24,442.24	\$ 24,442.24	\$ 266.25
125090180	0	\$ 93,280	19.5	\$ 34,236	19.5	\$ 60,264	\$ 94,500	\$ 18,427.50	\$ 18,189.60	\$ 64.92	\$ 134.96	\$ 199.88					
125090190	0	\$ 170,625	19.5	\$ 66,570	19.5	\$ 104,055	\$ 170,625	\$ 33,271.88	\$ 33,271.88	\$ 118.75	\$ 243.68	\$ 362.43					
125090200	0	\$ 302,064	19.5	\$ 64,000	19.5	\$ 238,064	\$ 302,064	\$ 58,902.48	\$ 58,902.48	\$ 210.22	\$ 431.40	\$ 641.62					
12509021A	0	\$ 17,150	19.5	\$ 16,600	19.5	\$ 550	\$ 17,150	\$ 3,344.25	\$ 3,344.25	\$ 11.94	\$ 24.49	\$ 36.43					
125090220	0	\$ 105,000	19.5	\$ 40,000	19.5	\$ 65,000	\$ 105,000	\$ 20,475.00	\$ 20,475.00	\$ 73.08	\$ 149.96	\$ 223.03					
125090230	0	\$ 181,519	19.5	\$ 71,360	19.5	\$ 125,515	\$ 196,875	\$ 38,390.63	\$ 35,396.21	\$ 126.33	\$ 281.17	\$ 407.50					
125091130	0	\$ 343,860	19.5	\$ 99,000	19.5	\$ 244,860	\$ 343,860	\$ 67,052.70	\$ 67,052.70	\$ 239.31	\$ 491.09	\$ 730.41					
125091120	0	\$ 416,930	19.5	\$ 74,500	19.5	\$ 342,430	\$ 416,930	\$ 81,301.35	\$ 81,301.35	\$ 290.16	\$ 595.45	\$ 885.62					
125081160	0	\$ 2,111,408	19.5	\$ 283,824	19.5	\$ 1,827,584	\$ 2,111,408	\$ 411,724.56	\$ 411,724.56	\$ 1,469.44	\$ 3,015.47	\$ 4,484.92					
125091430	0	\$ 187,680	19.5	\$ 90,620	19.5	\$ 97,060	\$ 187,680	\$ 36,597.60	\$ 36,597.60	\$ 130.62	\$ 268.04	\$ 398.66					
125091450	0	\$ 162,500	10.0	\$ 90,620	10.0	\$ 71,880	\$ 162,500	\$ 16,250.00	\$ 16,250.00	\$ 58.00	\$ 119.02	\$ 177.01					
125091080	0	\$ 201,432	11.6	\$ 75,000	11.6	\$ 126,432	\$ 201,432	\$ 23,366.11	\$ 23,366.11	\$ 83.39	\$ 171.13	\$ 254.53					
125091070	0	\$ 138,545	19.5	\$ 75,000	19.5	\$ 73,000	\$ 148,000	\$ 28,860.00	\$ 27,016.28	\$ 96.42	\$ 211.37	\$ 307.79					
125091060	0	\$ 96,975	19.5	\$ 75,000	19.5	\$ 21,975	\$ 96,975	\$ 18,910.13	\$ 18,910.13	\$ 67.49	\$ 138.50	\$ 205.99					
125091110	0	\$ 109,555	12.3	\$ 70,500	12.3	\$ 39,055	\$ 109,555	\$ 13,475.27	\$ 13,475.27	\$ 48.09	\$ 98.69	\$ 146.79					
125091100	0	\$ 145,935	19.5	\$ 59,925	19.5	\$ 86,010	\$ 145,935	\$ 28,457.33	\$ 28,457.33	\$ 101.56	\$ 208.42	\$ 309.99					
125091090	0	\$ 199,645	10.0	\$ -	10.0	\$ -	\$ 199,645	\$ -	\$ 19,964.50	\$ 71.25	\$ -	\$ 71.25					
125010440	0	\$ 168,000	19.5	\$ 56,000	19.5	\$ 112,000	\$ 168,000	\$ 32,760.00	\$ 32,760.00	\$ 116.92	\$ 239.93	\$ 356.85					
125010430	0	\$ 121,500	19.5	\$ 31,500	19.5	\$ 90,000	\$ 121,500	\$ 23,692.50	\$ 23,692.50	\$ 84.56	\$ 173.52	\$ 258.08					
125010420	0	\$ 146,185	19.5	\$ 40,410	19.5	\$ 105,775	\$ 146,185	\$ 28,506.08	\$ 28,506.08	\$ 101.74	\$ 208.78	\$ 310.52					
125010410	0	\$ 78,000	19.5	\$ 35,035	19.5	\$ 42,965	\$ 78,000	\$ 15,210.00	\$ 15,210.00	\$ 54.28	\$ 111.40	\$ 165.68					
125010400	0	\$ 117,000	19.5	\$ 35,035	19.5	\$ 81,965	\$ 117,000	\$ 22,815.00	\$ 22,815.00	\$ 81.43	\$ 167.10	\$ 248.52					
125010390	0	\$ 104,000	19.5	\$ 35,035	19.5	\$ 68,965	\$ 104,000	\$ 20,280.00	\$ 20,280.00	\$ 72.38	\$ 148.53	\$ 220.91					
125010380	0	\$ 90,000	19.5	\$ 35,000	19.5	\$ 55,000	\$ 90,000	\$ 17,550.00	\$ 17,550.00	\$ 62.64	\$ 128.54	\$ 191.17					
125010370	0	\$ 107,250	19.5	\$ 35,000	19.5	\$ 72,250	\$ 107,250	\$ 20,913.75	\$ 20,913.75	\$ 74.64	\$ 153.17	\$ 227.81					
125010360	1	\$ 103,841	16.0	\$ 103,841	0.0	\$ -	\$ 103,841	\$ 16,614.56	\$ 16,614.56	\$ 59.30	\$ 121.69	\$ 180.98	\$ 103,841	\$ 103,841	\$ 16,614.56	\$ 16,614.56	\$ 180.98
125010350	0	\$ 337,095	19.5	\$ 148,750	19.5	\$ 188,345	\$ 337,095	\$ 65,733.53	\$ 65,733.53	\$ 234.60	\$ 481.43	\$ 716.04					
12501033A	0	\$ 258,160	19.5	\$ 61,250	19.5	\$ 196,910	\$ 258,160	\$ 50,341.20	\$ 50,341.20	\$ 179.67	\$ 368.70	\$ 548.37					
125010320	1	\$ 100,214	16.0	\$ 31,535	16.0	\$ 72,465	\$ 104,000	\$ 16,640.00	\$ 16,034.24	\$ 57.23	\$ 121.87	\$ 179.10	\$ 104,000	\$ 100,214	\$ 16,640.00	\$ 16,034.24	\$ 179.10
125010310	1	\$ 75,161	16.0	\$ 31,535	16.0	\$ 46,465	\$ 78,000	\$ 12,480.00	\$ 12,025.76	\$ 42.92	\$ 91.40	\$ 134.32	\$ 78,000	\$ 75,161	\$ 12,480.00	\$ 12,025.76	\$ 134.32

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
125010300	1	\$ 118,523	16.0	\$ 39,419	16.0	\$ 83,581	\$ 123,000	\$ 19,680.00	\$ 18,963.68	\$ 67.68	\$ 144.14	\$ 211.82	\$ 123,000	\$ 118,523	\$ 19,680.00	\$ 18,963.68	\$ 211.82
12501028A	0	\$ 888,020	19.5	\$ 193,375	19.5	\$ 694,645	\$ 888,020	\$ 173,163.90	\$ 173,163.90	\$ 618.02	\$ 1,268.25	\$ 1,886.27					
125010270	0	\$ 298,100	19.5	\$ 104,125	19.5	\$ 193,975	\$ 298,100	\$ 58,129.50	\$ 58,129.50	\$ 207.46	\$ 425.74	\$ 633.20					
125011210	0	\$ 105,381	19.5	\$ 105,381	0.0	\$ -	\$ 105,381	\$ 20,549.30	\$ 20,549.30	\$ 73.34	\$ 150.50	\$ 223.84					
125011220	0	\$ 2,222,729	19.5	\$ 199,209	19.5	\$ 2,809,901	\$ 3,009,110	\$ 586,776.45	\$ 433,432.16	\$ 1,546.92	\$ 4,297.55	\$ 5,844.47					
12509021B	0	\$ 133,000	19.5	\$ 23,400	19.5	\$ 109,600	\$ 133,000	\$ 25,935.00	\$ 25,935.00	\$ 92.56	\$ 189.95	\$ 282.51					
125081000	1	\$ 437,652	16.0	\$ 116,587	16.0	\$ 412,556	\$ 529,143	\$ 84,662.88	\$ 70,024.32	\$ 249.92	\$ 620.07	\$ 869.99	\$ 529,143	\$ 437,652	\$ 84,662.88	\$ 70,024.32	\$ 869.99
12508103A	1	\$ 28,336	16.0	\$ 30,636	16.0	\$ 3,474	\$ 34,110	\$ 5,457.60	\$ 4,533.76	\$ 16.18	\$ 39.97	\$ 56.15	\$ 34,110	\$ 28,336	\$ 5,457.60	\$ 4,533.76	\$ 56.15
125081020	1	\$ 55,437	16.0	\$ 61,272	16.0	\$ 9,174	\$ 70,446	\$ 11,271.36	\$ 8,869.92	\$ 31.66	\$ 82.55	\$ 114.21	\$ 70,446	\$ 55,437	\$ 11,271.36	\$ 8,869.92	\$ 114.21
125081010	1	\$ 24,247	16.0	\$ 26,551	16.0	\$ 3,040	\$ 29,591	\$ 4,734.56	\$ 3,879.52	\$ 13.85	\$ 34.68	\$ 48.52	\$ 29,591	\$ 24,247	\$ 4,734.56	\$ 3,879.52	\$ 48.52
124082150	0	\$ 216,505	19.5	\$ 37,282	19.5	\$ 179,223	\$ 216,505	\$ 42,218.48	\$ 42,218.48	\$ 150.68	\$ 309.21	\$ 459.89					
124082160	0	\$ 41,486	19.5	\$ 37,350	19.5	\$ 4,136	\$ 41,486	\$ 8,089.77	\$ 8,089.77	\$ 28.87	\$ 59.25	\$ 88.12					
12904157A	1	\$ 336,142	16.0	\$ 336,142	0.0	\$ -	\$ 336,142	\$ 53,782.72	\$ 53,782.72	\$ 191.95	\$ 393.90	\$ 585.86	\$ 336,142	\$ 336,142	\$ 53,782.72	\$ 53,782.72	\$ 585.86
12508104A	1	\$ 176,829	16.0	\$ 156,360	16.0	\$ 20,469	\$ 176,829	\$ 28,292.64	\$ 28,292.64	\$ 100.98	\$ 207.22	\$ 308.19	\$ 176,829	\$ 176,829	\$ 28,292.64	\$ 28,292.64	\$ 308.19
12409155B	0	\$ 32,683	19.5	\$ 30,107	19.5	\$ 2,576	\$ 32,683	\$ 6,373.19	\$ 6,373.19	\$ 22.75	\$ 46.68	\$ 69.42					
12409156A	0	\$ 185,694	19.5	\$ 96,319	19.5	\$ 134,426	\$ 230,745	\$ 44,995.28	\$ 36,210.33	\$ 129.23	\$ 329.55	\$ 458.78					
124091570	0	\$ 101,992	19.5	\$ 87,563	19.5	\$ 14,429	\$ 101,992	\$ 19,888.44	\$ 19,888.44	\$ 70.98	\$ 145.66	\$ 216.64					
124082320	0	\$ 309,360	19.5	\$ 90,695	19.5	\$ 218,665	\$ 309,360	\$ 60,325.20	\$ 60,325.20	\$ 215.30	\$ 441.82	\$ 657.12					
12409158A	0	\$ 72,000	19.5	\$ 69,000	19.5	\$ 3,000	\$ 72,000	\$ 14,040.00	\$ 14,040.00	\$ 50.11	\$ 102.83	\$ 152.94					
12409159A	0	\$ 102,392	19.5	\$ 101,892	19.5	\$ 500	\$ 102,392	\$ 19,966.44	\$ 19,966.44	\$ 71.26	\$ 146.23	\$ 217.49					
12409141A	0	\$ 606,774	19.5	\$ 312,411	19.5	\$ 294,363	\$ 606,774	\$ 118,320.93	\$ 118,320.93	\$ 422.29	\$ 866.58	\$ 1,288.87					
124091420	0	\$ 128,332	19.5	\$ 62,482	19.5	\$ 65,850	\$ 128,332	\$ 25,024.74	\$ 25,024.74	\$ 89.31	\$ 183.28	\$ 272.59					
124091430	1	\$ 120,332	16.0	\$ 40,003	16.0	\$ 80,329	\$ 120,332	\$ 19,253.12	\$ 19,253.12	\$ 68.71	\$ 141.01	\$ 209.72	\$ 120,332	\$ 120,332	\$ 19,253.12	\$ 19,253.12	\$ 209.72
124080700	1	\$ 93,258	16.0	\$ 41,584	16.0	\$ 51,674	\$ 93,258	\$ 14,921.28	\$ 14,921.28	\$ 53.25	\$ 109.28	\$ 162.54	\$ 93,258	\$ 93,258	\$ 14,921.28	\$ 14,921.28	\$ 162.54
124080680	1	\$ 150,685	16.0	\$ 86,366	16.0	\$ 64,319	\$ 150,685	\$ 24,109.60	\$ 24,109.60	\$ 86.05	\$ 176.58	\$ 262.63	\$ 150,685	\$ 150,685	\$ 24,109.60	\$ 24,109.60	\$ 262.63
124080670	0	\$ 237,960	19.5	\$ 57,316	19.5	\$ 180,644	\$ 237,960	\$ 46,402.20	\$ 46,402.20	\$ 165.61	\$ 339.85	\$ 505.46					
124091240	0	\$ 91,260	19.5	\$ 47,736	19.5	\$ 43,524	\$ 91,260	\$ 17,795.70	\$ 17,795.70	\$ 63.51	\$ 130.34	\$ 193.85					
124080660	0	\$ 147,308	10.0	\$ -	10.0	\$ -	\$ 147,308	\$ -	\$ 14,730.80	\$ 52.57	\$ -	\$ 52.57					
124091250	0	\$ 124,742	10.0	\$ -	10.0	\$ -	\$ 124,742	\$ -	\$ 12,474.20	\$ 44.52	\$ -	\$ 44.52					
124091260	0	\$ 172,305	10.0	\$ -	10.0	\$ -	\$ 172,305	\$ -	\$ 17,230.50	\$ 61.50	\$ -	\$ 61.50					
124080650	0	\$ 92,950	19.5	\$ 57,630	19.5	\$ 35,320	\$ 92,950	\$ 18,125.25	\$ 18,125.25	\$ 64.69	\$ 132.75	\$ 197.44					
124091270	0	\$ 129,702	10.0	\$ -	10.0	\$ -	\$ 129,702	\$ -	\$ 12,970.20	\$ 46.29	\$ -	\$ 46.29					
124091280	0	\$ 161,727	10.0	\$ -	10.0	\$ -	\$ 161,727	\$ -	\$ 16,172.70	\$ 57.72	\$ -	\$ 57.72					
124080640	0	\$ 134,785	10.0	\$ -	10.0	\$ -	\$ 134,785	\$ -	\$ 13,478.50	\$ 48.10	\$ -	\$ 48.10					
124091290	1	\$ 125,528	16.0	\$ 78,101	16.0	\$ 47,427	\$ 125,528	\$ 20,084.48	\$ 20,084.48	\$ 71.68	\$ 147.10	\$ 218.78	\$ 125,528	\$ 125,528	\$ 20,084.48	\$ 20,084.48	\$ 218.78
124080630	1	\$ 187,969	16.0	\$ 63,975	16.0	\$ 123,994	\$ 187,969	\$ 30,075.04	\$ 30,075.04	\$ 107.34	\$ 220.27	\$ 327.61	\$ 187,969	\$ 187,969	\$ 30,075.04	\$ 30,075.04	\$ 327.61
124091300	1	\$ 147,909	16.0	\$ 62,482	16.0	\$ 85,427	\$ 147,909	\$ 23,665.44	\$ 23,665.44	\$ 84.46	\$ 173.33	\$ 257.79	\$ 147,909	\$ 147,909	\$ 23,665.44	\$ 23,665.44	\$ 257.79
12408221A	0	\$ 255,935	19.5	\$ 162,248	19.5	\$ 93,687	\$ 255,935	\$ 49,907.33	\$ 49,907.33	\$ 178.12	\$ 365.52	\$ 543.64					
124080620	0	\$ 145,520	10.0	\$ 57,154	10.0	\$ 88,366	\$ 145,520	\$ 14,552.00	\$ 14,552.00	\$ 51.94	\$ 106.58	\$ 158.51					
12904147A	0	\$ 156,065	19.5	\$ 107,124	19.5	\$ 48,941	\$ 156,065	\$ 30,432.68	\$ 30,432.68	\$ 108.61	\$ 222.89	\$ 331.50					
124082200	0	\$ 161,700	19.5	\$ 54,646	19.5	\$ 107,054	\$ 161,700	\$ 31,531.50	\$ 31,531.50	\$ 112.54	\$ 230.94	\$ 343.47					
124082190	0	\$ 141,480	10.0	\$ -	10.0	\$ -	\$ 141,480	\$ -	\$ 14,148.00	\$ 50.49	\$ -	\$ 50.49					
124082180	0	\$ 371,250	19.5	\$ 89,250	19.5	\$ 282,000	\$ 371,250	\$ 72,393.75	\$ 72,393.75	\$ 258.37	\$ 530.21	\$ 788.59					
129041460	0	\$ 21,618	19.5	\$ 19,284	19.5	\$ 2,334	\$ 21,618	\$ 4,215.51	\$ 4,215.51	\$ 15.05	\$ 30.87	\$ 45.92					
129041450	0	\$ 133,900	19.5	\$ 62,532	19.5	\$ 71,368	\$ 133,900	\$ 26,110.50	\$ 26,110.50	\$ 93.19	\$ 191.23	\$ 284.42					
129041440	0	\$ 27,500	19.5	\$ 26,309	19.5	\$ 1,191	\$ 27,500	\$ 5,362.50	\$ 5,362.50	\$ 19.14	\$ 39.27	\$ 58.41					
12904142A	0	\$ 88,350	19.5	\$ 29,030	19.5	\$ 59,320	\$ 88,350	\$ 17,228.25	\$ 17,228.25	\$ 61.49	\$ 126.18	\$ 187.67					
129041410	0	\$ 61,200	19.5	\$ 49,851	19.5	\$ 11,349	\$ 61,200	\$ 11,934.00	\$ 11,934.00	\$ 42.59	\$ 87.40	\$ 130.00					
129041400	0	\$ 124,553	19.5	\$ 52,110	19.5	\$ 95,960	\$ 148,070	\$ 28,873.65	\$ 24,287.84	\$ 86.68	\$ 211.47	\$ 298.15					
129041280	0	\$ 177,396	19.5	\$ 92,012	19.5	\$ 98,141	\$ 190,153	\$ 37,079.84	\$ 34,592.22	\$ 123.46	\$ 271.57	\$ 395.03					

PARCEL	EXEMPT	CURRENTLMT	LANDRATIO	LANDFCV	IMPRATIO	IMPFCV	TOTALFCV	AV	LAV	CityPrimTax	CitySecondTax	CITY-TAX	EXEMPT:FCV	EXEMPT:LCV	EXEMPT: AV	EXEMPT:LAV	EXEMPT:TAX
129041270	1	\$ 44,827	16.0	\$ 50,501	0.0	\$ -	\$ 50,501	\$ 8,080.16	\$ 7,172.32	\$ 25.60	\$ 59.18	\$ 84.78	\$ 50,501	\$ 44,827	\$ 8,080.16	\$ 7,172.32	\$ 84.78
129041260	1	\$ 50,788	16.0	\$ 50,501	16.0	\$ 5,867	\$ 56,368	\$ 9,018.88	\$ 8,126.08	\$ 29.00	\$ 66.05	\$ 95.06	\$ 56,368	\$ 50,788	\$ 9,018.88	\$ 8,126.08	\$ 95.06
129041250	1	\$ 64,853	16.0	\$ 28,285	16.0	\$ 36,568	\$ 64,853	\$ 10,376.48	\$ 10,376.48	\$ 37.03	\$ 76.00	\$ 113.03	\$ 64,853	\$ 64,853	\$ 10,376.48	\$ 10,376.48	\$ 113.03
129041240	1	\$ 53,352	16.0	\$ 22,216	16.0	\$ 31,136	\$ 53,352	\$ 8,536.32	\$ 8,536.32	\$ 30.47	\$ 62.52	\$ 92.99	\$ 53,352	\$ 53,352	\$ 8,536.32	\$ 8,536.32	\$ 92.99
12904122A	1	\$ 229,887	16.0	\$ 150,037	16.0	\$ 79,850	\$ 229,887	\$ 36,781.92	\$ 36,781.92	\$ 131.27	\$ 269.39	\$ 400.67	\$ 229,887	\$ 229,887	\$ 36,781.92	\$ 36,781.92	\$ 400.67
124082400	0	\$ 121,595	10.0	\$ -	10.0	\$ -	\$ 121,595	\$ -	\$ 12,159.50	\$ 43.40	\$ -	\$ 43.40					
124082390	0	\$ 133,007	10.0	\$ -	10.0	\$ -	\$ 133,007	\$ -	\$ 13,300.70	\$ 47.47	\$ -	\$ 47.47					
124082380	0	\$ 152,546	10.0	\$ -	10.0	\$ -	\$ 152,546	\$ -	\$ 15,254.60	\$ 54.44	\$ -	\$ 54.44					
124082370	0	\$ 142,132	10.0	\$ -	10.0	\$ -	\$ 142,132	\$ -	\$ 14,213.20	\$ 50.73	\$ -	\$ 50.73					
12408235A	0	\$ 151,870	10.0	\$ -	10.0	\$ -	\$ 151,870	\$ -	\$ 15,187.00	\$ 54.20	\$ -	\$ 54.20					
124082330	1	\$ 139,791	16.0	\$ 75,003	16.0	\$ 64,788	\$ 139,791	\$ 22,366.56	\$ 22,366.56	\$ 79.83	\$ 163.81	\$ 243.64	\$ 139,791	\$ 139,791	\$ 22,366.56	\$ 22,366.56	\$ 243.64
124062110	1	\$ 126,240	16.0	\$ 90,491	16.0	\$ 35,749	\$ 126,240	\$ 20,198.40	\$ 20,198.40	\$ 72.09	\$ 147.93	\$ 220.02	\$ 126,240	\$ 126,240	\$ 20,198.40	\$ 20,198.40	\$ 220.02
124062100	0	\$ 115,885	19.5	\$ 61,859	19.5	\$ 54,026	\$ 115,885	\$ 22,597.58	\$ 22,597.58	\$ 80.65	\$ 165.50	\$ 246.16					
124062090	0	\$ 466,235	19.5	\$ 109,328	19.5	\$ 356,907	\$ 466,235	\$ 90,915.83	\$ 90,915.83	\$ 324.48	\$ 665.87	\$ 990.35					
124062210	0	\$ 114,423	10.0	\$ -	10.0	\$ -	\$ 114,423	\$ -	\$ 11,442.30	\$ 40.84	\$ -	\$ 40.84					
12406220A	0	\$ 43,534	19.5	\$ 42,719	19.5	\$ 13,456	\$ 56,175	\$ 10,954.13	\$ 8,489.13	\$ 30.30	\$ 80.23	\$ 110.53					
12406219A	0	\$ 43,534	19.5	\$ 42,719	19.5	\$ 13,456	\$ 56,175	\$ 10,954.13	\$ 8,489.13	\$ 30.30	\$ 80.23	\$ 110.53					
124062180	0	\$ 956,365	19.5	\$ 177,694	19.5	\$ 778,671	\$ 956,365	\$ 186,491.18	\$ 186,491.18	\$ 665.59	\$ 1,365.86	\$ 2,031.45					
124062420	1	\$ 103,502	16.0	\$ 67,725	16.0	\$ 35,777	\$ 103,502	\$ 16,560.32	\$ 16,560.32	\$ 59.10	\$ 121.29	\$ 180.39	\$ 103,502	\$ 103,502	\$ 16,560.32	\$ 16,560.32	\$ 180.39
124062400	1	\$ 131,202	16.0	\$ 67,237	16.0	\$ 63,965	\$ 131,202	\$ 20,992.32	\$ 20,992.32	\$ 74.92	\$ 153.75	\$ 228.67	\$ 131,202	\$ 131,202	\$ 20,992.32	\$ 20,992.32	\$ 228.67
124062390	1	\$ 124,510	16.0	\$ 80,737	16.0	\$ 43,773	\$ 124,510	\$ 19,921.60	\$ 19,921.60	\$ 71.10	\$ 145.91	\$ 217.01	\$ 124,510	\$ 124,510	\$ 19,921.60	\$ 19,921.60	\$ 217.01
124091440	0	\$ 107,665	10.0	\$ -	10.0	\$ -	\$ 107,665	\$ -	\$ 10,766.50	\$ 38.43	\$ -	\$ 38.43					
124062350	1	\$ 240,140	16.0	\$ 107,457	16.0	\$ 132,683	\$ 240,140	\$ 38,422.40	\$ 38,422.40	\$ 137.13	\$ 281.41	\$ 418.54	\$ 240,140	\$ 240,140	\$ 38,422.40	\$ 38,422.40	\$ 418.54
124091450	0	\$ 108,908	10.0	\$ -	10.0	\$ -	\$ 108,908	\$ -	\$ 10,890.80	\$ 38.87	\$ -	\$ 38.87					
124071390	0	\$ 28,662	16.0	\$ 28,662	0.0	\$ -	\$ 28,662	\$ 4,585.92	\$ 4,585.92	\$ 16.37	\$ 33.59	\$ 49.95					
12407138A	0	\$ 18,421	16.0	\$ 18,421	0.0	\$ -	\$ 18,421	\$ 2,947.36	\$ 2,947.36	\$ 10.52	\$ 21.59	\$ 32.11					
12407137A	0	\$ 19,545	16.0	\$ 19,545	0.0	\$ -	\$ 19,545	\$ 3,127.20	\$ 3,127.20	\$ 11.16	\$ 22.90	\$ 34.06					
12407136A	0	\$ 20,668	16.0	\$ 20,668	0.0	\$ -	\$ 20,668	\$ 3,306.88	\$ 3,306.88	\$ 11.80	\$ 24.22	\$ 36.02					
12407133A	0	\$ 68,748	16.0	\$ 68,748	0.0	\$ -	\$ 68,748	\$ 10,999.68	\$ 10,999.68	\$ 39.26	\$ 80.56	\$ 119.82					
12407155A	1	\$ 330,124	16.0	\$ 137,022	16.0	\$ 193,102	\$ 330,124	\$ 52,819.84	\$ 52,819.84	\$ 188.51	\$ 386.85	\$ 575.37	\$ 330,124	\$ 330,124	\$ 52,819.84	\$ 52,819.84	\$ 575.37
124071540	1	\$ 140,919	16.0	\$ 140,919	0.0	\$ -	\$ 140,919	\$ 22,547.04	\$ 22,547.04	\$ 80.47	\$ 165.13	\$ 245.60	\$ 140,919	\$ 140,919	\$ 22,547.04	\$ 22,547.04	\$ 245.60
12407152A	1	\$ 420,430	16.0	\$ 185,274	16.0	\$ 235,156	\$ 420,430	\$ 67,268.80	\$ 67,268.80	\$ 240.08	\$ 492.68	\$ 732.76	\$ 420,430	\$ 420,430	\$ 67,268.80	\$ 67,268.80	\$ 732.76
124071510	1	\$ 219,814	16.0	\$ 93,232	16.0	\$ 126,582	\$ 219,814	\$ 35,170.24	\$ 35,170.24	\$ 125.52	\$ 257.59	\$ 383.11	\$ 219,814	\$ 219,814	\$ 35,170.24	\$ 35,170.24	\$ 383.11
12407149A	1	\$ 187,668	16.0	\$ 187,668	0.0	\$ -	\$ 187,668	\$ 30,026.88	\$ 30,026.88	\$ 107.17	\$ 219.92	\$ 327.08	\$ 187,668	\$ 187,668	\$ 30,026.88	\$ 30,026.88	\$ 327.08
12406224A	0	\$ 24,274	19.5	\$ 24,072	19.5	\$ 6,460	\$ 30,532	\$ 5,953.74	\$ 4,733.43	\$ 16.89	\$ 43.61	\$ 60.50					
12406223A	0	\$ 25,315	19.5	\$ 25,089	19.5	\$ 6,865	\$ 31,954	\$ 6,231.03	\$ 4,936.43	\$ 17.62	\$ 45.64	\$ 63.25					
12406222A	0	\$ 25,380	19.5	\$ 25,159	19.5	\$ 6,865	\$ 32,024	\$ 6,244.68	\$ 4,949.10	\$ 17.66	\$ 45.74	\$ 63.40					
124062430	0	\$ 95,100	19.5	\$ 85,000	19.5	\$ 10,100	\$ 95,100	\$ 18,544.50	\$ 18,544.50	\$ 66.19	\$ 135.82	\$ 202.01					
124062410	1	\$ 115,084	17.8	\$ 45,150	16.0	\$ 69,934	\$ 115,084	\$ 19,226.14	\$ 20,484.95	\$ 73.11	\$ 140.81	\$ 213.92	\$ 115,084	\$ 115,084	\$ 19,226.14	\$ 20,484.95	\$ 213.92
12407140A	0	\$ 3,075	16.0	\$ 4,039	0.0	\$ -	\$ 4,039	\$ 646.24	\$ 492.00	\$ 1.76	\$ 4.73	\$ 6.49					
124062380	1	\$ 91,443	16.0	\$ 39,813	16.0	\$ 51,630	\$ 91,443	\$ 14,630.88	\$ 14,630.88	\$ 52.22	\$ 107.16	\$ 159.37	\$ 91,443	\$ 91,443	\$ 14,630.88	\$ 14,630.88	\$ 159.37
124062370	1	\$ 46,712	17.8	\$ 42,152	16.0	\$ 4,560	\$ 46,712	\$ 8,232.66	\$ 8,314.74	\$ 29.68	\$ 60.30	\$ 89.97	\$ 46,712	\$ 46,712	\$ 8,232.66	\$ 8,314.74	\$ 89.97
142	37	\$ 35,198,070		\$ 11,535,121		\$ 22,604,069	\$ 36,383,030	\$ 6,329,739.55	\$ 6,329,330.07	\$ 22,589.38	\$ 46,359.01	\$ 68,948.39	\$ 7,723,087.00	\$ 7,583,113.00	\$ 1,237,265.36	\$ 1,216,210.41	\$ 13,402.39

Broadway - RE: ARS 5309 governing changes

From: Jennifer Burdick
To: Laura - (tabili) Tabili
Date: 8/15/2012 5:27 PM
Subject: RE: ARS 5309 governing changes
CC: Broadway

Thank you for this clarification, Laura. I'll incorporate this into the Task Force members' packets and will share with Jim DeGrood so he can address when he presents at the next meeting.

~Jenn

>>> On 8/15/2012 at 4:57 PM, "Tabili, Laura - (tabili)" [REDACTED] wrote:

Hi, Jennifer,

I expect Jim DeGrood to outline conditions under which the roadway can be changed, (or so I understood from the previous CTF meeting) and this is the legislation governing such changes.

Laura

From: Jennifer Burdick [Jennifer.Burdick@tucsonaz.gov]
Sent: Wednesday, August 15, 2012 4:52 PM
To: Tabili, Laura - (tabili)
Cc: Broadway.PWPO1.PWDOM2@tucsonaz.gov
Subject: Re: ARS 5309 governing changes

Dear Laura -

I received the scan of this section of ARS 5309. I am assuming you want this forwarded to the Citizens Task Force, but can you help me put in context? If I prepare a response to this, what is that you are looking for? I am not trying to be dense, but just imagining myself in the Task Force members' shoes and receiving in this in a packet. I would wonder why this is being forwarded to me.

Respectfully,
Jenn

>>> On 8/15/2012 at 4:22 PM, "Tabili, Laura - (tabili)" [REDACTED] wrote:

Dear Jennifer,

Attached is the section of ARS 5309 governing changes to roadway projects.

Laura

§ 48-5309

SPECIAL TAXING DISTRICTS
Title 48

C. The proposition for a revised regional transportation plan considered at an election held pursuant to subsection D of this section shall adhere to the format applicable to the ballot proposition approved by the qualified electors voting on the initial regional transportation plan.

D. If a substantial change occurs, the board of directors shall request the county board of supervisors to provide a ballot proposition for consideration of a revised regional transportation plan on or before the date of the next general election. The board of supervisors shall provide the proposition at the next general election. If a majority of the qualified electors voting on the issue does not approve a revised regional transportation plan, expenditures authorized pursuant to § 48-5308, subsection C; except those obligated as of the date of the general election, are prohibited.

E. For the purposes of this section, "substantial change" means a change that, based on data in the transportation improvement program developed pursuant to § 48-5304, paragraph 3, results in one or more of the following conditions:

1. A present worth of estimated expenditures required to complete all elements of the regional transportation plan that exceeds the present worth of estimated revenues available to the regional transportation fund during the comparable period by ten per cent or more, except that estimated revenues from bond proceeds, if any, shall not exceed the bond capacity, less associated expenses, supported by estimates of unencumbered revenues for the initial ten years of authorization for the transportation excise tax. The preceding five year average of the GDP price deflator as defined in § 41-563 shall be used to discount the respective series of estimated revenues and expenditures to a present worth.

2. An estimated cost to complete one or more elements of the regional transportation plan that exceeds the expenditure limitations of the plan as adjusted by the GDP price deflator as defined in § 41-563 by the following or greater percentages:

(a) Ten per cent for a single element of the plan.

(b) Fifteen per cent for any two elements of the plan.

(c) Twenty per cent for three or more elements of the plan.

Added by Laws 1995, Ch. 132, § 7, eff. Oct. 1, 1997. Amended by Laws 1996, Ch. 76, § 304, eff. Oct. 1, 1997; Laws 1997, Ch. 1, § 492, eff. Oct. 1, 1997; Laws 1998, Ch. 1, § 343, eff. Jan. 1, 1999; Laws 2004, Ch. 147, § 6.

1 Section 48-5341 et seq.

Historical and Statutory Notes

The 1996 amendment of this section by Ch. 76 explicitly amended the 1995 amendment of this section by Ch. 132.

The 1997 amendment of this section by Ch. 1 explicitly amended the amendment of this section by Laws 1996, Ch. 76, § 304.

Reviser's Notes:

1996 Note. Pursuant to authority of § 41-1304.02, in subsection A, paragraph 2, subdivision (f) the printing of the second "for" was corrected as a manifest clerical error.

Broadway - Fwd: RE: Broadway Project budget c. January 2011

From: Jennifer Burdick
To: Broadway
Date: 8/15/2012 5:37 PM
Subject: Fwd: RE: Broadway Project budget c. January 2011

>>> On 8/15/2012 at 5:37 PM, Jennifer Burdick wrote:

Hi, Laura -

Yes, thank you for clarifying. It does help - both me, so I understand your expectations and what the input is you are providing, and the Task Force members, who are all "getting up to speed" with an immense amount of information.

Many thanks,
~Jenn

>>> On 8/15/2012 at 5:25 PM, "Tabili, Laura - (tabili)" [REDACTED] wrote:

Hi, Jenn,

The point to notice with this budget is that the property acquisition costs of \$43.7 million exceed the entire RTA budget for the project, which is \$42 million.

Does that help? Do I need to give more?

I will try to give more context to documents in the future. I wasn't sure if that was wanted, but since it is, I can certainly provide it.

Thanks for your feedback.

Laura

From: Jennifer Burdick [Jennifer.Burdick@tucsonaz.gov]
Sent: Wednesday, August 15, 2012 5:11 PM
To: Tabili, Laura - (tabili)
Cc: Broadway.PWPO1.PWDOM2@tucsonaz.gov
Subject: Re: Broadway Project budget c. January 2011

Dear Laura,

I am in receipt of the project budget you forwarded, which was an attachment to City Resolution #21681 approving an Intergovernmental Agreement Amendment #2 in 2011.

I need your help in clarifying how to process this in order to understand how to process this email.

I believe I understand what issue you are trying to bring to attention, however, I respectfully request more direction with emails and attachments like this. For instance, is there information that needs clarification/explanation to the Task Force? Otherwise, there is no context within which the Task Force members will receive this. I also do not want to assume your intentions - or "put words in your mouth" - as I may misinterpret or misrepresent something.

Regards,
~Jenn

Jennifer Toothaker Burdick, Project Manager
City of Tucson Department of Transportation
Direct: (520) 837-6648 Cell: (520) 390-7094
Web: cms3.tucsonaz.gov/transportation<<http://cms3.tucsonaz.gov/transportation/>>

>>> On 8/15/2012 at 4:39 PM, "Tabili, Laura - (tabili)" [REDACTED] wrote:
Dear Jennifer,

Attached is a breakdown of the budget for the Broadway Project from January 2011.

Laura

**Regional Transportation Authority of Pima County
Exhibit C**

1 RTA Ballot/Project Number: I-17. Broadway - Euclid to Country Club

2 RTA Plan Element: Roadway Improvement Element

3 RTA Plan Sub-Element (if applicable): _____

4 TIP Project Number: 22.05

5 Project Name:

Broadway Blvd: Euclid to Country Club
--

6 Work Phase Covered by this Exhibit:
(check all that apply)

Planning	<input type="checkbox"/>
Design	<input type="checkbox"/>
Right of Way	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>
Project Management	<input type="checkbox"/>
Environmental/Other	<input checked="" type="checkbox"/>

7 Project Manager Information (person responsible for status reports):

Name: Melissa Antol
Mailing Address: 201 N. Stone Ave, 4th Floor, Tucson, AZ 85701
Telephone Number: 837-6693
Fax. Number: 791-4239
Email Address: melissa.antol@tucsonaz.gov

8 Authorized Representative(s) (for signing & submitting pay requests):

Name: Roy Cuaron
Mailing Address: 201 N. Stone Ave, 6th Floor, Tucson, AZ 85701
Telephone Number: 791-4371

9 Map of Project Limits Attached? No

10 Narrative Description of Project Scope, including improvements to be made and project intent (discuss how project will address problematic areas):

<p>This additional funding will allow staff to continue with advanced right-of-way acquisition in accordance with the approved Mayor & Council alignment.</p>

**Regional Transportation Authority of Pima County
Exhibit C**

11	Maximum RTA Project Funding Amount	<u>\$42,125,000</u>		
12	Current RTA Funding Request (this exhibit)	<u>\$2,000,000</u>		
13	Total Amount of Previous RTA Allocations	<u>\$3,969,000</u>		
14	RTA Funding Remaining	<u>\$36,156,000</u>		
15	Project Budget (this exhibit only):	In-House	Outsourced	Total
	Planning	<u> </u>	<u> </u>	<u>\$0</u>
	Design	<u> </u>	<u> </u>	<u>\$0</u>
	Right of Way	<u> </u>	<u>\$1,800,000</u>	<u>\$1,800,000</u>
	Construction	<u> </u>	<u> </u>	<u>\$0</u>
	Project Management	<u> </u>	<u> </u>	<u>\$0</u>
	Environmental/Other	<u> </u>	<u>\$200,000</u>	<u>\$200,000</u>
	Total Project Budget (this exhibit only):	<u> </u>	<u> </u>	<u>\$2,000,000</u>
16	Project Budget by Funding Source (this exhibit only)	RTA	Non-RTA	Total
	Planning	<u> </u>	<u> </u>	<u>\$0</u>
	Design	<u> </u>	<u> </u>	<u>\$0</u>
	Right of Way	<u>\$1,800,000</u>	<u> </u>	<u>\$1,800,000</u>
	Construction	<u> </u>	<u> </u>	<u>\$0</u>
	Project Management	<u>\$200,000</u>	<u> </u>	<u>\$200,000</u>
	Environmental/Other	<u> </u>	<u> </u>	<u>\$0</u>
	Total Project Funding (must equal no. 15)	<u>\$2,000,000</u>	<u>\$0</u>	<u>\$2,000,000</u>
17	Total Project Funding Sources (this exhibit only)			<u>\$2,000,000</u>
	RTA			<u>\$2,000,000</u>
	STP			<u> </u>
	12.6 Funds			<u> </u>
	2.4 Funds			<u> </u>
	Impact Fees			<u> </u>
	Bond Funds			<u> </u>
	General Fund			<u> </u>
	Other			<u> </u>
	Total Funding Sources (must equal no. 16):			<u>\$2,000,000</u>
18	Total Project Budget by Funding Source	RTA	Non-RTA	Total
	Planning	<u>\$1,000,000</u>	<u> </u>	<u>\$1,000,000</u>
	Design	<u>\$1,907,000</u>	<u> </u>	<u>\$1,907,000</u>
	Right of Way	<u>\$28,700,000</u>	<u>\$15,000,000</u>	<u>\$43,700,000</u>
	Construction	<u>\$12,594,790</u>	<u>\$14,222,000</u>	<u>\$26,816,790</u>
	Project Management	<u>\$1,336,790</u>	<u> </u>	<u>\$1,336,790</u>
	Environmental/Other	<u> </u>	<u> </u>	<u>\$0</u>
	Total Project Funding	<u>\$45,538,580</u>	<u>\$29,222,000</u>	<u>\$74,760,580</u>
19	Total Project Funding Sources			

**Regional Transportation Authority of Pima County
Exhibit C**

RTA	\$42,125,000
STP	
12.6 Funds	\$1,222,000
2.6 Funds	
Impact Fees	\$3,000,000
Bond Funds	\$25,000,000
General Fund	
Fare Box Revenue	
FTA Funds	
Other - TBD	\$3,413,580
Total Funding Sources (must equal no. 18):	\$74,760,580

20 Identify other project components not covered by this agreement (if any):

Design, right-of-way acquisition, and construction of future phases

21 Estimated construction start date and duration of construction:

N/A

22 Expected Reimbursement Schedule:

	Fiscal Year 2011	Fiscal Year 2012	Fiscal Year 2013
January			
February			
March		\$500,000	
April			
May	\$250,000		
June		\$250,000	
July			
August		\$500,000	
September			
October			
November			
December		\$500,000	
Total	\$250,000	\$1,750,000	\$0

Broadway - Fwd: RE: IGA #2 Budget Attachment - ROW costs

From: Jennifer Burdick
To: Broadway
Date: 8/23/2012 11:00 PM
Subject: Fwd: RE: IGA #2 Budget Attachment - ROW costs

>>> On 8/22/2012 at 5:23 PM, "James DeGrood" <jdegrood@pagnet.org> wrote:

Hi Jenn,

I am attaching 2 links to the RTA website:

The first is to look at the original 2005 project cost estimate. The information can be viewed at:

<http://www.rtamobility.com/RTAPlan/RTAPlanDocumentsandMaps/Original2005ProjectCostEstimates/tabid/115/Default.aspx>

The second is a review of how the ballot amounts were arrived at (which is slightly different than the amounts in the 2005 cost estimate). <http://www.rtamobility.com/images/stories/pdfs/RTACART/2012/RTACART-2012-03-27-Cost-Estimates-Item-8.pdf>

I believe that the if the CTF would like to look into the budget questions raised, these resources should give the complete picture of background. If you think appropriate, feel free to forward to this them.

Jim

From: Jennifer Burdick [mailto:Jennifer.Burdick@tucsonaz.gov]
Sent: Wednesday, August 22, 2012 8:00 AM
To: Jim DeGrood
Subject: IGA #2 Budget Attachment - ROW costs

Jim,

Attached is a request, the attachment, and my response to an email asking that we forward to the CTF the budget included with IGA #2. In question are the amounts included for the ROW, which is higher than the \$42M we've been using.

I checked with Roy on our end and it appears that the budget uses URS figures that have since been adjusted. There is a \$3M figure listed in the category of 'Other' elsewhere that matches the amount of the adjustment applied to Broadway.

You will likely be asked about this at the meeting on 8/30. If you would like us to provide any info to the CTF, please let me know.

Thank you!
~Jenn

RTA CART Agenda Item No. 8

Subject: Review of the Original RTA 2005 Cost Estimates

Date: March 27, 2012

Background:

The validity of the original 2005 RTA cost estimates used in establishing the RTA Plan has recently been questioned in the media and newsletters. This committee reviewed these cost estimates as a part of the development of the RTA Plan. Staff will review the process undertaken at the time of plan preparation, as well as directions given to set the final costs.

Report:

The RTA took extensive steps to develop the ballot amounts identified in the RTA Plan prior to the May 16, 2006 RTA election. The amount of effort made to estimate the anticipated project costs exceeded that of any prior bond or transportation initiative in the region.

History of Cost Estimate Development

The development of the RTA project list was guided by many parties; initial roadway requests were made by jurisdictional staff, based upon local priorities; with the goal of developing corridors of mobility, the guidance of the Citizens Advisory Committee (CAC) and Technical/Management Committee (TMC) testing assumptions, and the feedback of the general public through three series of outreach meetings the plan evolved into what was presented to the voters.

As the initial project list for the RTA was developed, the need for a competent cost estimate was quickly recognized. The RTA engaged HDR Engineering, a national firm with a long standing local presence and specialization in transportation projects to develop cost estimates. The initial cost estimate report, delivered to the RTA on May 2, 2005, projected the costs for 28 projects. This report projected costs of construction based upon the recent cost history for projects in the region, and adjusted for inflation to match current costs. No specific, detailed design considerations were employed in this estimate, except where more advanced design had already been produced for candidate projects.

Upon review of this estimate, it was determined that a more detailed cost estimate was needed for greater confidence in the ballot amounts being prepared. A second cost estimate was prepared by URS Corporation, also a national firm with a long standing local presence and specialization in transportation projects. This cost estimate was prepared after concept plans were prepared to project material needs and identify significant constraints which might add additional cost to the projects. At the same time, the project list was being refined, and priorities identified. The second cost estimate used an expanded project list, based upon evolving plan elements. URS developed conceptual cost estimates for 34 different projects, 3 of which were evaluated using alternative design scopes. This report was delivered to the RTA in October, 2005.

Review of Cost Estimates; Setting of Ballot Amounts

The RTA TMC met several times during October, 2005 to develop the final project listing and ballot amounts. The second cost estimate became the basis for the ballot amounts ultimately set, but not before some refinement of the estimates occurred. These refinements included:

- A review of soft costs that resulted in a reduction of soft costs
- Refinements in project scope
- Rounding of funding amounts
- Updated cost estimates from outside sources
- Added projects

The most significant, universal revision was applied to all projects based the TMC's assessment that the soft costs (mobilization, design and construction management, which were based upon a percentage of the construction costs) were over stated. Soft costs had historically been a relatively consistent percentage of construction cost; however, increases in construction commodities just before the cost estimate had fueled inflation in construction costs, but not in the professional services that drove the soft costs. As a result, the RTA TMC approved a 10% reduction in the soft cost component of the cost estimates.

Some project scope changes were also implemented to bring the project list into alignment with the available funds. These included:

- Limiting Barazza/Aviation Parkway, Palo Verde to I-10 to \$20 million for design and right of way (RTA #20).
- Deleting the I-10 interchange improvements from the Houghton Road project (RTA #32).
- Limiting the Harrison Road improvements to a new Pantano Wash bridge (RTA #31).
- Limiting improvements on Irvington Road to the area between the Santa Cruz River and the east side of I-10 (RTA #22).
- Developing Wilmot Road with limited, fair-weather improvements (RTA #33).
- Replacing a grade separated railroad crossing with an at-grade crossing for Sunset Road (RTA #8).
- Reducing the scope of Broadway Blvd., Camino Seco-Houghton, RTA #29 and 22nd St., Camino Seco-Houghton, RTA #30 from 6 lanes to 4 lanes. The funding for these projects was reduced by 1/3

Also, subsequent to the development of the second cost estimate, more detailed plans were prepared for the Twin Peaks interchange project. This increased the project ballot amount (RTA #3).

As a final project addition, the I-19 Frontage Road (Continental Rd. to Canoa Rd.) was added to the ballot due to a shortfall in the funding for this project nearing design completion. This project became RTA #35.

Finally, the TMC recognized that the aggregate amount of funding proposed exceeded the funds projected to be available. The committee voted unanimously to apply an across the board 2 percent reduction to all proposed ballot amounts and to recommend approval of the proposed slate of projects and funding amounts.

The RTA TMC and CAC jointly met to finalize the project list and ballot amount on October 24, 2005. The CAC made a number of amendments to the TMC recommended slate of projects and ballot amounts. The final recommendation was passed unanimously, with one abstention.

Other Observations

As attachments to this report, a number of spreadsheets are provided. The first relates the original URS cost estimates to the final ballot amounts presented to the voters. The majority of the projects have ballot amounts which range from 91% to 95% of the original estimate. This range in values is largely due to the amount of right of way expenditure expected (the soft cost reduction was not applied to right of way). Projects with ballot amounts not falling within this range have special conditions which were described in previous paragraphs.

It also worthy of note that the original URS cost estimates included utility relocation costs. The utility relocation costs were based upon minor adjustments of water and sewer facilities, and in many cases the removal of power poles in favor of underground electrical service. It has never been the policy of the RTA to fund utility relocations, except where the utility had prior rights (in an easement, superior to the road right of way). Railroad crossing costs were also included in the utility estimate. If the cost estimates were revised to eliminate the disallowed utility relocation costs, the ballot amount for the majority of the projects range from 92% - 102% of the revised estimate.

Researching the history of the RTA cost estimate has uncovered some errors made during the process of setting the ballot amounts and unforeseen conditions have also become apparent as design has progressed. In one of the final budget trimming measures by the RTA TMC, the ballot amounts for the Broadway Blvd., Camino Seco-Houghton (RTA #29) and 22nd St., Camino Seco-Houghton (RTA #30) were reduced based upon a reduction in scope from 6 lanes to 4 lanes. While the original HDR cost estimate was based upon a 6 lane configuration for these roads, the final URS estimate was based upon a 4 lane configuration. These 2 projects were subsequently underfunded.

Unforeseen conditions have resulted in marked increases in the current costs projected for the Kolb Road Extension and Silverbell Road projects. In the case of Kolb Road, the lateral extent of the Vincent Mullins Landfill was underestimated in the 2005 cost estimate. Current plans require expensive mitigation of the landfill impacts on the roadway, which have resulted in more than doubling the estimated cost of this project. Federal funds have been programmed to cover the funding gap, and this project is proceeding to construction. The other project with a project cost increase as a result of unforeseen conditions is Silverbell Road. The original cost estimate identified \$622,000 in environmental mitigation costs; the current estimate is for up to \$12 million in archeological mitigation. To-date, \$3 million in additional regional funds have been added to the project funding, with more likely to be programmed in future years.

Implementation Experience

The cost experience of the jurisdictions engaged in delivering projects has been mixed. Five projects have been completed in their entirety: Camino de Mañana (RTA #2), Twin Peaks Interchange (RTA #3), La Cholla Blvd., River to Ruthrauff (RTA #10), Tanque Verde Rd. (RTA #27) and I-19 Frontage Rd. (RTA #35).

Camino de Mañana was dramatically expanded in scope, widening the roadway to 4 lanes and constructing water infrastructure extensions with the project. The Town of Marana funded the costs over and above the ballot amount.

The Twin Peaks interchange was ultimately delivered for approximately \$83 million; however it included optional water infrastructure and developer improvements. In advance of the project bid, additional federal funds were programmed for this project, so in spite of the project costing \$7 million more than the ballot amount; \$14 million of RTA funds were released.

The La Cholla project cost slightly more than the RTA estimate, due largely to a decision to purchase residential properties fronting the project. This additional cost was borne by Pima County.

Tanque Verde Road, in spite of high soft costs, is estimated to release \$2 million in RTA funds.

The I-19 Frontage Rd. project was one of the last projects bid prior to the drop in construction costs. This project was funded from a variety of sources, with the RTA funds a minor component. No cost estimate was prepared by the RTA, however the cost identified by ballot was \$11.9 million; the final project cost exceeded \$17 million. The RTA contribution was capped at \$3.92 million

Conclusion

The record of the setting of the ballot amounts is clear. The RTA Administrative Code documents the determination that soft costs were believed to be overstated, and accordingly the ballot amounts were slightly reduced from the estimated amounts. The cost estimates and ballot amounts were presented to and deliberated upon by the Technical/Management Committee and confirmed by the Citizens Advisory Committee and RTA Board. The ballot amounts were set considering the scope of the projects in the plan, the costs estimated by the consultants while also being aware of the expected revenues which were projected to be available for the slate of projects.

The process used to develop the ballot amounts for the projects presented to the voters in the RTA Plan was more extensive and transparent than any previous effort in this region.

Recommendation:

This is for information only.

Attachments:

Description of Cost Estimate from the RTA Administrative Code
Comparison between URS Cost Estimate and Ballot Amount
Comparison between Estimate and Ballot Amount (High ROW corridors)
Estimated Utility Relocation Costs
Comparison between Estimate (less exclusions) and Ballot Amount
Minutes from RTA TMC meeting of Oct. 12, 2005
Minutes from RTA TMC meeting of Oct. 19, 2005
Summary of RTA Citizen's Advisory Committee Recommendations of Oct. 24, 2005

Except from the RTA Administrative Code:

V. Project Cost Estimates and How They Were Developed

Cost estimates for the RTA Plan were started early in the development phase of the plan itself. Efforts were made to identify current cost information for projects being administered by RTA member agencies. These up-to-date experiences helped provide a realistic look at current trends in construction material and service costs as well as providing current costs on operational programs such as transit service. Pima Association of Governments hired two separate professional engineering consultants to compile preliminary and final planning cost estimates for all roadway projects.

Preparation of the Estimates

PAG hired the firm of HDR Engineering Inc. to prepare initial costs for the RTA Plan in order to provide cost information to RTA committees developing the plan. When available, initial project estimates were taken from the 2025 Long Range Plan. The project estimates in the long range plan were then scrutinized to determine the level of estimation, the time of the estimate and the scope of the project. The estimates from the long range plan were only used as a benchmark for comparative purposes. HDR developed cost estimates using five categories of costs for each project – Planning/Studies, Design, Construction, Right-of-way, and Operations. Project details were developed with input from RTA committees along with significant input from jurisdictional transportation agency representatives. This input helped identify roadway features that impacted the final cost estimate, such as bridges, drainage needs and traffic signals. Right-of-way estimates were made at the initial stage using assessor information to determine market values in relation to right-of-way required for each roadway.

All project cost figures at this stage used industry standards based upon the Army Corps of Engineers' "Civil Works Construction Cost Index System," which includes quarterly cost indices for the past 25 years and cost projections for the next 20 years. The estimates for the first phase were used by the RTA committees to help determine costs vs. the benefits on a project to project level.

The final planning cost estimates for roadway projects built upon the development of credible and accurate pricing established as part of the initial estimates. For development of the final cost estimates for roadway projects, PAG hired URS Corp. URS staff included local transportation engineers, financial agents and a representative who had extensive experience with the cost estimating and project administration of the ½-cent sales tax transportation program implemented in Maricopa County. The final planning project cost estimates were developed by building upon previous work done for the RTA in May 2005 that included preparation of the planning level project design concepts, descriptions and cost estimates. The cost estimates for potential projects were updated and/or refined to reflect the present day construction marketplace in Pima County.

Research was conducted by interviewing local and state agency representatives as well as construction industry representatives in order to determine the cause of the recent trend of cost increases seen in competitive project bidding. Local and state agency representatives also provided bid tabulations of recent projects, which were used to establish unit costs that represent the current bidding climate. The construction industry representatives provided their perspective and indicated that the cost increases are

related to increased demand for key materials including cement, steel, asphalt and aggregates. Additionally, recent fuel cost increases have affected the cost of delivering materials to construction sites as well as earthwork tasks.

URS's research also included obtaining all previous reports and studies that have been completed for potential PAG RTA projects. In a few cases some design work had been completed that proved useful in compiling the updated cost estimates.

Final Planning Cost Estimate Approach

Each project concept was laid out on CADD to include the features and number of lanes described in the "Key Corridors" document dated July 7, 2005, that was produced for public review and comment. Quantities were generated for pavement, bridges, box culverts, walls, curb& gutter, sidewalks, utilities, traffic elements, removals, etc. and applied to the present day estimated unit costs to calculate subtotals for all items. A 10% allowance for mobilization and a 15% construction contingency item were added to compute the total estimated construction cost. Additional costs including: 15% for construction management, 15% for planning and engineering and 1% for public art were calculated based on the construction cost total. Environmental mitigation costs were estimated on a project specific basis based on the project's jurisdictional requirements.

Right-of-way costs were based on the estimated area of property acquisition requirements determined from the project layout. Unit costs were applied by Pima County and City of Tucson staff for residential and commercial properties to compute the total cost of purchasing the estimated real estate required for each project. The total estimated cost for each project is the sum of the construction, construction management, planning and engineering, public art, environmental mitigation, and right-of-way estimated costs. An example of a project cost estimate can be found in Appendix K.

The Technical/Management Committee discussed the process in detail. Prior to the sharp increase in construction material the generally accepted percentages for construction management (15%), design (15%), construction contingency (15%) and mobilization (10%) were questioned. Although these were generally accepted percentages prior to the sharp increase in construction, these costs are not reliant on the significant increase in construction material. The cost estimation of construction on the projects utilized the latest cost of materials yet the previously accepted percentages for design and management needed to be reduced to reflect the significant increases in material costs. The TMC determined that 55% of the estimated construction costs were "soft" costs and through strong project management these costs could be decreased by 12%. Technical/Management Committee recommended to the Citizens Advisory Committee a combined reduction in "related construction cost" of 12 percent. The CAC accepted the recommendation as did the RTA Board.

Comparison between URS Cost Estimate and Ballot Amount

RTA #	Project	URS Project Cost Estimate	Ballot Amount	%
1	Tangerine, I-10 to La Canada	\$81,002,610	\$74,215,000	92%
2	Camino de Manana	\$16,853,440	\$15,685,000	93%
3	Twin Peaks Road, Silverbell to I-10	\$69,653,430	\$76,422,000	110%
4	La Cholla, Tangerine to Magee	\$53,033,160	\$48,333,000	91%
5	Silverbell, Ina to Grant	\$61,955,610	\$57,053,000	92%
6	Railroad Overpass @ Ina Rd	\$59,422,700	\$54,383,000	92%
7	Magee, La Canada to Thornydale	\$36,541,230	\$33,270,000	91%
8	Sunset, Silverbell to River	\$24,825,320	\$22,764,000	92%
9	Railroad Overpass @ Ruthrauff Rd	\$64,440,190	\$59,364,000	92%
10	La Cholla, River to Ruthrauff Rd	\$16,276,170	\$14,760,000	91%
11	La Canada, River to Calle Concordia	\$45,720,300	\$41,731,000	91%
12	Magee, La Canada to Oracle Rd	\$10,498,020	\$9,600,000	91%
13	First Avenue, Orange Grove to Ina	\$7,978,400	\$7,256,000	91%
14	First Avenue, River to Grant	\$79,372,610	\$74,398,000	94%
15	Railroad Underpass @ Grant Rd.	\$40,557,440	\$37,701,000	93%
16	Downtown Links	\$93,112,860	\$84,674,000	91%
17	Broadway Blvd., Euclid to Country Club	\$74,760,600	\$71,347,000	95%
18	Grant Rd., Oracle to Swan	\$175,434,650	\$166,850,000	95%
19	22nd Street, I-10 to Tucson Blvd/Barraza	\$118,532,400	\$107,952,000	91%
20	Barazza/Aviation; Palo Verde to I-10	\$0	\$19,600,000	N/A
21	Valencia, Ajo to Mark	\$41,586,610	\$38,157,000	92%
22	Irvington, I-19 to Santa Cruz River	\$0	\$9,800,000	N/A
23	Valencia, I-19 to Alvernon	\$0	\$9,800,000	N/A
24	Valencia, Alvernon to Kolb	\$51,124,970	\$46,298,000	91%
25	Valencia, Kolb to Houghton	\$38,251,000	\$34,882,000	91%
26	Kolb Connection with Sabino Canyon	\$10,060,380	\$9,115,000	91%
27	Tanque Verde, Catalina to Houghton	\$14,106,300	\$12,833,000	91%
28	Speedway, Camino Seco to Houghton	\$18,813,400	\$17,127,000	91%
29	Broadway, Camino Seco to Houghton	\$16,086,800	\$9,571,000	59%
30	22nd Street, Camino Seco to Houghton	\$15,114,000	\$9,066,000	60%
31	Harrison, Golf Links to Irvington	\$0	\$6,158,000	N/A
32	Houghton, I-10 to Tanque Verde	\$197,505,300	\$160,642,000	81%
33	Wilmot, North of Sahuarita Rd	\$0	\$9,800,000	N/A
34	Sahuarita Rd, to Country Club	\$44,735,750	\$40,785,000	91%
35	Frontage Rd., I-19 Continental to Canoa	\$0	\$11,920,000	N/A
	Total	\$1,577,355,650	\$1,503,312,000	N/A

Projects 20, 22, 23, 31, 33, & 35 were estimated using project scopes which were subsequently contracted, rendering their cost estimates invalid.

Project 32 included Interchange reconstruction and directional ramps which were deleted from the scope of the project. The fully loaded cost associated with these improvements exceeded \$40,000,000

Comparison between Estimate and Ballot Amount (High ROW corridors)

RTA #	Project	URS Project Cost Estimate	Ballot Amount	%	ROW>10%
1	Tangerine, I-10 to La Canada	\$81,002,610	\$74,215,000	92%	
2	Camino de Manana	\$16,853,440	\$15,685,000	93%	17% ROW
3	Twin Peaks Road, Silverbell to I-10	\$69,653,430	\$76,422,000	110%	
4	La Cholla, Tangerine to Magee	\$53,033,160	\$48,333,000	91%	
5	Silverbell, Ina to Grant	\$61,955,610	\$57,053,000	92%	14% ROW
6	Railroad Overpass @ Ina Rd	\$59,422,700	\$54,383,000	92%	
7	Magee, La Canada to Thornydale	\$36,541,230	\$33,270,000	91%	
8	Sunset, Silverbell to River	\$24,825,320	\$22,764,000	92%	
9	Railroad Overpass @ Ruthrauff Rd	\$64,440,190	\$59,364,000	92%	21% ROW
10	La Cholla, River to Ruthrauff Rd	\$16,276,170	\$14,760,000	91%	
11	La Canada, River to Calle Concordia	\$45,720,300	\$41,731,000	91%	
12	Magee, La Canada to Oracle Rd	\$10,498,020	\$9,600,000	91%	
13	First Avenue, Orange Grove to Ina	\$7,978,400	\$7,256,000	91%	
14	First Avenue, River to Grant	\$79,372,610	\$74,398,000	94%	41% ROW
15	Railroad Underpass @ Grant Rd.	\$40,557,440	\$37,701,000	93%	21% ROW
16	Downtown Links	\$93,112,860	\$84,674,000	91%	
17	Broadway Blvd., Euclid to Country Club	\$74,760,600	\$71,347,000	95%	58% ROW
18	Grant Rd., Oracle to Swan	\$175,434,650	\$166,850,000	95%	60% ROW
19	22nd Street, I-10 to Tucson Blvd/Barraza	\$118,532,400	\$107,952,000	91%	13% ROW
20	Barazza/Aviation; Palo Verde to I-10	\$0	\$19,600,000	N/A	
21	Valencia, Ajo to Mark	\$41,586,610	\$38,157,000	92%	
22	Irvington, I-19 to Santa Cruz River	\$0	\$9,800,000	N/A	
23	Valencia, I-19 to Alvernon	\$0	\$9,800,000	N/A	
24	Valencia, Alvernon to Kolb	\$51,124,970	\$46,298,000	91%	
25	Valencia, Kolb to Houghton	\$38,251,000	\$34,882,000	91%	
26	Kolb Connection with Sabino Canyon	\$10,060,380	\$9,115,000	91%	
27	Tanque Verde, Catalina to Houghton	\$14,106,300	\$12,833,000	91%	
28	Speedway, Camino Seco to Houghton	\$18,813,400	\$17,127,000	91%	
29	Broadway, Camino Seco to Houghton	\$16,086,800	\$9,571,000	59%	
30	22nd Street, Camino Seco to Houghton	\$15,114,000	\$9,066,000	60%	
31	Harrison, Golf Links to Irvington	\$0	\$6,158,000	N/A	
32	Houghton, I-10 to Tanque Verde	\$197,505,300	\$160,642,000	81%	
33	Wilmot, North of Sahuarita Rd	\$0	\$9,800,000	N/A	
34	Sahuarita Rd, to Country Club	\$44,735,750	\$40,785,000	91%	
35	Frontage Rd., I-19 Continental to Canoa	\$0	\$11,920,000	N/A	
			Average	91%	of estimated costs

Utility Cost Estimates - URS 10/2005

RTA #	Project	Utility Relocation Cost	Utility Cost, %	Notes
1	Tangerine, I-10 to La Canada	\$2,964,500	4%	adjust/relocate all utilities, underground electric; Prior rights for overhead electric; at grade RR crossing
2	Camino de Manana	\$500,000	3%	no estimate/scope detailed
3	Twin Peaks Road, Silverbell to I-10	\$1,000,000	1%	Prior rights for CMD; est. from DCR
4	La Cholla, Tangerine to Magee	\$1,373,000	3%	adjust/relocate all utilities, underground electric
5	Silverbell, Ina to Grant	\$2,528,000	4%	adjust/relocate all utilities, underground electric
6	Railroad Overpass @ Ina Rd	\$490,000	1%	adjust/relocate all utilities
7	Magee, La Canada to Thornydale	\$1,995,000	5%	adjust/relocate all utilities, underground electric
8	Sunset, Silverbell to River	\$604,000	2%	minor adjustments, RR crossing (\$350,000)
9	Railroad Overpass @ Ruthrauff Rd	\$630,000	1%	adjust/relocate all utilities
10	La Cholla, River to Ruthrauff Rd	\$480,500	3%	adjust/relocate all utilities, underground electric
11	La Canada, River to Calle Concordia	\$4,101,750	9%	adjust/relocate all utilities, underground electric, Prior Rights for WAPA (\$2.7M)
12	Magee, La Canada to Oracle Rd	\$642,000	6%	adjust/relocate all utilities, underground electric
13	First Avenue, Orange Grove to Ina	\$771,000	10%	adjust/relocate all utilities, underground electric
14	First Avenue, River to Grant	\$4,911,000	6%	adjust/relocate all utilities, underground electric
15	Railroad Underpass @ Grant Rd.	\$290,000	1%	adjust/relocate all utilities
16	Downtown Links	\$2,240,000	2%	adjust/relocate all utilities
17	Broadway Blvd., Euclid to Country Club	\$3,030,000	4%	adjust/relocate all utilities, underground electric
18	Grant Rd., Oracle to Swan	\$7,920,000	5%	adjust/relocate all utilities, underground electric
19	22nd Street, I-10 to Tucson Blvd/Barraza	\$4,125,000	3%	adjust/relocate all utilities, underground electric
20	Barazza/Aviation; Palo Verde to I-10	\$0	N/A	
21	Valencia, Ajo to Mark	\$1,408,500	3%	adjust/relocate all utilities, underground electric
22	Irvington, I-19 to Santa Cruz River	\$0	N/A	
23	Valencia, I-19 to Alvernon	\$0	N/A	
24	Valencia, Alvernon to Kolb	\$1,133,750	2%	adjust/relocate all utilities, underground electric
25	Valencia, Kolb to Houghton	\$3,926,250	10%	adjust/relocate all utilities, underground electric
26	Kolb Connection with Sabino Canyon	\$50,000	0%	adjust/relocate all utilities
27	Tanque Verde, Catalina to Houghton	\$1,320,750	9%	adjust/relocate all utilities, underground electric
28	Speedway, Camino Seco to Houghton	\$1,847,250	10%	adjust/relocate all utilities, underground electric
29	Broadway, Camino Seco to Houghton	\$1,808,250	11%	adjust/relocate all utilities, underground electric
30	22nd Street, Camino Seco to Houghton	\$1,706,250	11%	adjust/relocate all utilities, underground electric
31	Harrison, Golf Links to Irvington	\$0	N/A	
32	Houghton, I-10 to Tanque Verde	\$4,610,775	2%	adjust/relocate all utilities, underground electric
33	Wilmot, North of Sahuarita Rd		N/A	
34	Sahuarita Rd, to Country Club	\$2,100,000	5%	adjust/relocate all utilities, underground electric
35	Frontage Rd., I-19 Continental to Canoa	\$0	N/A	
	Total	\$60,507,525	4%	

Comparison between Estimate (less excluded Items) and Ballot Amount

RTA #	Project	URS Project Cost Estimate	Ballot Amount	Excluded Utilities	Other Excluded items	Revised Estimate (less exclusions)	Ballot amount, % of revised estimate
1	Tangerine, I-10 to La Canada	\$81,002,610	\$74,215,000	\$0		\$81,002,610	92%
2	Camino de Manana	\$16,853,440	\$15,685,000	\$500,000		\$16,353,440	96%
3	Twin Peaks Road, Silverbell to I-10	\$69,653,430	\$76,422,000	\$0		\$69,653,430	110%
4	La Cholla, Tangerine to Magee	\$53,033,160	\$48,333,000	\$1,373,000		\$51,660,160	94%
5	Silverbell, Ina to Grant	\$61,955,610	\$57,053,000	\$2,528,000		\$59,427,610	96%
6	Railroad Overpass @ Ina Rd	\$59,422,700	\$54,383,000	\$490,000		\$58,932,700	92%
7	Magee, La Canada to Thornydale	\$36,541,230	\$33,270,000	\$1,995,000		\$34,546,230	96%
8	Sunset, Silverbell to River	\$24,825,320	\$22,764,000	\$254,000		\$24,571,320	93%
9	Railroad Overpass @ Ruthrauff Rd	\$64,440,190	\$59,364,000	\$630,000		\$63,810,190	93%
10	La Cholla, River to Ruthrauff Rd	\$16,276,170	\$14,760,000	\$480,500		\$15,795,670	93%
11	La Canada, River to Calle Concordia	\$45,720,300	\$41,731,000	\$1,401,750		\$44,318,550	94%
12	Magee, La Canada to Oracle Rd	\$10,498,020	\$9,600,000	\$642,000		\$9,856,020	97%
13	First Avenue, Orange Grove to Ina	\$7,978,400	\$7,256,000	\$771,000		\$7,207,400	101%
14	First Avenue, River to Grant	\$79,372,610	\$74,398,000	\$4,911,000		\$74,461,610	100%
15	Railroad Underpass @ Grant Rd.	\$40,557,440	\$37,701,000	\$290,000		\$40,267,440	94%
16	Downtown Links	\$93,112,860	\$84,674,000	\$2,240,000		\$90,872,860	93%
17	Broadway Blvd., Euclid to Country Club	\$74,760,600	\$71,347,000	\$3,030,000		\$71,730,600	99%
18	Grant Rd., Oracle to Swan	\$175,434,650	\$166,850,000	\$7,920,000		\$167,514,650	100%
19	22nd Street, I-10 to Tucson Blvd/Barraza	\$118,532,400	\$107,952,000	\$4,125,000		\$114,407,400	94%
20	Barazza/Aviation; Palo Verde to I-10	\$0	\$19,600,000	\$0		\$0	N/A
21	Valencia, Ajo to Mark	\$41,586,610	\$38,157,000	\$1,408,500		\$40,178,110	95%
22	Irvington, I-19 to Santa Cruz River	\$0	\$9,800,000	\$0		\$0	N/A
23	Valencia, I-19 to Alvernon	\$0	\$9,800,000	\$0		\$0	N/A
24	Valencia, Alvernon to Kolb	\$51,124,970	\$46,298,000	\$1,133,750		\$49,991,220	93%
25	Valencia, Kolb to Houghton	\$38,251,000	\$34,882,000	\$3,926,250		\$34,324,750	102%
26	Kolb Connection with Sabino Canyon	\$10,060,380	\$9,115,000	\$50,000		\$10,010,380	91%
27	Tanque Verde, Catalina to Houghton	\$14,106,300	\$12,833,000	\$1,320,750		\$12,785,550	100%
28	Speedway, Camino Seco to Houghton	\$18,813,400	\$17,127,000	\$1,847,250		\$16,966,150	101%
29	Broadway, Camino Seco to Houghton	\$16,086,800	\$9,571,000	\$1,808,250		\$14,278,550	67%
30	22nd Street, Camino Seco to Houghton	\$15,114,000	\$9,066,000	\$1,706,250		\$13,407,750	68%
31	Harrison, Golf Links to Irvington	\$0	\$6,158,000	\$0		\$0	N/A
32	Houghton, I-10 to Tanque Verde	\$197,505,300	\$160,642,000	\$4,610,775	\$20,000,000	\$172,894,525	93%
33	Wilmot, North of Sahuarita Rd	\$0	\$9,800,000			\$0	N/A
34	Sahuarita Rd, to Country Club	\$44,735,750	\$40,785,000	\$2,100,000		\$42,635,750	96%
35	Frontage Rd., I-19 Continental to Canoa	\$0	\$11,920,000	\$0		\$0	N/A
						Average	100%

**Technical/Management Committee Meeting
Minutes of October 12, 2005**

Andy Gunning, Director of Planning

ATTENDANCE

MEMBERS IN ATTENDANCE

Chuck Huckelberry	Jim Glock	Michael Reuwsaat
Carl Russell	Benny Young	George Caria
John Bernal	Marshall Worden	Paul Cella
Roger Caldwell	Jim Schoen	Martin Roush for Jim Stahle
Barbara Becker	Fred Stevens	Walker Smith for Fernando Castro
Frank Thomson	Farhad Moghimi	

PAG RTA STAFF

Gary Hayes	Andy Gunning	Cherie Campbell
Paul Casertano	Manny Rosas	Tim Ahrens
Rosie Soto	Tom Fisher	Jeff Hildebrand
Sheila Storm		

GUESTS

Daniel Hochuli	Paul Mackey	Kurt Weinrich
Sheila Bowen	Rick Myers	Curt Lueck
John Litteer	F. Ann Rodriguez	Gary Oaks
Bill Dorgan	Tom Bush	Ramon Gaandere
Lorraine Hernandez	Priscilla Cornelio	Ryan Matchett
Jim DeGroot	Martin Willett	Dewey Brown
Katie Dusenberry		

1. Call to order

Chairman Chuck Huckelberry called the meeting to order at 11:02 a.m.

2. Approval of minutes dated Oct. 5, 2005

Carl Russell moved to approve the minutes. Marshall Worden seconded. The motion passed unanimously.

3. Report from the RTA Citizens Advisory Committee

Rick Myers of the CAC reported that the CAC meeting, Oct. 11, was long and productive. The CAC came up with a list of lower priority projects to be eliminated or scaled back, resulting in an estimated \$300 million savings. The list is for the RTA committee to review and is only the personal view of the CAC. The Oct. 24 joint CAC TMC meeting will be a good opportunity for feedback.

4. Review and refinement of draft RTA plan elements

Per direction of the Chair, Andy Gunning started by reviewing the handouts. The proposed schedule of projects (with graphic) shows the phasing of projects and in what period of time they will occur over the 20-year process. The candidate project cuts list discussed by the sub-committee shows projects with a proposed action and an estimated savings. The roadway projects map, modeling data tables showing the number of different categories of data, volume to capacity for existing corridors, average volume-to-capacity measure and vehicle miles of travel.

Tim Ahrens continued with reviewing the project schedule (3 pages) showing the initial project list, the projects in red have either been changed or eliminated, totaling almost \$300 million. The second page is the pay-as-you-go scenario, with \$298 million in reductions and including \$154.7 million of additional federal aid revenues. The third page is the bonding scenario, \$350 million in bonding paying back \$445 million in principal and interest with \$298 million in reductions and \$154.7 million additional revenues and ending with a \$64 million balance. The finance summary matrix handout provides options for the pay-as-you-go with and without the 25 percent regional funds to supplement the RTA, and options of bonding with and without the 25 percent regional funds to supplement the RTA.

Frank Thomson questioned if there was data to show how much of an impact there will be on roadways spending money on transit in the first few years versus spending the money on a roadway. How much will the ridership increase?

George Caria responded that with the improvement of service frequencies there will be an increase in ridership. However, the buses and facilities have to be up before the service frequencies.

5. Cost Estimates

Chair Huckelberry mentioned making cuts from the 56 percent that was added to construction. Taking 5 percent off mobilization, 5 percent off engineering and planning and apply it to construction, you get roughly \$100 million.

Jim Glock stated that he is not comfortable doing that. It is better to have a high estimate than low. On larger projects it would be legitimate to bring it down to 5 percent.

6. Revenues

Mike Reuwsaat added that he would like to see a commitment from local entities to cover some of that basis to provide a little more balance.

John Bernal questioned if URS used unit prices drawn from local projects, because projects in this scale aren't done very often. Will all the percentages hold up with \$20 million and \$30 million projects?

Chair Huckelberry confirmed that it was a good idea to look at the \$154.7 million of the 25 percent regional money to know how it would be spread out so we know whose money we are dealing with.

Roger Caldwell mentioned that there hasn't been any conclusion about bonding. In order for people to see results from election, we will have to bond.

Chair Huckelberry stated that in his opinion, bonding is necessary, a component to get started. When people go out to vote they will expect to see something happen.

7. Project implementation and phasing schedule

Marshall Worden commented that the list of project cuts from the CAC is not based on technical formulation. When the TMC decided to put Grant rd. in the plan there was not a technical foundation to exclude it, and the TMC did not want to be guided by political determination.

Rick Myers responded that the CAC was waiting to hear from the TMC to see if there was an acceptable way to re-scope that project, but the CAC is not trying to be politically driven.

Chair Huckelberry questioned if anyone was working on de-scoping Grant.

Jim Glock responded yes, from a cost estimation standpoint, but the traffic engineers have not started on the systems performance.

8. Project evaluation and selection criteria

Chair Huckelberry stated the changes or cuts he would make to the plan.

Chair Huckelberry asked PAG staff to distribute a survey to each of the TMC members to select what projects they would like to see changed or eliminated.

Barbara Becker questioned what exactly was happening with Grant?

Jim Glock responded that the City's traffic engineering staff is going to compare how a 6-lane section performs vs. a section where just improvements are done to the intersection. The results will tell us what the travel time delay reduction will be, one vs. the other. A cost estimate will also be done for intersection improvements as opposed to the cost estimate we have now for the 6-lane section.

Rick Myers added that in order to have a successful meeting on Oct. 24, by the end of the TMC meeting Oct. 19, a list of recommendations should be given to PAG to review before the CAC TMC meeting next week.

Gary Hayes suggested that if anyone has any questions or needs technical back up, please call ahead of time, so for next week's meeting we can have some closure.

John Bernal suggested that we continue to put dates on tables so there is no confusion.

9. Future RTA meetings and agenda items

The next TMC meeting is scheduled for Oct. 19, 2005, and the joint CAC TMC meeting is scheduled for Oct. 24. Agenda items will include:

Results from project evaluation survey

10. Call to the audience

Ann Rodriguez of the CAC addressed the committee with her concerns to include right hand turn money.

Anthony K. King addressed the committee regarding Grant rd.

Sanda Schuldmann addressed the committee opposing the Snyder rd. bridge.

11. Adjournment

The meeting was adjourned at 12:45 p.m.



**Technical/Management Committee Meeting
Minutes of October 19, 2005**

Andy Gunning, Director of Planning

ATTENDANCE

MEMBERS IN ATTENDANCE

Chuck Huckelberry	Jim Glock	Michael Reuwsaat
Carl Russell	Benny Young	George Caria
Marshall Worden	Paul Cella	Kurt Weinrich for John Bernal
Roger Caldwell	Jim Schoen	Jim Stahle
Barbara Becker	Fred Stevens	Fernando Castro
Frank Thomson	Farhad Moghimi	

PAG RTA STAFF

Gary Hayes	Cherie Campbell	Paul Casertano
Andy Gunning	Tom Fisher	Rosie Soto
Tim Ahrens	Jeff Hildebrand	
Sheila Storm	Tom Cooney	

GUESTS

Daniel Hochuli	Paul Mackey	Walker Smith
Sheila Bowen	Joe Herrick	Curt Lueck
John Litteer	F. Ann Rodriguez	Gary Oaks
Bill Dorgan	Tom Bush	Ramon Gaanderse
Lorraine Hernandez	Priscilla Cornelio	Ryan Matchett
Jim DeGroot	Martin Willett	Dewey Brown
Katie Dusenberry	Casey Townsend	Malena Barajas
Lori Lustig	Byron Howard	Amber Moore
Michael Toney	M.J. Yee	

1. Call to order

Chairman Chuck Huckelberry called the meeting to order at 11:05 a.m.

2. Approval of minutes dated Sept. 12, 2005

Farhad Moghimi moved to approve the minutes. Jim Stahle seconded. The motion passed unanimously.

3. Report from the RTA Citizens Advisory Committee

Gary Hayes reported that the CAC has not met since the last TMC meeting and is prepared for the joint CAC TMC session, Monday, Oct. 24.

4. Project evaluation and ranking results

Andy Gunning reviewed the RTA TMC project survey results (3-page) handout, which lists each of the projects and the responses of whether it should be eliminated or down-scoped. The projects that received no responses indicate that the project should remain as planned. Twenty of 22 TMC members responded. Andy reviewed the projects that received the most responses (4 or more). There was also feedback regarding whether or not to use regional funds to augment the RTA plan, and the general consensus was to avoid using regional funds.

Tim Ahrens reviewed the RTA CAC project survey results (4-page) handout. Eleven of 35 CAC members responded. Tim reviewed the projects that received the most responses (4 or more).

Chair Huckelberry questioned how the TMC will portray the recommendations to the CAC. Will it be broad in scope or more specific as to which projects/programs to eliminate or reduce?

Frank Thomson commented that a technical committee should provide a technical recommendation.

5. Twenty-year comprehensive Regional Transportation Plan for the RTA

Chair Huckelberry proposed two revenue enhancements, one being to either use impact fees for transit or increase farebox.

Si Schorr questioned what the fares would be for the express routes.

Jim Glock stated that the express route to Raytheon is a \$2 per trip fare, which is the only route with a \$2 fare, all other routes are \$1. We are \$50 million in farebox. Is increasing it

by 50 percent a fair assumption to make? You lose ridership when you increase fares, but you gain more revenue than ridership.

Chair Huckelberry confirmed by consensus that farebox will be cut in half to \$12.5 million.

Frank Thomson questioned how the impact fees can technically be utilized in this plan.

Si Schorr mentioned that the state has been looking at deleting Barraza Aviation Parkway as a state highway.

Kurt Weinrich added that the Barraza Aviation Parkway is one of the best candidates for future state designation as a state highway because of its impact and benefit to the regional network for the state highway system.

Chair Huckelberry stated that by consensus the Barraza Aviation Parkway east stays on the map, but the RTA money is removed, leaving enough money for an alignment study and right-of-way.

Jim Stable suggested that leaving some money to pave Wilmot would make a vast improvement to the north/south movement in that particular area.

Benny Young commented that Wilmot is a good candidate for impact fees, and should use impact fees to build an interim 2-lane facility.

Chair Huckelberry confirmed by consensus that \$10 million would remain to pave Wilmot Road.

Chair Huckelberry confirmed by consensus:

- 22nd street, Camino Seco to Houghton (reduced from six lanes to a four-lane facility)
- Railroad underpass at Speedway Boulevard (eliminate)
- Tanque Verde Rd., Catalina Highway to Houghton Rd. (leave in)
- Advanced land acquisition (eliminate)
- Houghton Rd. Dawn to I-10 (eliminate)

The high-capacity modern streetcar was discussed, and in particular the \$23 million incremental cost added to the original amount. Twelve members were in favor of eliminating the \$23 million, and 6 were opposed. Although it's not by consensus of all TMC members, the committee recommends the \$23 million be eliminated.

Jim Glock reviewed his handout showing Grant Rd. with intersection levels of service, which show a 2-lane with intersection improvements and a 3-lane with intersection improvements. Jim explained the delay difference there is between the 4-lane and 6-lane. The costs for a 4-lane improvement to Grant would be \$60 million and a 6-lane improvement would cost about \$170 million.

Benny Young suggested that this projects needs to be treated realistically. If you only put enough money in to do intersections you are going to have flooded intersections. This project and scope needs to be left as is.

Chair Huckelberry confirmed by consensus that Grant Rd. stays in.

Chair Huckelberry confirmed by consensus:

- Valencia Rd., I-19 to Alvernon (eliminate)
- Irvington, west of I-19 (eliminate)

Chair Huckelberry suggested perhaps modifying Van Tran and Handi Car.

Jim Glock commented that the transit sub-committee has already reduced the paratransit by \$30 million and is already as conservative as it can be.

Benny added that the paratransit service should not be analyzed since it is a civil rights issue under the law. It would be risky to reduce it anymore.

Chair Huckelberry confirmed that the Van Tran and Handi Car by consensus will be left alone.

Chair Huckelberry confirmed by consensus:

- Park-and-Ride (reduce by \$3 million)
- Circulator to Ajo (new project add \$1 million)
- Harrison Rd., Golf Links to Irvington (leave in as bridge only option)
- Kolb Rd. connection with Sabino Canyon (leave in)

Chet Davis expressed his concern of our efforts in reaching out to the public asking what projects they want to see, yet during a meeting we eliminate them all.

Chair Huckelberry confirmed by consensus:

- At-grade railroad safety improvements (add \$5 million)
- Critical Wildlife Linkages (add \$15 million)
- Business assistance (leave as \$5 million)
- Broadway, Camino Seco to Houghton (downscope from 6 lanes to 4)
- Houghton Rd., I-10 to Tanque Verde (reduce by \$40 million)

Chair Huckelberry stated that by consensus, this is the plan with modifications that will be submitted to the CAC as the TMC recommendations.

Jim Glock stated for the record his concern with the cost estimates.

Benny Young also stated for the record that there were some objections with the \$23 million for transit, therefore there was not a full consensus.

Gary Hayes mentioned that CAC/TMC joint meeting is Monday, Oct. 24, 5:00 p.m. at Randolph.

6. Project implementation and phasing schedule

No discussion.

7. Future RTA meetings and agenda items

The next CAC TMC joint meeting is scheduled for Oct. 24, 2005.

8. Call to the audience

Michael Toney addressed the committee with his concerns of the University of Arizona's science center bridge.

9. Adjournment

The meeting was adjourned at 1:25 p.m.

RTA Citizen's Advisory Committee (CAC) Summary of Recommendations

Larry Hecker moved to accept the RTA Technical/Management Committee recommendations for the RTA Plan. Seconded by John Bremond. Motion, with the following amendments, passed unanimously with one abstention.

- Restore \$20 million to Houghton Rd. project to cover right-of-way for the Houghton Rd./Interstate 10 traffic interchange from "Working Capital" category. Motion by Bob Patrick. Seconded by John Bremond. Passed unanimously.
- Add \$5 million to the "Small Business" category. Motion by Lea Marquez-Peterson. Seconded by Tom McGovern. Passed unanimously.
- Restore \$23 million to the "High Capacity Modern Streetcar System" to cover added costs associated with new cost estimates. Motion by John Bremond. Seconded by Roy Schoonover. Motion passed (24 to 1).
- Add \$5 million to the "Transportation-related Critical Landscape Linkages" category. Motion by Carolyn Campbell. Seconded by Martin Browning. Motion passed (24 to 1)
- Restore \$10 million to the "Valencia, I-19 to Alvernon (controlled access)" project. Motion by Walker Smith. Seconded by Richard Fimbres. Motion passed unanimously.
- Add \$10 million to the "Irvington, West of I-10" project. Motion by Yolanda Herrera. Seconded by Richard Fimbres. Motion passed (24 to 1).
- Rename the "Impact Fee" revenue generation category to "Jurisdictional Contribution" and add \$18 million in revenue to be generated. Motion by John Bremond. Seconded by Larry Hecker. Motion passed unanimously.

Summary of final motion by CAC:

\$73 million in project and program costs added to original TMC recommendation.
\$18 million in new revenues added.

\$55 million in new expenses over the TMC recommendation.

RTA CAC/TMC Joint Meeting on Recommendations to RTA Board

The RTA Technical Management Committee and Citizens' Advisory Committee jointly recommended the CAC approved plan be forwarded to the RTA Board for consideration. Recommendation received unanimous support from both committees with one abstention.



Project Cost Estimation

October 2005

Prepared For:

**Pima Association of Governments
Regional Transportation Authority**

**PAG Contract No. RTA-002
URS Project No. 23444462**

Prepared By:

The logo for URS is located at the bottom center of the page. It consists of the letters 'URS' in a bold, blue, sans-serif font.



October 10, 2005

Tim Ahrens
Manager
Regional Transportation Authority
Pima Association of Governments
177 N. Church Avenue, Suite 405
Tucson, Arizona 85701

Re: Project Cost Estimation Report

Dear Mr. Ahrens:

We are pleased to submit this summary report that contains the Phase II project cost estimates for the projects proposed as part of the Pima Association of Governments (PAG) Regional Transportation Authority (RTA) Plan. These recommended roadway improvements represent the primary element of the plan that will be considered for adoption by the voters of Pima County in May 2006.

This report consists of the project cost summary tables; the first table summarizes all projects (38) evaluated. The estimated costs in this table are provided for six categories:

- Construction Cost
- Right-of-Way
- Construction Management
- Planning and Engineering
- Environmental Mitigation
- Public Art

Additionally, an individual summary table is included for each of the 38 projects with the key assumptions indicated. The detailed project descriptions on which these estimates are based are those presented in the RTA "Key Corridors" document distributed July 7, 2005, for public comment. We are also submitting under separate cover one set of 200-scale project displays that consist of a project layout on an aerial photo base with project features including right-of-way limits and striping shown for each project. Each of these products is also provided in electronic format.

If you have any questions or need additional information regarding this report, please contact Thomas Monchak at 602-648-2372.

Sincerely,

URS Corporation

Thomas M. Monchak, P.E.
Project Manager

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APPENDIX

Project Design Concept Displays
(under separate cover)

BACKGROUND

The project cost estimates presented in this report were developed by building upon previous work done for the Pima Association of Governments (PAG) Regional Transportation Authority (RTA) in May 2005 that included preparation of the planning level project design concepts, descriptions and cost estimates. The cost estimates for potential projects were updated and/or refined to reflect the present day construction marketplace in Pima County.

Research was conducted by interviewing local and state agency representatives as well as construction industry representatives in order to determine the cause of the recent trend of cost increases seen in competitive project bidding. Local and state agency representatives also provided bid tabulations of recent projects, which were used to establish unit costs that represent the current bidding climate. The construction industry representatives provided their perspective and indicated that the cost increases are related to increased demand for key materials including cement, steel, asphalt and aggregates. Additionally, recent fuel cost increases have affected the cost of delivering materials to construction sites as well as earthwork tasks.

Our research also included obtaining all previous reports and studies that have been completed for potential PAG RTA projects. In a few cases some design work had been completed that proved useful in compiling the updated cost estimates.

APPROACH

Each project concept was laid out on CADD to include the features and number of lanes described in the “Key Corridors” document dated July 7, 2005, that was produced for public review and comment. Quantities were generated for pavement, bridges, box culverts, walls, curb & gutter, sidewalks, utilities, traffic elements, removals, etc. and applied to the present day estimated unit costs to calculate subtotals for all items. A 10% allowance for mobilization and a 15% construction contingency item were added to compute the total estimated construction cost.

Additional costs including: 15% for construction management, 15% for planning and engineering and 1% for public art were calculated based on the construction cost total. Environmental mitigation costs were estimated on a project specific basis based on the project’s jurisdictional requirements.

Right-of-way costs were based on the estimated area of property acquisition requirements determined from the project layout. Unit costs were applied by Pima County and City of Tucson staff for residential and commercial properties to compute the total cost of purchasing the estimated real estate required for each project.

The total estimated cost for each project is the sum of the construction, construction management, planning and engineering, public art, environmental mitigation, and right-of-way estimated costs.

**SUMMARY OF RESULTS
COST ANALYSIS FOR RTA PROPOSED ROADWAY IMPROVEMENTS**

October 10, 2005

PROPOSED PROJECT	CONSTRUCTION COST	PUBLIC ART (1%)	CONSTRUCTION MANAGEMENT	ENGINEERING & PLANNING	ENVIRONMENTAL MITIGATION	ROW	TOTAL PROJECT COST
1 22nd Street, Camino Seco to Houghton Road	\$10,871,000	\$108,710	\$1,630,650	\$1,630,650	\$123,000	\$750,000	\$15,114,000
2 22nd Street, I-10 to Tucson Boulevard	\$78,177,000	\$781,770	\$11,726,550	\$11,726,550	\$620,500	\$15,500,000	\$118,532,400
3 Barraza/Aviation Parkway, Palo Verde to I-10	\$99,334,000	\$993,340	\$14,900,100	\$14,900,100	\$271,000	\$47,537,200	\$177,935,740
4 Broadway Boulevard, Euclid Avenue to Country Club Road	\$23,218,000	\$232,180	\$3,482,700	\$3,482,700	\$645,000	\$43,700,000	\$74,760,600
5 Broadway Boulevard, Camino Seco to Houghton Road	\$12,122,000	\$121,220	\$1,818,300	\$1,818,300	\$157,000	\$50,000	\$16,086,800
6 Downtown Links, I-10 to Broadway Boulevard	\$66,056,000	\$660,560	\$9,908,400	\$9,908,400	\$279,500	\$6,300,000	\$93,112,860
7 El Camino de Manana, Tangerine Road to Linda Vista Road	\$10,424,000	\$104,240	\$1,563,600	\$1,563,600	\$398,000	\$2,800,000	\$16,853,440
8 First Avenue, Orange Grove Road to Ina Road	\$5,890,000	\$58,900	\$883,500	\$883,500	\$112,500	\$150,000	\$7,978,400
9 First Avenue, River Road to Grant Road	\$35,181,000	\$351,810	\$5,277,150	\$5,277,150	\$485,500	\$32,800,000	\$79,372,610
10 Grant Road, Oracle Road to Swan Road	\$53,015,000	\$530,150	\$7,952,250	\$7,952,250	\$685,000	\$105,300,000	\$175,434,650
11 Harrison Road, Golf Links to Irvington	\$20,191,000	\$201,910	\$3,028,650	\$3,028,650	\$119,000	\$15,000	\$26,584,210
12 Houghton Road, I-10 to Tanque Verde Road	\$149,175,000	\$1,491,750	\$22,376,250	\$22,376,250	\$486,000	\$1,600,000	\$197,505,300
12a Houghton Road, Dawn Road to I-10	\$8,416,000	\$84,160	\$1,262,400	\$1,262,400	\$380,000	\$18,000	\$11,423,000
13 Irvington Road, Ajo Road to Mission Road	\$26,830,000	\$268,300	\$4,024,500	\$4,024,500	\$224,000	\$1,600,000	\$36,971,300
14 Kolb Road Connection With Sabino Canyon Road	\$7,598,000	\$75,980	\$1,139,700	\$1,139,700	\$97,000	\$10,000	\$10,060,380
15 La Canada Drive, Calle Concordia to River Road	\$34,251,000	\$342,510	\$5,137,650	\$5,137,650	\$151,500	\$700,000	\$45,720,300
16 La Cholla Boulevard, Tangerine Road to Magee Road	\$38,386,000	\$383,860	\$5,757,900	\$5,757,900	\$147,500	\$2,600,000	\$53,033,160
17 La Cholla Boulevard, River Road to Ruthrauff Road	\$12,157,000	\$121,570	\$1,823,550	\$1,823,550	\$150,500	\$200,000	\$16,276,170
18 Magee/Cortaro Farms Road, Thornydale Road to La Canada Drive	\$26,683,000	\$266,830	\$4,002,450	\$4,002,450	\$186,500	\$1,400,000	\$36,541,230
19 Magee Road, La Canada Drive to Oracle Road	\$7,792,000	\$77,920	\$1,168,800	\$1,168,800	\$110,500	\$180,000	\$10,498,020
20 Railroad Overpass at Ina Road	\$43,420,000	\$434,200	\$6,513,000	\$6,513,000	\$342,500	\$2,200,000	\$59,422,700
21 Railroad Overpass at Ruthrauff Road	\$38,649,000	\$386,490	\$5,797,350	\$5,797,350	\$410,000	\$13,400,000	\$64,440,190
22 Railroad Underpass at Grant Road	\$24,124,000	\$241,240	\$3,618,600	\$3,618,600	\$355,000	\$8,600,000	\$40,557,440
23 Railroad Underpass at Speedway Boulevard	\$18,063,000	\$180,630	\$2,709,450	\$2,709,450	\$436,000	\$5,400,000	\$29,498,530
24 Sahuarita Road, La Canada Drive to Country Club Road	\$33,225,000	\$332,250	\$4,983,750	\$4,983,750	\$111,000	\$1,100,000	\$44,735,750
25 Silverbell Road, Ina Road to Grant Road	\$40,331,000	\$403,310	\$6,049,650	\$6,049,650	\$622,000	\$8,500,000	\$61,955,610
26 Speedway Boulevard, Camino Seco to Houghton Road	\$13,985,000	\$139,850	\$2,097,750	\$2,097,750	\$143,000	\$350,000	\$18,813,400
27 Sunset Road, Silverbell Road to River Road (Grade Separate UPRR)	\$42,267,000	\$422,670	\$6,340,050	\$6,340,050	\$406,500	\$750,000	\$56,526,270
27a Sunset Road, Silverbell Road to I-10	\$10,349,000	\$103,490	\$1,552,350	\$1,552,350	\$129,500	\$550,000	\$14,236,690
27b Sunset Road, Silverbell Road to River Road (At-Grade UPRR Crossing)	\$18,022,000	\$180,220	\$2,703,300	\$2,703,300	\$466,500	\$750,000	\$24,825,320
28 Tangerine Road, I-10 to La Canada Drive	\$58,631,000	\$586,310	\$8,794,650	\$8,794,650	\$696,000	\$3,500,000	\$81,002,610
29 Tanque Verde Road, Catalina Highway to Houghton Road	\$10,114,000	\$101,140	\$1,517,100	\$1,517,100	\$107,000	\$750,000	\$14,106,300
30 Twin Peaks Road, Silverbell to Linda Vista (Including I-10 TI)	\$59,593,000	\$595,930	\$7,773,000	\$4,660,000	\$691,500	\$4,250,000	\$69,653,430
31 Valencia Road, Ajo Way to Mark Road	\$31,231,000	\$312,310	\$4,684,650	\$4,684,650	\$224,000	\$450,000	\$41,586,610
32 Valencia Road, Kolb Road to Houghton Road	\$28,413,000	\$284,130	\$4,261,950	\$4,261,950	\$830,000	\$200,000	\$38,251,000
33 Valencia Road, I-19 to Alvernon Road (Controlled Access Only)	\$10,000,000	-	-	-	-	-	\$10,000,000
33a Valencia Road, Alvernon to Kolb Road (Improvements)	\$38,437,000	\$384,370	\$5,765,550	\$5,765,550	\$372,500	\$400,000	\$51,124,970
34 Wilmot Road, I-10 to Sahuarita Road	\$30,891,000	\$308,910	\$4,633,650	\$4,633,650	\$213,000	\$900,000	\$41,580,210
*TOTALS =	\$1,247,141,000	\$12,371,410	\$184,405,200	\$181,292,200	\$11,789,500	\$313,960,200	\$1,943,049,590

* Totals Do Not Include Projects 27a & 27b

RTA PROJECT ENVIRONMENTAL FACTORS

October 12, 2005

PROJECT	AGENCY	Total	Hazardous materials						Native Plant Preservation Plan	Eligible, Pending or Designated Historic District	Cultural & Archeology	Threatened & Endangered Species	Clean Water Act 404/401	Watercourse Amenities, Safety & Habitat	AZPDES & Stormwater Pollution Prevention Plan	Traffic Noise and Mitigation Analysis	EA (FHWA), EAMR (Pima Co) or ADOT ROW Encroachment Permit	Change of Access Report									
			Residential lead/asbestos (\$1500)	\$	# Phase I \$2,000 Each	\$	# Phase II \$5,000 Each	\$																			
Kolb Road Connection to Sabino	City of Tucson	\$ 97,000	0	0	2	4000	2	10000	Y	5000	N	Y	40000	Y	5000	Y	15000	Y	3000	Y	5000	Y	10000	N	0	N	0
Tanque Verde (Catalina to Houghton)	City of Tucson	\$ 107,000	0	0	3	6000	2	10000	Y	8000	N	Y	40000	Y	5000	Y	15000	Y	3000	Y	5000	Y	15000	N	0	N	0
Harrison Road (Golf Links to Irvington)	City of Tucson	\$ 119,000	0	0	3	6000	2	10000	Y	5000	N	Y	60000	Y	5000	Y	15000	Y	3000	Y	5000	Y	10000	N	0	N	0
22nd Street (Camino Seco to Houghton)	City of Tucson	\$ 123,000	0	0	6	12000	4	20000	Y	8000	N	Y	45000	Y	5000	Y	15000	Y	3000	Y	5000	Y	10000	N	0	N	0
Speedway (Camino Seco to Houghton)	City of Tucson	\$ 143,000	0	0	10	20000	8	40000	Y	5000	N	Y	40000	Y	5000	Y	15000	Y	3000	Y	5000	Y	10000	N	0	N	0
Broadway (Camino Seco to Houghton)	City of Tucson	\$ 157,000	0	0	12	24000	10	50000	Y	5000	N	Y	35000	Y	5000	Y	15000	Y	3000	Y	5000	Y	15000	N	0	N	0
Wilnot South Extension	City of Tucson	\$ 213,000	0	0	6	12000	4	20000	Y	10000	N	Y	125000	Y	5000	Y	30000	Y	3000	Y	8000	N	0	N	0	N	0
Barraza/Aviation East	City of Tucson	\$ 271,000	2	3000	30	60000	25	125000	Y	5000	N	Y	40000	Y	5000	Y	15000	Y	3000	Y	5000	Y	10000	N	0	N	0
Downtown Links	City of Tucson	\$ 279,500	6	9000	20	40000	18	90000	Y	2500	Y	Y	100000	Y	5000	Y	15000	Y	3000	Y	5000	Y	10000	N	0	N	0
I-10/Grant TI	City of Tucson	\$ 355,000	0	0	5	10000	4	20000	Y	5000	N	Y	25000	N	0	N	0	Y	5000	Y	10000	EA-FHWA	200000	Y	80000		
Houghton Road (I-10 to Dawn Road)	City of Tucson	\$ 380,000	0	0	1	2000	1	5000	Y	5000	N	Y	60000	Y	5000	Y	15000	Y	3000	Y	5000	N	0	EA-FHWA	200000	Y	80000
I-10/Ruthrauff TI	City of Tucson	\$ 410,000	0	0	10	20000	10	50000	N	0	N	Y	45000	N	0	N	0	Y	5000	Y	10000	EA-FHWA	200000	Y	80000		
I-10/Speedway TI	City of Tucson	\$ 436,000	10	15000	8	16000	6	30000	N	0	Y	Y	80000	N	0	N	0	Y	5000	Y	10000	EA-FHWA	200000	Y	80000		
First Avenue (River to Grant)	City of Tucson	\$ 485,500	30	45000	50	100000	40	200000	Y	2500	N	Y	100000	N	5000	Rillito	15000	Y	3000	Y	5000	Y	10000	N	0	N	0
Houghton Road (I-10 to Tanque Verde)	City of Tucson	\$ 486,000	0	0	10	20000	8	40000	Y	8000	N	Y	80000	Y	5000	Y	30000	Y	3000	Y	5000	Y	15000	EA-FHWA	200000	Y	80000
22nd Street (I-10 to Tucson)	City of Tucson	\$ 620,500	45	67500	50	100000	40	200000	N	0	Y	Y	200000	Y	5000	Y	15000	Y	3000	Y	5000	Y	25000	N	0	N	0
Broadway (Euclid to Country Club)	City of Tucson	\$ 645,000	50	75000	50	100000	40	200000	N	0	Y	Y	250000	N	0	N	0	Y	5000	Y	15000	N	0	N	0	N	0
Grant Road (Oracle to Swan)	City of Tucson	\$ 685,000	150	225000	35	70000	25	125000	N	0	Y	Y	250000	N	0	N	0	Y	5000	Y	10000	N	0	N	0	N	0
Magee (La Cañada to Oracle)	Pima County	\$ 110,500	0	0	4	8000	2	10000	Y	2500	N	Y	20000	Y	5000	N	0	N	0	Y	5000	Y	10000	EAMR	50000	N	0
First Avenue (Orange Grove to Ina)	Pima County	\$ 112,500	0	0	0	0	0	0	Y	2500	N	Y	25000	Y	5000	Y	15000	N	0	Y	5000	Y	10000	EAMR	50000	N	0
Valencia Road (Kolb to Houghton)	Pima County	\$ 142,500	0	0	5	10000	3	15000	Y	2500	N	Y	30000	Y	5000	Y	15000	N	0	Y	5000	Y	10000	EAMR	50000	N	0
La Cholla (Tangerine to Magee)	Pima County	\$ 147,500	0	0	0	0	0	0	Y	2500	N	Y	60000	Y	5000	CDO	15000	N	0	Y	5000	Y	10000	EAMR	50000	N	0
La Cholla (River to Ruthrauff)	Pima County	\$ 150,500	0	0	4	8000	3	15000	Y	2500	N	Y	40000	Y	5000	Rillito	15000	N	0	Y	5000	Y	10000	EAMR	50000	N	0
La Cañada (Calle Concordia to River)	Pima County	\$ 151,500	2	3000	4	8000	3	15000	Y	2500	N	Y	30000	Y	5000	Y	15000	N	0	Y	8000	Y	15000	EAMR	50000	N	0
Magee/Cortaro Farms (Thornysdale to La Cañada)	Pima County	\$ 186,500	0	0	2	4000	2	10000	Y	2500	N	Y	80000	Y	5000	CDO	15000	N	0	Y	5000	Y	15000	EAMR	50000	N	0
Irvington (Ajo to Mission)	Pima County	\$ 191,000	0	0	3	6000	2	10000	Y	5000	N	Y	60000	Y	5000	Y	15000	N	0	Y	5000	Y	10000	EA-BLM	75000	N	0
Valencia Road (Camino de Oeste to Camino DLT)	Pima County	\$ 191,500	0	0	12	24000	10	50000	Y	2500	N	Y	30000	Y	5000	Y	15000	N	0	Y	5000	Y	10000	EAMR	50000	N	0
Valencia Road (Ajo to Mark)	Pima County	\$ 224,000	0	0	3	6000	2	10000	Y	5000	N	Y	100000	Y	8000	Y	30000	N	0	Y	5000	Y	10000	EAMR	50000	N	0
I-10/Ina Road TI	Pima County	\$ 342,500	0	0	5	10000	3	15000	Y	2500	N	Y	15000	Y	5000	N	0	N	0	Y	5000	Y	10000	EA-FHWA	200000	Y	80000
Valencia Road (Alvernon to Kolb)	Pima County	\$ 372,500	0	0	5	10000	3	15000	Y	2500	N	Y	30000	Y	5000	Y	15000	N	0	Y	5000	Y	10000	EA-FHWA	200000	Y	80000
Silverbell Road (Ina to Grant)	Pima County	\$ 622,000	1	1500	5	10000	4	20000	Y	2500	N	Y	500000	Y	5000	Y	15000	N	0	Y	8000	Y	10000	EAMR	50000	N	0
Sunset Road (Silverbell to I-10)	Town of Marana	\$ 129,500	0	0	0	0	0	0	Y	2500	N	Y	80000	Y	5000	Santa C	25000	N	0	Y	5000	N	0	ROW	12000	N	0
Camino de Mañana	Town of Marana	\$ 398,000	0	0	0	0	0	0	Y	5000	N	Y	350000	Y	8000	Y	30000	N	0	Y	5000	N	0	N	0	N	0
Sunset Road (I-10 to River Road))	Town of Marana	\$ 406,500	0	0	2	4000	1	5000	Y	2500	N	Y	80000	Y	5000	Rillito	15000	N	0	Y	5000	Y	10000	EA-FHWA	200000	Y	80000
Sunset Road (Silverbell to River)	Town of Marana	\$ 466,500	0	0	2	4000	1	5000	Y	2500	N	Y	125000	Y	5000	Y	30000	N	0	Y	5000	Y	10000	EA-FHWA	200000	Y	80000
I-10/Twin Peaks TI	Town of Marana	\$ 691,500	1	1500	10	20000	8	40000	Y	5000	N	Y	500000	Y	5000	Santa C	25000	N	0	Y	5000	Y	10000	N	0	Y	80000
Tangerine (I-10 to La Cañada)	Town of Marana	\$ 696,000	0	0	1	2000	1	5000	Y	8000	N	Y	350000	Y	8000	Y	25000	N	0	Y	8000	Y	10000	EA-FHWA	200000	Y	80000
Sahuarita Road (La Cañada to Country Club)	Town of Sahuarita	\$ 111,000	0	0	2	4000	1	5000	Y	5000	N	Y	60000	Y	5000	Santa C	15000	N	0	Y	5000	N	0	ROW	12000	N	0

Environmental assumptions:

These projects have been estimated in current dollars.

Residential structures requiring demolition are assumed to require lead and asbestos investigation prior to demolition. Commercial structures are assumed to require a Phase II assessment.

If a project is located within a historic district and properties are to be acquired, it is assumed that historic building inventories would be completed on each structure (per FHWA, Pima County, and COT requirements).

The cost of archeological clearance was based on the length of the project and whether the project is located near major watercourses or known sites, and the number of structures that would require historic building inventories.

Threatened and endangered species surveys and archeological surveys were assumed to be required for any project that requires Clean Water Act 404 permitting.

Clean Water Act 404 permit costs were based on the number and size of the watercourses.

WASH ordinance compliance applied only to COT projects. Some reports may contain duplicate information (NPPP and WASH, etc.) and could be combined to produce cost savings; however, these reports were considered separately to produce conservative cost estimates.

(A) East Barraza/Aviation

Assumptions: Average Fill Width Is Based on Hinge Point To Hinge Point Distance For Project Length

Assumed No Excavation Areas

Item	Width (Average)	Length	SF	Depth (Average)	CF	CY	Unit Cost	Extended Amount
Fill	90	59,280	5,335,200	9	48,016,800	1,778,400		
Excavation	90	59,280	5,335,200	2	10,670,400	395,200	\$4	\$1,580,800
Drainage Excavation			50,920	6	305,520	11,316	\$5	\$56,578
Borrow						1,371,884	\$6.0	\$8,231,307
							Total =	\$9,868,684

**Broadway Boulevard, Euclid Avenue to Country Club Road
DRAFT - COST ESTIMATE**

October 10, 2005

Item	Unit of Measure	Quantity	Unit Price	Extended Amount
Removals	L.Sum	1	\$3,412,778	\$3,412,778
Pavement	L.Sum	1	\$3,002,061	\$3,002,061
Drainage	L.Sum	1	\$1,505,661	\$1,505,661
Sidewalk	SF	111,100	\$4	\$444,400
Curb & Gutter	L.Ft.	40,400	\$15	\$606,000
Signing & Marking	L.Sum	1	\$83,521	\$83,521
Traffic Signals	L.Sum	1	\$1,600,000	\$1,600,000
Utilities	L.Sum	1	\$3,030,000	\$3,030,000
Street Lights	L.sum	1	\$169,425	\$169,425
Screen Walls	SF	7,525	\$20	\$150,500
Landscaping & Aesthetics	L.Sum	1	\$1,000,000	1,000,000
Construction Survey	L.Sum	1	\$350,000	350,000
Other Items	L.Sum	1	\$1,500,000	1,500,000
Maintenance Of Traffic	L.Sum	1	\$1,500,000	1,500,000
Mobilization 10%	L.Sum	1	\$1,835,435	\$1,835,435
			15% Construction Contingency =	\$3,028,467
			Total Estimated Construction Cost =	\$23,218,000
			Public Art 1% =	\$232,180
			15% Construction Management =	\$3,482,700
			15% Engineering and Planning =	\$3,482,700
			Environmental Mitigation =	\$645,000
			Agency Estimated ROW Acquisition Cost =	\$43,700,000
			Total Project Cost =	\$74,760,600

Assumptions:

- *150' Min. ROW
- *8-Lane Section With Raised Landscaped Median
- *Project Length = 1.91 Miles
- *7' Screen Walls Were Included Across the Residential Parcels
- *Approximate Construction Cost/Mile = \$13,000,000

Broadway - Euclid to Country Club

Assumptions: Average Exst Pavement 70' Width for Length of Project

Misc Removals; Curb & Gutter, Sidewalk, Inlets, etc. at \$100/LF

Item	Width	Length	SF	SY	Unit Cost	Extended Amount
Pavement Removal	70	10,100	707,000	78,556	\$5	\$392,778
Misc Removals		10,100			\$200	\$2,020,000
Bridge/Wall Removal						\$1,000,000
					Total =	\$3,412,778

Broadway - Euclid to Country Club

Assumptions: Structural Section - 1/2" AR-ACFC, 6" AC & 4" AB

Average Pavement Width = 125' (Including Intersections and Turnouts)

Item	Ave Width	Length	SF	SY	Price/SY =	Extended Amount
Mainline	125	10100	1,262,500	140,278	\$21.40	\$3,002,061

Total \$3,002,061

Price/SY						
	CF/SY	LB/CF	LBs	Tons	Cost/Ton	Extended Amount
1/2" AR-ACFC	0.375	146.000	54.750	0.027	\$60	\$1.64
6" AC	4.500	146.000	657.000	0.329	\$50	\$16.43

	CF/SY	CY	Cost/CY			
4" AB	3	0.111	\$30			\$3.33

Price/SY = **\$21.40**

Broadway - Euclid to Country Club

Assumptions: Aver 36" Trunk Line, Inlets & Manhole spaced at 400', 24" Laterals from Inlets to Manhole

Item	Unit of Measure	Quantity	Unit Price	Extended Amount
Drainage:		Per/Mile		
Pipe	LF	5,280	\$100	\$528,000
Pipe - Laterals	LF	1,769	\$80	\$141,504
Inlets	Each	26	\$3,000	\$79,200
Manholes	Each	13	\$3,000	\$39,600
		Construction Cost per Mile =		\$788,304
		1.91 Miles =		\$1,505,661

Broadway - Euclid to Country Club

Assumptions: Continuous Sidewalk (both sides) full length of Project

Item	Width	Length	SF
Sidewalk	5.5	20,200	111,100

Broadway - Euclid to Country Club

Assumptions: Continuous Curb & Gutter (both sides & median) full length of Project

Item	Length	C & G	LF
Curb and Gutter	10,100	4	40,400

Broadway - Euclid to Country Club

Assumptions: Standard Striping for a eight Lane Roadway, Eight Signalized Intersections with 12" Stop Bars and Crosswalks

Ten Foot Dashed Stripes with Thirty Foot Spacing (Total Length x 10/40)

Average sign 6 SF x \$20/SF = \$120 + Sign Post \$20 Each + Foundation \$400 Each = \$540 Each

Assume 20 Signs/Mile & 14 Stop Signs/Mile

Item	Unit of Measure	Quantity	Pay Length	Unit Price	Extended Amount	Total For 1.91 Miles
Striping:	Mile					
Six 4" Lane Stripes	LF	5,280	31,680	\$0.50	\$15,840	\$30,254
Four 4" Dashed Lane Stripes	LF	5,280	6,600	\$0.50	\$3,300	\$6,303
Intersection Striping	LF	2,000	16,000	\$0.50	\$8,000	\$8,000
Signs	Each	20	0	\$600.00	\$12,000	\$22,920
Stop Signs (Total Crossroads)	Each	14	0	\$600.00	\$8,400	\$16,044
					Lump Sum =	\$83,521

Broadway - Euclid to Country Club

Assumptions: Eight Exst Signalized Intersections to Remain Signalized

Item	Each	Unit Price	Extended Amount
Signalized Intersections	8	\$200,000	\$1,600,000

Broadway - Euclid to Country Club

Assumptions: Adjust/Relocate all Utilities for Length of Project

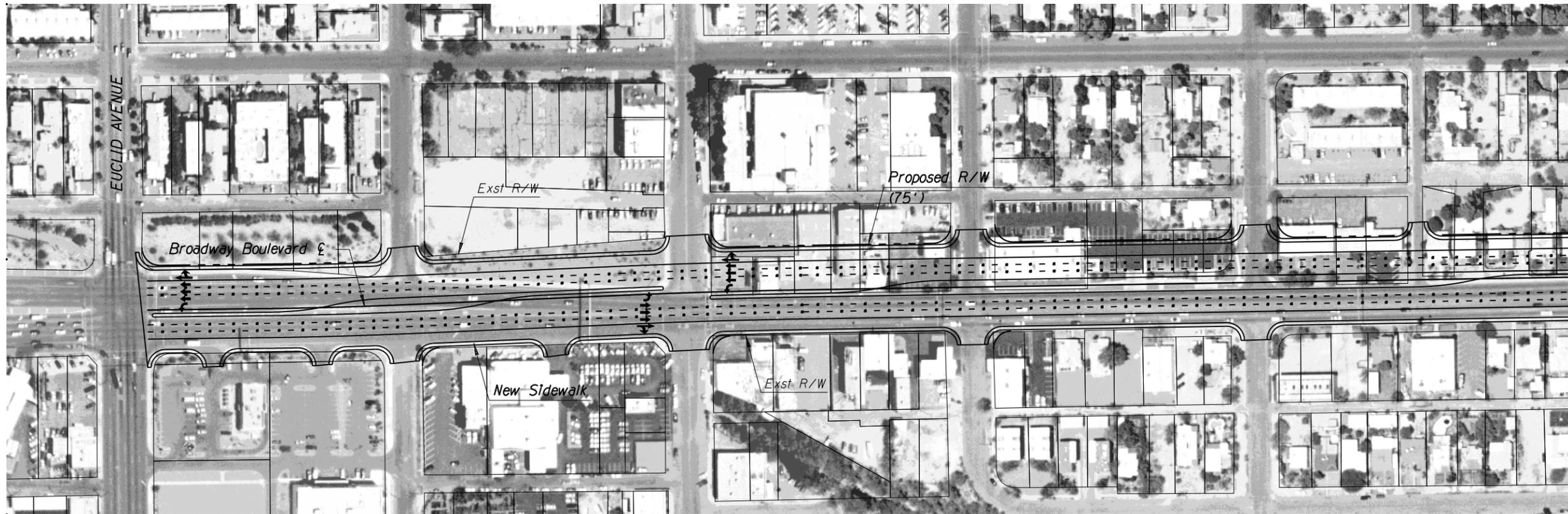
Remove Electric Poles and Underground Electric

Item	Length	Unit Cost	Extended Amount
Utility Adjustment:	10,100	\$300	\$3,030,000

Broadway - Euclid to Country Club

Assumptions: 7' High Screen Walls at Residential Areas

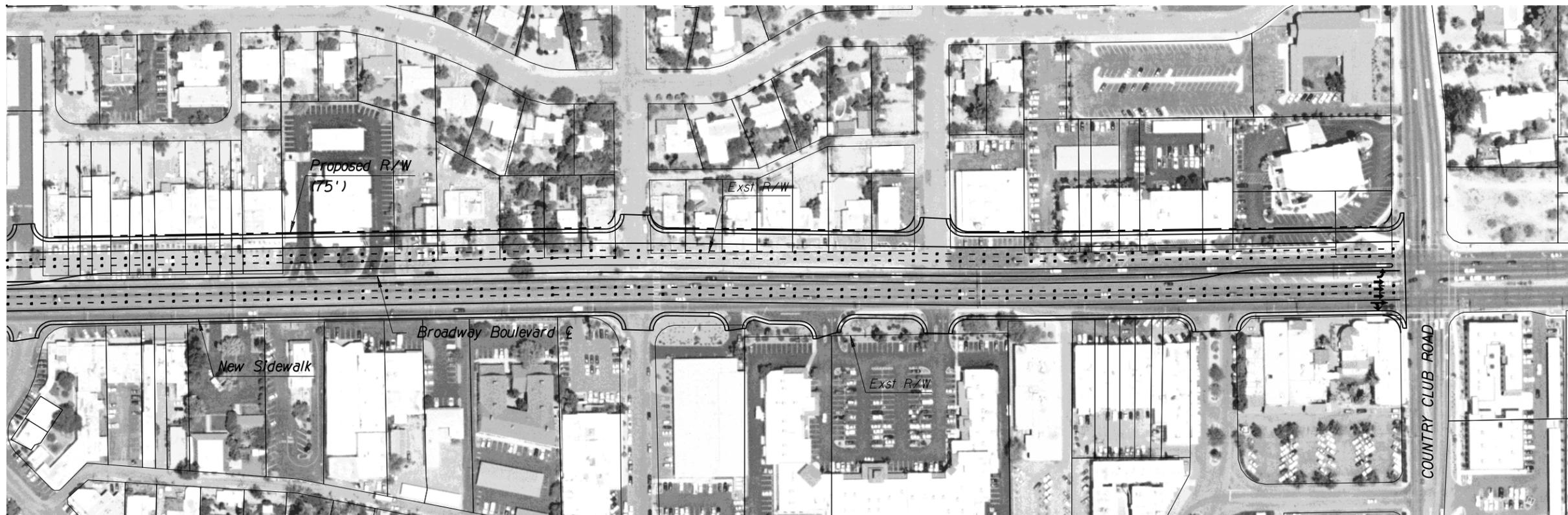
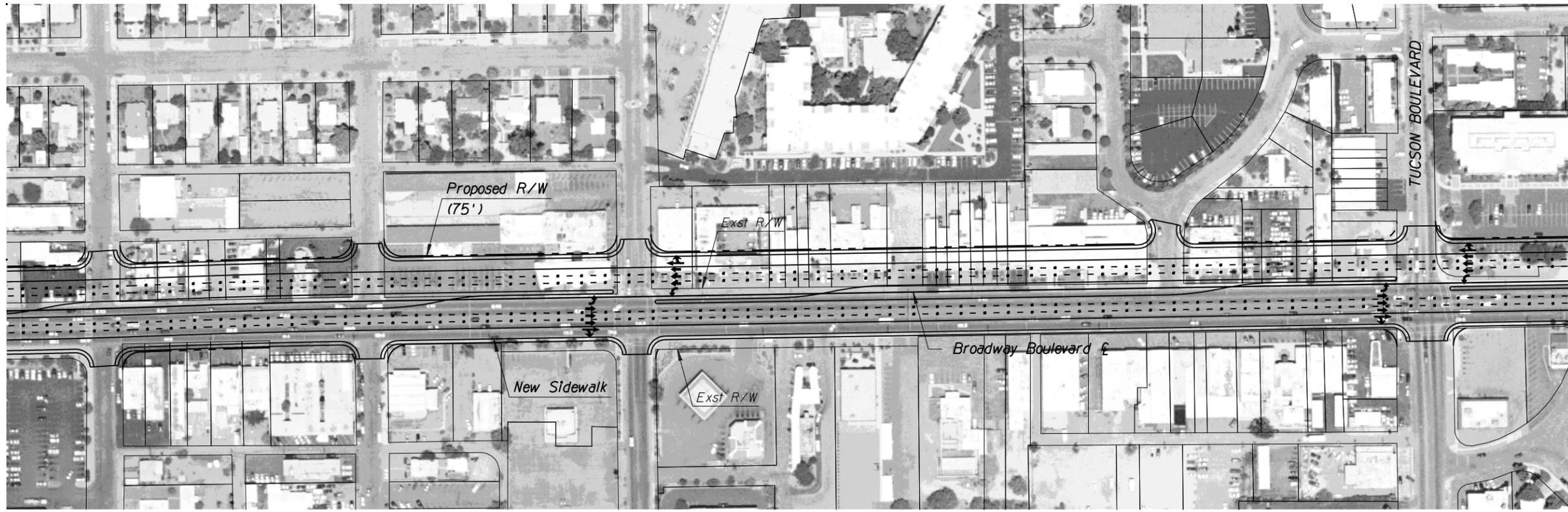
Item	Height	Length	SF
Walls	7	1,075	7,525



PAG REGIONAL TRANSPORTATION AUTHORITY
 PROJECT COST ESTIMATION
 PAG CONTRACT No. RTA-002

Broadway Boulevard
 Euclid Avenue to Country Club Road
 DESIGN CONCEPT





PAG REGIONAL TRANSPORTATION AUTHORITY
 PROJECT COST ESTIMATION
 PAG CONTRACT No. RTA-002

Broadway Boulevard
 Euclid Avenue to Country Club Road
 DESIGN CONCEPT



#21

Broadway - Re: Listening Session worksheet

From: Jennifer Burdick
To: Laura - (tabili) Tabili
Date: 8/17/2012 10:33 AM
Subject: Re: Listening Session worksheet
CC: Broadway

Dear Laura,

Thank you for taking the time to share your thoughts and reactions to the draft report. As indicated, we will incorporate this into the packets being created for the Citizens Task Force for their review. The report will be discussed again at the next CTF meeting on 8/30.

Respectfully,
Jenn

>>> On 8/16/2012 at 11:07 PM, "Tabili, Laura - (tabili)" <[REDACTED]> wrote:

Dear Jennifer,

Attached is my worksheet for the June20 listening session.

Laura



BROADWAY BOULEVARD **GENERAL PUBLIC – Listening Session Experience Worksheet**

This worksheet was designed to help the Broadway Citizens Task Force (CTF) put into a written format what they heard and experienced at the public Listening Session. It has been changed to allow you, the general public, to use it for review. Please read the Draft Listening Session Report and then fill out this worksheet. Your answers will help the CTF and the project team refine and enhance the report.

Please fill this worksheet out by August 22, 2012, and email it to broadway@tucsonaz.gov. The project team will share your input with the CTF prior to the August 30, 2012 CTF meeting.

1. After reading the Draft Listening Session Report, do you think the report accurately captures and conveys what you heard in the group discussion? Why or why not?

Yes, but I hear complaints from other participants that their points were either ignored in the meeting itself or absent from the report of the meeting. I have forwarded this form to them.

2. Based on your experience at the Listening Session, is there anything you would add to or change about the report?

The meaning of some input was misinterpreted. For example, bus pullouts are an alternative to bus lanes, which would necessitate widening.

3. When thinking about the stakeholders you represent and input that is documented in the Draft Listening Session Report:

a. Please indicate how well you think the views of your stakeholder group are represented in the report.

Despite the stifling atmosphere, the message seems overwhelmingly in favor of preserving the businesses and historical cultural resources and adding “improvements” judiciously. There was massive support for bicycle and pedestrian improvements, including street trees, continuous sidewalks, and safer bike lanes.

b. Do you think this report will help you represent your stakeholder group?

I have confidence in my representative.

4. In general, do you think the public Listening Session was an effective way to involve the public and stakeholders in the project and the CTF process? (Your answers will help the project team develop the Public Involvement Plan that guides the public process.)

The consultants are heavy-handed and seem manipulative. The highly controlled format of the “Listening Session” was offensive and stifled public input. People felt “herded.” The consultant team needs to back off. See comments on Pocobravo website after the meeting.

5. For future public input opportunities, do you think the small group discussion format is an effective way to allow people to give input and hear the views of others?

My neighbors were disappointed they did not get to address their concerns to the whole CTF. They also wanted to hear what others thought—not just at their table. They wanted dialogue with CTF members.

6. The Draft Listening Session Report will be shared with participants, agency officials, neighborhood groups and the general public. Who else, if anyone, would benefit from reading this report?

I would hope that since the COT is the lead agency, the City Council will be furnished with all reports.

7. What themes outlined in the report do you consider the most important?

- a. What characteristics in the Broadway Boulevard project area should be preserved?

Existing businesses and the architecturally diverse, historic built environment. Merchants who have managed to keep their businesses viable and even grow them despite the sword hanging over their heads are key engines of economic vitality on the street. They have survived by meeting the actual needs of the surrounding communities. They must not be swept aside by speculative development. As Demion Clinco observed at the 20 April press conference, the unfolding of Tucson's history can be read in the built environment and the streetscape.

As for "mixed use," we already have a mix of commercial and residential uses on the street and in the surrounding neighborhoods. Just because they are not under the same roof does not mean they do not function in a similar way. Sam Hughes Place and other efforts to induce such mixture artificially lack the vibrancy of the real thing. We should be able to improve the street without destroying the things we value. Let's not throw the baby out with the bathwater.

- b. What characteristics in the Broadway Boulevard project area should be enhanced?

Broadway is already an asset and a destination, with an eclectic mix of businesses and services that serve the immediate locality as well as neighborhoods for at least a mile radius, who lack their own business strips. We should build on and strengthen this unique, organic and synergistic service sector.

A "regional gateway" should reflect the unique character that makes Tucson a tourist destination by being respectful of the historic fabric of the area. Existing business owners and historic buildings should get first crack at development and investment funds.

- c. What characteristics in the Broadway Boulevard project area should be changed?

1. We need investment in improving the appearance of the built environment, adding trees, safer bike lanes, continuous sidewalks and public art. We need reinvestment, particularly in City-owned properties which have been allowed to degenerate, blighting the appearance of the street.

2. Best practices in road construction and urban regeneration have changed since the last century. Bus bays and pullouts and turn bays should eliminate the need for more lanes: pullouts are not "in tension" with maintaining existing curb-to-curb width overall. This is consistent with the Major Streets and Routes Plan, as well as COT Ordinance #6593.

3. Bus shelters need to be provided to shade bus riders before anyone who has a choice will ride buses routinely.

- d. What do we fear and hope for in the Broadway Boulevard project area?

1. I fear destruction of local businesses and historic fabric: I hope for a state-of-the-art street that rejects widening and preserves local vibrancy and the built environment. I hope changes are made with a scalpel and not a sledgehammer.

2. As a pedestrian I object to medians for several reasons: they make crossing the street more hazardous because foliage obstructs both pedestrians' and drivers' sight lines; they add width to the street, sometimes forcing pedestrians to wait through two changes of lights to get across; cars drive faster because they assume no one is crossing; when driving I find medians obscure jaywalkers who seem to pop out of nowhere; trees should be at the edges of streets to shade sidewalks, pedestrians and bicyclists; medians fill up with trash and must be maintained. The Major Streets & Routes Plan (p.20) forbids medians in historic areas where they will adversely affect the historic character. I quote: "Landscaped medians shall be provided on routes of more than four through lanes, except where the route passes through or adjacent to a historic area and the width of the roadway would intrude on the character of historic structures,"

3. I fear enhanced transit is being used as a stalking horse for more lane width. The City's commitment to improving transit on Broadway--or lack thereof--is reflected in their failure to conduct a transit study between 1990 and now--when it is really too late for this project. Light Rail may not be the best fit on this road: buses or streetcars offer more flexibility in stopping at the various destinations along the route: Chaffin's, the Mexican Tile Company, the First Assembly of God church, Safeway, Lerua's, Rocco's, Zeman's, etc. Per the 1990 transit study posted on the Broadway Project website, rail transit will only happen if the Federal government decides ridership justifies their matching funds. What are those numbers currently, and how do they match up to Federal guidelines? We need hard numbers on this. Transit should be an enhancement and not a detriment to our existing assets--and we should know how it will be paid for before making irreversible changes on the assumption it will magically appear "some day."

4. I fear Broadway being treated as a "sacrifice zone" in the name of "regional" betterment. There is no evidence that the greater good of the community or region can be served by destabilizing central Tucson through street widening and speculative development. The region can only thrive if its individual parts do: community and regional health are indivisible.

2. Is there anything else you would like to share about the public Listening Session or the Draft Listening Session Report?

ATTENTION REGIONAL TRANSPORTATION AUTHORITY

The enclosed documentation refers to the Broadway corridor. Enclosed you will find a picture of the original pastors and builder of First Assembly of God Church Lenard Gilmore and Fanabell Gilmore who pastor the longest of any pastor approximately 35 years. Since then in my 54 years as member we've had twelve different pastors. Pastors come and go.

In my opinion if this building is save from demolition in a short few years it will be 100 year old historic building. What can be more appealing to anybody driving into downtown in a brand new Broadway corridor and notice the first 100 year old building into town.

All this can be accomplished by a gentle curve to the south at this point. In the process saving the city hundreds of thousands of dollars. Also, a petition of most of the current members is enclosed.



Ralph Armenta 8-29-12

Ralph Armenta/One of the longest active member and Tucson Native



ATTENTION REGIONAL TRANSPORTATION AUTHORITY

A significant widening of Broadway, between Euclid Avenue and Country Club Road is planned to occur under the terms of the Regional Transportation Authority package of transit and roadway upgrades that Pima County voters approved in 2006, paid for with a half-cent sales tax increase. The existing plans call for using acquired right-of-way on what now is the north side of Broadway, requiring the demolition of many existing businesses, homes and cultural facilities. **Among the buildings scheduled for demolition is the First Assembly of God Church at 1749 East Broadway.**

This lovely religious institution was built over the last two years of the 1940s and was in full use by 1950. It has been in continuous use since then and serves a thriving congregation. Also, many of its past congregants who have moved closer to other Assembly of God churches still cherish their memories of this wonderful facility. The church is listed as a contributing historic property in the Arizona Historic District designation for the Rincon Heights Neighborhood. That designation is pending federal concurrence, expected by August 2012.

We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.

Submitted by: Ralph Armenta

8/20/12



PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

Among the buildings scheduled for demolition is the First Assembly of God Church at 1749 E. Broadway Tucson, Arizona



We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.

NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. Martha E. Morgan	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. James Maloney	No phone	No Address	[REDACTED]	[REDACTED]	[REDACTED]
3. Mr. John R. Powers	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. DARYL LEAL	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. Sylvia E. Elous	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. Andrea Disaurio	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Hope Wilkes	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Daniela Ramirez	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. Maria Del Cordero	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. Bob Shell	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Lisa Del Castillo	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. Norma Gonzalez	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

Among the buildings scheduled for demolition is the First Assembly of God Church at 1749 E. Broadway Tucson, Arizona



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NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. Conrad Wasp	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. Rebecca Beck	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Nelda Rhea	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. Dora Poth	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. Ronald Gule	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. Brenda Harbace	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Laura DeLaughter	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Jonathan P. Niemeyer	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. Elizabeth Niemeyer	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. Arthur P. Reichard	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Rose J. Weberg	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. Jim Holmstrom	//	//	//	//	//

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

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We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.



NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. LES PIERCE	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. MARSHA USBICK	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Jose D. Garcia	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. Diane Rhodes	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. FRANK BABB	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. COLBY HENLEY	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Susan K. Willis	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Ron Sibley	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. Ash Weaver	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. Marc Fine	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Martha Kelly	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. Steve Mettew	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

Among the buildings scheduled for demolition is the First Assembly of God Church at 1749 E. Broadway Tucson, Arizona

We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.



	NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1.	Mary M Durham-Pflibsen Mary Paulson-Pflibsen	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2.	DOUGLAS R. WEINER Douglas Weinier	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3.	Sharon Otstot Sharon Otstot	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4.	JAY HARMAN Jay Harman	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5.	MARK S HOMAN Mark S Homan	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6.	MELODY PETERS Melody Peters	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7.	R. BROOKS JEFFERTS	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8.	Danny Knee	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9.	ROBERT P. SPARK, III Robert P. Spark, III	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10.	Mark Cunn	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11.	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12.	William Jond	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

Among the buildings scheduled for demolition is the
First Assembly of God Church at 1749 E. Broadway
Tucson, Arizona



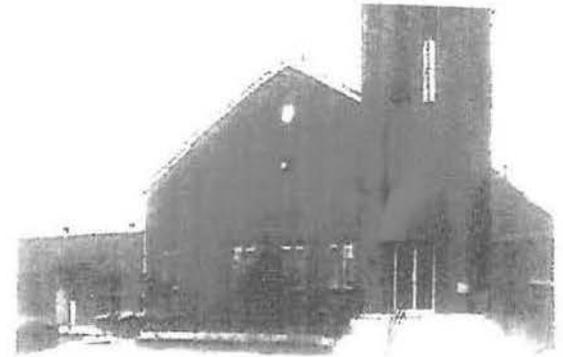
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the City of Tucson and Pima County to amend the 2006 RTA
plans for widening Broadway in order to save this unique
and significant historic church building.

NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. Billie Jo Moore	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. DON H MOORE	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Robin ROUNDS	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. Jeremy BOWEN	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. Frank Bowen	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. Uprice Allen Bowen	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Norma FRANCIS	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8.					
9.					
10.					
11.					
12.					

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

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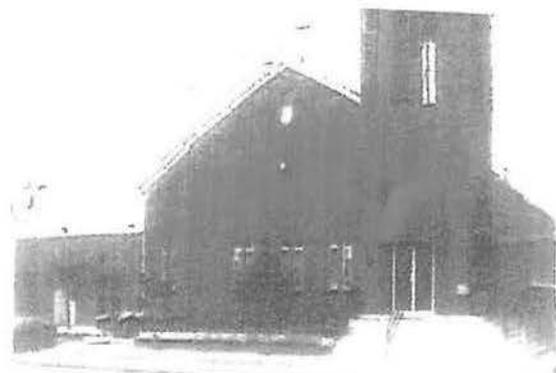


NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. ^{REYNARD} Monty Valencia	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. Michelle Rivers	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Nicole Crawford	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. Michael Moseley	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. Jennifer Moseley	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. Nicole Wentz	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. GAEL LeBLOND	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Corace Arenas	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. Crystal Arenas	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. CAROLACE L. WANSWORTH	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Sylvia E. Elous	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12.					

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

Among the buildings scheduled for demolition is the First Assembly of God Church at 1749 E. Broadway Tucson, Arizona

We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.



NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. Bill Schneider	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. Emily L Rich	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Pearl Larkin	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. ROBERT S. Boyle	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. GLENN F. THOMPSON	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. NANCY DAVIS-CLARK	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Marissa Miranda	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Shawn Arceces	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. ADRIE SEDERAWA	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. Rachel Miranda	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Ramon Miranda	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12.					

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

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We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.

NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. Steven R. Collier	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. E. Juanita Saunders	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Elizabeth Thompson	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. Bonita Jonason	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. Marjorie L. Bullers	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. Myrtle Graves	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Betty Norman	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Daisy Dancewood	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. Geneva Swant	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. Violet McGrath	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Cindy Harding	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. Lida Lynn Tate	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

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We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.

NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. Norma Hudson	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. Alma Garrett	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. Antonio Ramirez	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. Rosa Valeri	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. Gaybelle Cates	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Edward Cates	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Charlotte Cates	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9.					
10.					
11.					

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

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	NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1.	Lisa Jones Lisa Jones	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2.	Janna Noble	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3.	Gene Campbell	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4.	John [unclear]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5.	Jessica Shuman	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6.	Angel M. Quiroz	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7.	John S. O'Dowd	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8.	Mary Terry Schley	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9.	Richard Meyers	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10.	Kate Peterson	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11.	Wanda J. Darling	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12.	Margot W. Garcia	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

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We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.

NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. Ricarda Garcia	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. Antonio Ramirez	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Leticia Ramirez	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. Melinda Cates	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. Olivia Armenta	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. Mauro Mendonca	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Genesise Mendonca	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Ashley Cates	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. George D. Ross	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. Carolyn R. Thompson	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Betty E Ross	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. Donald P. Wernick	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH
Among the buildings scheduled for demolition is the
First Assembly of God Church at 1749 E. Broadway
Tucson, Arizona



We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.

NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. Moon J. Yee	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. Jack Casselberry	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Helen J. Sullivan	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. M. Jones	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. Virgil Jones	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. Bill Schirmer	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Shaw Mary Anderson	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Johanna Quanzin	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. Erwin Tucker	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. Patricia Tucker	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Carol Ann Widmer	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. Andrew Carreca	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

85702

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

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We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.



NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. Heather Collins	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. Steve Collins	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Rob Kirk	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. JOAN Lowery	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. Timothy Mose	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. Melissa Belditto	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Edna meis	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Rachel Miranda	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. Ken Stang	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Marjaret Brooks	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. Naomi Reyes	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Tucson

Tucson Ar. 85745

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH
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Tucson, Arizona



We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.

NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. <i>Donna A. Voyles</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. <i>Glenda Voyles</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. <i>JAMES HALL</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. <i>Mary Mathews</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. <i>Barbara Hilton</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. <i>Cynthia Hilton</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. <i>Malcolm Macintosh</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. <i>Don't Lupita Cortwright</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. <i>Mildred E. Hastings</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. <i>Nicole Molodacki</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. <i>Jinai Molodacki</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. <i>selma Stover</i>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

PETITION TO SAVE FIRST ASSEMBLY OF GOD CHURCH

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We the undersigned ask the Regional Transportation Authority, the City of Tucson and Pima County to amend the 2006 RTA plans for widening Broadway in order to save this unique and significant historic church building.

NAME	PHONE	ADDRESS	CITY	STATE	ZIP CODE
1. STEVE Kozaduk	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2. Molly Thrasher	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3. Joel Munns	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4. MARIA MUNNS	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. John Caynelberry	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6. WANDA CALDWELL	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7. Norma FRANCIS	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8. Anton Proffitt	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
9. Virgil Jones	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. Berta Jones	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. Ruth Asmelash	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. Herman Zerzchi	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Jennifer Burdick - Re:

From: Jennifer Burdick
To: Ian Wang
Date: 9/4/2012 5:34 PM
Subject: Re:
CC: broadway@tucsonaz.gov

Dear Ian,

Thank you for your email and question.

The construction of Broadway Boulevard improvements between Euclid Avenue and Country Club Boulevard is slated for 2016. We are currently in the planning and design phase, which started on June 20, and should last about 18-24 months (~ 2014). At that point, there will be a period of time to develop more finalized design drawings and plans, (~late 2014- early 2015), and then finalizing the purchase of right-of-way needed (~2015). Then, we can go out to bid for construction (~2016), and upon selection of a contractor, construction will begin soon thereafter.

This is the current timeline, which may change to reflect delays in any phase of the project.

Please let me know if I can be of any more assistance to you.

Best regards,
Jenn

Jennifer Toothaker Burdick, Project Manager
City of Tucson Department of Transportation
Direct: (520) 837-6648 **Cell:** (520) 390-7094
Web: cms3.tucsonaz.gov/transportation

>>> On 9/3/2012 at 5:01 AM, Ian Wang <[REDACTED]> wrote:
| DEAR JENNIFER
| IS THE BROADWAY BLVD. PROJECT SUPPOSED TO BE IN FY 2015-16 OR 2016-17?



Broadway - Re: Broadway Corridor

From: Jennifer Burdick
To: Carrie Arnold
Date: 9/5/2012 2:57 PM
Subject: Re: Broadway Corridor
CC: Broadway

Ms. Arnold,
Thank you for your inquiry on the Broadway project. My answers are included below, in bold. I hope this is helpful to you. May I ask why you are inquiring?

Please let me know if you have any additional questions.

Regards,
Jenn

Jennifer Toothaker Burdick, Project Manager
City of Tucson Department of Transportation
Direct: (520) 837-6648 **Cell:** (520) 390-7094
Web: cms3.tucsonaz.gov/transportation

>>> On 9/5/2012 at 1:54 PM, Carrie Arnold [REDACTED] wrote:

Good Afternoon, Ms. Burdick. I am looking into the Broadway Blvd. Corridor project and was wondering if you might be able to answer a few questions for me:

1) What is the timeline looking like in terms of design? **We have just begun the initial planning and design work, and we estimate that we will complete that in early- to mid-2014. We will have drawings at about 15% complete.**

Refined design work will take about another year to develop, ~ mid- to late- 2015, and will result in construction drawings and plans at 100% complete.

2) What is the timeline looking like in terms of right of way acquisition? **Acquisition will likely begin once we have drawings and plans at about 75% complete, so sometime in 2015.**

3) When do you expect to begin construction? **The earliest construction will begin is 2016.**

4) Do you have an aerial schematic map or plans of the project you could send me? **We are not there yet, but expect we will have some initial ideas next spring.**

Thanks so much!

Carrie Arnold
Data Research Solutions



Broadway - Re: Records request from Becky

From: Jennifer Burdick
To: Becky Pallack
Date: 9/12/2012 9:50 AM
Subject: Re: Records request from Becky
CC: Broadway; Michael Graham

Ms. Pallack,

All the materials you are looking for are posted on the project web site at: cms3.tucsonaz.gov/broadway/broadway-citizens-task-force We are aiming to post the materials for each CTF meeting within 3-5 business days of each CTF meeting.

I've included the direct links to each file you request below, for your ease of reference.

If I can assist with anything else, please let me know.

Respectfully,
 Jenn

Jennifer Toothaker Burdick, Project Manager
 City of Tucson Department of Transportation
Direct: (520) 837-6648 **Cell:** (520) 390-7094
Web: cms3.tucsonaz.gov/transportation

>>> On 9/12/2012 at 8:36 AM, Becky Pallack [REDACTED] wrote:

Hi Mike,

Can you please send me the following documents from the Broadway Task Force? I believe Jennifer Toothaker Burdick can give them to you. I request these under the Arizona Public Records Law.

-- Input spreadsheets (just the spreadsheets please, not the original/related materials for each entry)

http://cms3.tucsonaz.gov/files/projects/broadway/Broadway_InputReport_8-17-2012_.pdf

-- Meeting schedule approved at the Aug 30 meeting

http://cms3.tucsonaz.gov/files/projects/broadway/CTF_Broadway_Tentative_DatesONLY_8_23_12.pdf

-- "Summary of Traffic Analysis" document described at the Aug 30 meeting

http://cms3.tucsonaz.gov/files/projects/broadway/2012_8-30_Traffic_Summary_Handout.pdf

Thanks for your time on this,

Becky

--

Becky Pallack
 Arizona Daily Star reporter

Jennifer Burdick - Re: Broadway Corridor and Council Session Meetings

From: Mark Warsky [REDACTED]
To: Jennifer Burdick <Jennifer.Burdick@tucsonaz.gov>
Date: 9/25/2012 3:40 PM
Subject: Re: Broadway Corridor and Council Session Meetings

Hello Jenn,

Just writing to advise that ownership of the Commercial Property formerly known as The Rose Petal, located at 2855 E. Broadway, has been transferred to me, Mark M. Warsky. All my contact information remains the same.

Sincerely,

Mark

From: Jennifer Burdick <Jennifer.Burdick@tucsonaz.gov>
To: Mark Warsky [REDACTED]
Cc: Broadway.PWPO1.PWDOM2@tucsonaz.gov
Sent: Wednesday, August 1, 2012 12:54 PM
Subject: Re: Broadway Corridor and Council Session Meetings

Dear Mr. Warsky,

I am following up on your request for the meeting summaries of the June 20, 2012 Broadway Citizens Task Force meetings. At last week's CTF meeting, the meeting summary was approved for the 1-hour Citizens Task Force meeting, and it and the audio recording are available now online.
<http://cms3.tucsonaz.gov/clerks/boards?run=pastminutesaudio&board=100>

Within that same web site (City Clerk's Office) are the Legal Action Reports (LARs) and Agendas for the 6/20 and 7/26 Task Force meetings:

<http://cms3.tucsonaz.gov/clerks/boards?run=pastLAR&board=100>
<http://cms3.tucsonaz.gov/clerks/boards?run=pastagenda&board=100>

On the Broadway project's web site, the 6/20/2012 Listening Session Draft Report is now available for public review and comment. This report constitutes a summary of that CTF meeting. (It will need to be approved by the CTF before it will be added to the above-referenced City Clerk web pages.)
<http://cms3.tucsonaz.gov/broadway>

Please let me know if you have additional questions.

Kind Regards,
~Jenn

>>> On 6/28/2012 at 9:21 PM, Mark Warsky [REDACTED] wrote:
| Mark M. Warsky, Esq.

[REDACTED]

Thanks,
Mark

From: Jennifer Burdick <Jennifer.Burdick@tucsonaz.gov>
To: Mark Warsky <[REDACTED]>
Sent: Wednesday, June 27, 2012 1:01 PM
Subject: Re: Broadway Corridor and Council Session Meetings

I didn't see this email until just now - my apologies. I hope you got the one I sent you that includes the link to the M&C Study Session video. I'll have to get your address to send you the audio of the TAsk Force meeting.

Thanks,
Jenn

>>> On 6/27/2012 at 11:50 AM, Mark Warsky <[REDACTED]> wrote:

Hello Jen,

Thanks for your phone message yesterday regarding links/recordings/reports that you will be able to provide.

Sincerely,
Mark

Broadway - Re: FW: Broadway - Research Articles

From: Jennifer Burdick
To: Laura - (tabili) Tabili
Date: 9/28/2012 4:20 PM
Subject: Re: FW: Broadway - Research Articles
CC: Broadway

Laura,

This is a great list of reports, some of which I was aware of and others, not. Thank you for sending it in.

Our cut-off date for running reports is 13 days prior to the upcoming CTF meeting; this item will make it into the next report ending 10/5. This email and attachment will be part of the public input report given to the CTF prior to the Oct. 18 meeting.

Kind regards,
Jenn

>>> On 9/27/2012 at 11:25 PM, "Tabili, Laura - (tabili)" [REDACTED] wrote:

Dear Jennifer,

Attached are documents containing recent research on best practices in street design, for the CTF.

Laura Tabili for the Broadway Coalition

BROADWAY COALITION

TRANSPORTATION RESEARCH SUMMARIES

The enclosed sampling of transportation research and reports, all from 2012, reflect how current demographic and economic trends are affecting the transportation choices people make.

An aging population, rising fuel prices, increasing urbanization, economic constraints, increasing health and environmental concerns, etc. are reducing automobile travel demand and increasing demands for alternatives. Although automobile travel will not disappear, many people would prefer to drive less and rely more on walking, cycling, public transport and telework, provided those options are convenient, comfortable and affordable.

The Broadway Boulevard Citizens Task Force should consider the trends and conclusions presented in the attached reports when evaluating the validity of traffic studies and deliberating future design options.

1. AZDOT Study – Compact, Mixed –use Development Leads to Less Traffic (May 2012)
2. Has the US Reached Peak Car (Scientific American, July 2012)
3. Americans Support New Transit Twice As Much As New Roads (Natural Resources Defense Council Poll, September 2012)
4. Public Transportation Ridership Use Surged in First Quarter 2012 (American Public Transportation Association, June 2012)
5. Toward More Comprehensive Understanding of Traffic Congestion (September 2012)
6. The Future Isn't What It Used To Be; Changing Trends and Their Implications for Transport Planning (Abstract, Victoria Transport Policy Institute, July 2012)
7. Transportation and the New Generation; Why Young People are Driving Less and What it Means for Transportation Policy (Executive Summary, Frontier Group/US PIRG Education Fund, April 2012)

Received on 9/26/2012

Broadway - Re: Broadway comments

From: Jennifer Burdick
To: [REDACTED]
Date: 10/2/2012 3:45 PM
Subject: Re: Broadway comments
CC: Broadway; Josh Weaver

Hi, Marc -

Thank you for forwarding this. Yes, we'll distribute out at Thursday's CTF meeting as an attachment to the meeting summary for the 8/30/12 meeting.

Best regards,
Jenn

>>> On 10/2/2012 at 10:28 AM, [REDACTED] wrote:

Jennifer,

Can you provide these attached comments to the committee? See you Thursday.

Thanks,

Marc

Comments Related to the Broadway Meeting at August 30, 2012 CTF Meeting (Spoken during Call to the Audience by Marc Fink, submitted 10/02/12 electronically)

1. The issue of functionality is the most important one. Before anything else, what the function of the Broadway Corridor needs to be determined. Is the corridor to be merely a transportation corridor for the movement of cars and other travelers OR is it to be a destination that also accommodates vehicular travel. It is clear from the input of the listening session in June that the overwhelming majority of people want Broadway to function as a place and destination (and many stated that they did not want any widening), so I would suggest that this is what the goal should be (i.e. make Broadway a destination). This also conforms to the language of the 1997 Bond, which calls Broadway Tucson's **Main Street** (capitalized in the bond language) which means that Broadway is something more than just a movement corridor.
2. According to Mr. DeGrood, the pledge to functionality is only a policy of the RTA, not a legal requirement; and functionality has not been defined, thereby leaving it up to the committee to decide. Further, RTA is legally required to consider changes in community desires. Also, RTA has a fiduciary responsibility to the taxpayers, which means that it needs to do a comprehensive cost-benefit analysis on various alternatives and to consider alternatives that are not as expensive, in terms of capital and acquisition costs, operations and maintenance costs, and the loss of property and tax revenues.
3. Regarding traffic studies:
 - a) A report on Phoenix by the Arizona Department of Transportation ("Land Use and Congestion," Final Report 618, March 2012) states that smart growth will reduce congestion both locally and regionally. This means that by using Smart Growth principles, we can reduce congestion more than by just widening roads and that smart growth needs to be incorporated into the project. This reinforces the need to define functionality in terms of creating places and destinations.
 - b) There have been numerous studies showing the impacts of induced demand; basically the idea of build it and they will drive. What these studies show is that widening roads can often create a greater demand and use of those facilities, thereby creating more congestion and the need to continually widen roads and thus creating a downward vicious cycle. Three such studies are: 1) from the European Journal of Transport and Infrastructure Research (Volume 12, Issue 3); 2) a 2011 study out of the University of Toronto, which looked at both US and Canadian roads; and 3) an article by Todd Litman, a leading transportation planner for the last several years, entitled "Generated Traffic: Implications for Transportation Planning" in the April, 2001 issue of the ITE (Institute of Traffic Engineers) Journal.
 - c) Recent studies have shown that people are driving less and that this trend has been occurring over the last 6-10 years. This means that historical assumptions of driving behavior no longer applies and that the demand for increased transportation facilities is declining.
 - d) Most transportation models do a poor job of incorporating changes in use of alternate modes, biking, walking and transit. These modes will see increased use with a greater use of Smart Growth. What this means for Broadway is that if it becomes a destination more people will use alternate modes and there will be less use of the individual auto. Therefore, it is important that the assumptions used in the PAG models be reviewed to insure that these changes are incorporated.
4. The use of Levels of Service (LOS) is not a good tool to use to evaluate transportation planning. Firstly, LOS does not work well in evaluating alternate modes. Secondly, LOS gets used as if it is a grading system; A is good and F is bad (just like in school). However, an A level of service actually means that the road (or other infrastructure) is being used inefficiently. Reliance on LOS will invariably bias planning to provide more roads and not look at other options.

Broadway - Re: RHNA, SHNA and Broadway Coalition position statements

From: Jennifer Burdick
To: Laura - (tabili) Tabili
Date: 10/5/2012 4:32 PM
Subject: Re: RHNA, SHNA and Broadway Coalition position statements
CC: Broadway

Hi, Laura -

Thank you for forwarding these. I will include as part of the public input report for the next meeting.

~Jenn

>>> On 10/4/2012 at 10:49 PM, "Tabili, Laura - (tabili)" [REDACTED] wrote:

Dear Jennifer,

To refresh CTF members' memories, I once again attach the official position statements from SHNA, RHNA and the Broadway Coalition regarding the Broadway Project.

Thanks,

Laura

RESOLUTION OF SAM HUGHES NEIGHBORHOOD ASSOCIATION

OPPOSING THE BROADWAY CORRIDOR PLAN AS THE BASIS

FOR RTA ROADWAY IMPROVEMENT PROJECT 17

WHEREAS RTA Roadway Improvement Project 17 is based upon the City of Tucson's 1987 Broadway Corridor Plan that calls for a 150' wide street with eight lanes and a 24' landscaped median as well as a 30' landscaped buffer and sound wall. This would necessitate demolishing all structures on the north side of the street between the alley and Broadway from Euclid to Country Club. This would wipe out virtually all local businesses, several dozen historic structures, and two churches. It would also jeopardize Rincon Heights Neighborhood's application for registration on the National Register of Historic Places by removing 19 contributing properties that face Broadway, and deprive this neighborhood of 39 potentially contributing properties to its designation as a historic neighborhood, and

WHEREAS the 1987 plan to widen the Euclid-to-Country Club section of Broadway was adopted by the City despite opposition of this neighborhood in 1987 and in 2005; and

WHEREAS this 23 year old plan is based on outdated approaches and inaccurate predictions of traffic volumes, would cost \$71 million taxpayer dollars that could be better spent; and would increase air and noise pollution of the residents of this neighborhood, and

WHEREAS this stretch of Broadway contains several dozen historically and architecturally significant buildings and contains 287 taxpaying and tax-generating businesses facing the street alone, and over 500 in the vicinity; and

WHEREAS the Broadway business district serves local residents for at least a mile radius many of whom are elderly, disabled or students, and

WHEREAS destroying viable businesses is counterproductive to job and revenue growth and recovery and would deprive the City of Tucson, Pima County and the Rio Nuevo TIF taxing district of revenues from these businesses on Broadway; and

WHEREAS doubt about when the City will widen the street discourages reinvestment and causes blight that depresses property values and in turn reduces revenues, and;

NOW THEREFORE,

IT IS HEREBY RESOLVED THAT THIS NEIGHBORHOOD ASSOCIATION hereby joins Rincon Heights Neighborhood Association in opposing the City's 1987 Plan to widen Broadway and proposes instead that street improvements within the existing footprint would preserve businesses that serve the community along with promoting goals of livability, sustainability and walkable streets for residents of urban neighborhoods.

Adopted by SHNA Inc this 19th day of October 2010

SHNA Inc

Attest

C
Carolyn Klassen
Secretary

Carolyn Klassen

John S. O'Dowd

John S. O'Dowd
President

Rincon Heights Neighborhood Association Resolution on the Broadway Project

The City of Tucson's 1987 Draft Final Report on Broadway Boulevard calls for a 150' wide street with eight lanes and a 24' landscaped median as well as a 30' landscaped buffer and sound wall. This would necessitate demolishing all structures on the north side of the street between the alley and Broadway, Euclid and Country Club. This would wipe away virtually all local businesses, several dozen historic structures, and two churches. It would also jeopardize Rincon Heights Neighborhood's Historic District designation by removing 19 contributing properties that face Broadway, and several others from adjacent side streets.

<http://dot.tucsonaz.gov/projects/broadway>

Whereas plans to widen the Euclid-to-Country Club section of Broadway were concluded with almost no public input and despite significant local opposition, both in 1987 and in 2005; and

Whereas this 23 year old plan is based on outdated approaches and inaccurate predictions of traffic volumes, and would cost \$71 million taxpayer dollars we simply do not have; and

Whereas this stretch of Broadway contains several dozen historically and architecturally significant buildings, including longstanding family businesses, that contribute to the unique local ambience drawing tourists and tourist dollars to Tucson; and

Whereas the business sector on Broadway Boulevard between Euclid and Country Club contains 287 taxpaying and tax-generating businesses facing the street alone, and over 500 in the vicinity; and

Whereas the Broadway business district serves local residents for at least a mile radius, some of whom have no local business strip, and, if elderly, disabled or children, do not drive; and

Whereas destroying viable businesses is counterproductive to job and revenue growth and recovery; and

Whereas the City of Tucson, Pima County and the Rio Nuevo TIF taxing district derive revenues from businesses on Broadway; and

Whereas the City, County and other public entities are already facing the worst revenue shortfalls in decades due to the current depression, and

Whereas destroying local businesses and services is counterproductive to the City and County's stated goals of livability, sustainability, walkable streets and accessibility; and

Whereas small businesses account for 50% of employment and 60% of new employment nationwide, according to Federal Reserve Chairman Ben Bernanke (12 July 2010 NPR 5 p.m.); and

Whereas local businesses generate 30%-70% more revenues for localities than chain stores; and

Whereas doubt about when the City will widen the street discourages reinvestment, producing blight that depresses property values and in turn revenues;

Be it therefore resolved that Rincon Heights Neighborhood Association go on record opposing the 1987 plan to widen Broadway, and propose instead a genuine street improvement within the existing footprint that will preserve all businesses and other structures on both sides of the street.

RATIONALE

This decades-old plan is not only gratuitously destructive, but unnecessary given current and historic traffic volumes. It will also damage the region's tax base and livability and cost a projected \$71 million taxpayer dollars we do not have to waste.

1. TRAFFIC PROJECTIONS OFF

Traffic projections on which this plan was premised were wildly off. Although the 1987 report is remarkably short on objective data, it does show the street carried 30,000 cars per day in 1984.

<http://dot.tucsonaz.gov/projects/broadway>. Over 20 years later, the 2006 Streetcar Study found only 33,600 cars per day on that stretch of Broadway—barely more than 1984, and a far cry from the 40% rise predicted. This was before gas prices started going up, and the economy tanked. The street may well be carrying less traffic today than in the 1980s.

www.tucsontransitstudy.com/documents/AppendixH:TrafficReport9.14.07.pdf

To solve this non-problem, the project was expected to cost \$71 million in 2006 dollars, money that could be used for more pressing needs.

2. NEGATIVE IMPACTS ON TAX BASE & LIVABILITY

We question whether the expenditure of \$71 million taxpayer dollars will provide benefits to the community outweighing the damage to the regional economy and livability due to the disruption and loss of commercial activity and tax revenues on Broadway.

We are in the worst depression since the 1970s, some say the 1930s, yet the 1987 plan would destroy dozens of locally-owned taxpaying and tax-generating businesses, the backbone of our economy. Businesses on Broadway not only generate revenue for the City, State and County, but form part of the Rio Nuevo taxing district. Destroying these businesses will further depress already lagging sales tax revenues needed for other projects.

Further, the 1987 plan would degrade not only the immediate locality but the livability of a large section of central Tucson. The stretch between Euclid and Country Club is the only commercial strip on Broadway between Downtown and the El Con Mall, neither of which offer a comparable variety of businesses and services. These include auto repair, insurance, restaurants, professional services, and specialty shops of all sorts.

This vibrant commercial cluster serves neighborhoods for at least a mile radius in all directions. Destroying it would force local residents to drive to businesses and services they can now walk to—the opposite of PAG’s stated goals for sustainability. This would impose particular hardship on the elderly, disabled, students and the poor, many of whom do not drive.

This stretch also contains at least 19 contributing properties to Rincon Heights Historic District. Historic districts boost owner-occupancy, thus tax revenues, stabilizing and strengthening vulnerable central city neighborhoods critical to Downtown revitalization. It also contains 39 potential contributing properties to Sam Hughes Historic District.

3. THE PLAN IS SIMPLY OUTDATED

Regional conditions as well as gas prices have changed since 1987. Tucson’s historic fabric and ambience are now recognized as a resource for the tourist economy. Walkability, livability and sustainability are now integral to responsible transportation planning. Neighborhood preservation and mobility are not antithetical but interdependent in planning for our region’s future.

4. PROCESS ISSUES

The planning process itself has suffered from a lack of transparency and accountability:

Public input into the Broadway project has been nil so far. A meeting scheduled for May 17 was cancelled and never rescheduled. In the meantime, the City has been pressuring local property owners to sell (blockbusting) by creating an impression of inevitability about the destruction of their property.

The consultant, HDR has consumed substantial amounts of time and tax money and has yet to produce the historic property inventory and study of alternative alignments or to convene the Citizens Task Force, all mandated in Phase I of the project’s Scope of Work.

BROADWAY PROJECT: \$74 MILLION FOR A NON-PROBLEM?

20 June 2012 Statement for Citizen Task Force Meeting

Let me begin by thanking you for the opportunity for Citizen input into the redesign of Broadway Boulevard. I'm speaking tonight on behalf of the Broadway Coalition, a growing coalition of neighborhoods, businesses and individuals concerned that the Broadway project be appropriate to conditions and the best road it can be.

DESTRUCTIVE

We oppose the 1987 plan that calls for widening Broadway to 150' and demolishing all properties along the north side between Euclid and Country Club. <http://dot.tucsonaz.gov/projects/broadway>

These properties include homes, small local businesses, dozens of historically and architecturally significant buildings and a landmark church. All produce property taxes and more than 100 of them generate sales taxes.

UNNECESSARY

This outdated project is unnecessary, as it is premised on 25-year-old traffic projections that have proven grossly accurate. At 30,000-40,000 vehicles per day, traffic counts are virtually the same today as in 1984. (See 2012 Traffic Engineering Study posted on RTAmobility website for Broadway Project, p.15) There is no reason to think traffic projections for 2030 or 2040 are any more accurate.

COSTLY & OVER BUDGET

Recent costs estimates for this project have risen to \$74 million.

Property acquisition is now estimated to cost \$43.7 million, more than the \$42 million RTA has

budgeted, accounting for nearly 2/3 of the project cost.

<http://www.tucsonaz.gov/sirepub/mtgviewer.aspx?meetid=728&doctype=SUMMARY>.

Resolution #21681

There is no guarantee or timeline for when Pima County will contribute its \$25 million share, leaving the project 40% under budget.

UNSUSTAINABLE

The 1987 plan would sabotage COT and PAG goals of livability, sustainability and walkable, bikeable streets. Removing dozens of accessible local businesses, lifeblood of our local economy and community, would degrade not only the immediate area but the livability of a large section of central Tucson.

Ethical and fiduciary responsibility demands updating the Broadway Project by designing not a wider road but a smarter, more efficient road one. Improvements such as bus pullouts, turn bays, and properly timed lights would move traffic without widening, while encouraging bus ridership, biking and walking along a safe and pleasant street. Thoughtful redesign would keep the project under budget, preserving and enriching this unique area for generations to come.

“CHARTER” THWARTS CITIZEN INPUT

We are concerned that applicants to and members of the Citizen’s Task Force have been asked to sign a restrictive Charter which prevents them from redesigning the street to fit current conditions and concerns or budget realities.

Citizen input is integral to planning processes, as well as legally mandated (ARS 48-5304.)

WHAT WE WANT

1. We want the Citizens' Task Force and the Broadway Design Team empowered to use best practices, designing a great street, not a wide one, that meets the needs of all users of the street, including bus riders, pedestrians, bicyclists, businesses and residents, while preserving the businesses and buildings falling outside the current curb-to-curb alignment.
2. We welcome yesterday's Mayor and Council mandate to design the street within the existing curb-to-curb crosswidth and the \$42 million RTA budget.
3. We also wish to thank the Mayor & Council and especially Councilmember Kozachik for his energetic and effective leadership in getting this process moving—and moving in the right direction.
4. Finally, I wish to have read into the record resolutions from Sam Hughes Neighborhood Association and Rincon Heights Neighborhood Association, early members of the Broadway Coalition, calling for reconsideration of the 1987 Broadway Project.

Any questions?

Thank you.

Laura Tabili for the Broadway Coalition

BroadwayCoalition@gmail.com

Jennifer Burdick - Jane [REDACTED]

From: Jennifer Burdick
To: Britton Dornquast; Broadway; Jan Aalberts-Waukon; Joan Beckim; Josh Weaver
Date: 10/11/2012 7:38 PM
Caller: Jane
Company: [REDACTED]
Phone: [REDACTED]
Attachments: Jennifer Burdick.vcf

10/10/12 - 1pm (for inclusion in the Broadway project Public Input Report)

As a business owner renting her space, she was calling to ask about the timeline before construction begins. I shared the following information with her, based on current project schedule estimates.

- Now-2014:** Planning and Design phase is underway; alignment placement will be known by end of process.
Result of phase is design concept report and 15% plans.
- 2014-2015:** Final Design phase will begin; construction drawings taken from 15%-100%.
- late 2015-2016:** Right-of-Way acquisition finalized; utility construction started.
- Mid-late 2016:** Construction of roadway begins

I also provided her with the project web site information, and shared that Jan Waukon, our MainStreet Business Assistance program consultant will be coming around and providing information to businesses in the area.

 Jennifer Toothaker Burdick, Project Manager
 City of Tucson Department of Transportation
Direct: (520) 837-6648 **Cell:** (520) 390-7094
Web: cms3.tucsonaz.gov/transportation

Broadway - Fwd: Re: Might have misunderstood me - I did get it!

From: Jennifer Burdick
To: Broadway
Date: 11/2/2012 9:42 AM
Subject: Fwd: Re: Might have misunderstood me - I did get it!

>>> On 10/18/2012 at 11:16 PM, "Richard J DeBernardis" [REDACTED] wrote:
 Jennifer,

I did get your most recent notification of tonight's meeting. We're fine! I'm on your list. We're ok! Now go to sleep!!!!

Thanks for responding!

Richard

PS Might be able to make the November 8th meeting. I'll try. That's the week before El Tour!

----- Original Message -----

From: [Jennifer Burdick](#)
To: [Beth Scott](#) ; [Richard J DeBernardis](#)
Cc: [Perimeter Board - Chuck Gannon](#) ; [Perimeter Board - Feldman Norma](#) ; [Susan Perimeter Board - Day](#) ; [Perimeter - Elaine](#) ; [Lopez Pat](#) ; [Sherlock Kevin](#) ; Broadway.PWPO1.PWDOM2@tucsonaz.gov
Sent: Thursday, October 18, 2012 10:47 PM
Subject: Re: Please excuse - El Tour took precedence

Dear Richard and Beth -

Thank you for alerting me to the issue of notification. I have attached the email that was sent out. It was not under my name, but came from the Broadway@tucsonaz.gov email account. I took a 'screen shot' (also attached) of the email properties and see that it was sent to your 'president@perimeterbicycling.com' email account. My hope is that your email account 'Junk Mailed' my email (?), but I will continue to work to figure out what happened. My sincerest apologies that you did not have enough notice.

I appreciate your thoughtful comments and questions. I will add your email to our Public Input Report, since it was not read during the actual meeting to include in our meeting summary. I will prepare a response to you, but need to stop working for the evening. (Never enough time in the day!)

For your information, and perusal post El Tour, the materials provided to the Citizens Task Force have just now been uploaded to their web page at:

<http://cms3.tucsonaz.gov/broadway/broadway-citizens-task-force>

The next meeting is actually November 8, 5:30-8:30 p.m. at Children & Family Resources. A schedule of all upcoming dates are on the project's main web page: www.tucsonaz.gov/broadway.

I also know you are interested in the historic properties report. We handed that out tonight to the Task Force, and the electronic version is online for the public to view, too:

<http://cms3.tucsonaz.gov/broadway/broadway-documents-studies>.

My best wishes to you all for a successful EI Tour event! Again, my apologies that you did not get the email sent out. With the next notification, I will follow up with you to ensure that you received it. I will also communicate with Beth on your questions and comments, and will prepare a more formal response to you.

Respectfully,
Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094

Web: <www.tucsonaz.gov/broadway>

>>> On 10/18/2012 at 10:18 PM, "Richard J DeBernardis" [REDACTED] wrote:
Beth,

Thank you for your notice of tonight's meeting on Broadway Expansion and the meeting's topics. Please note that I did receive an official notice from Jennifer Toothaker Burdick, Project Manager notifying about the meeting time, place and location. Unfortunately, with EI Tour slightly less than a month away, I wasn't able to attend. I'm afraid that the same for the next meeting. I believe your next month's meeting is on the 15th of November and that is the night I'm hosting EI Tour's Dedication Dinner for 500 guests. The dinner is held at the same time as the Broadway Expansion Meeting. The next date that I can attend is in December. I'm sure Jennifer's office will notify me of that date, time and place.

In my absence I would like to bring something to your attention, as well as the Board's. If I was able to attend this evening, this is what I would have said in the "call to the audience":

"In considering what to do with the Broadway Project, please take these thoughts and questions into consideration:

- (1) What were the reasons that lead the Broadway Expansion Committee of 25-30 years ago to recommend that Broadway be expanded to additional lanes 30 years later?
- (2) Why is it that 25-30 years ago, they recommended that the property needed for expansion be taken from only the north side?
- (3) Is it possible to take the property needed from both sides of Broadway whereby none of us have to move from our location?"
- (4) Can one of the Broadway Expansion Meetings be focused on hearing from each one of the businesses along Broadway to present our views and concerns verbally to the committee on what we think on this expansion topic?
- (5) Will the committee review and/or hear from the experts about expansion vs no expansion or lesser expansion?

I have been told by reliable sources there is no reason why Broadway needs to be expanded to the degree suggested by the Expansion Committee of 30 years ago because the projected traffic figures (for 30 years later) have not equaled to the expectation of that committee's statistics studied at that time?"

These are my concerns that I hope the committee will cover or be able to answer to all of us that could be effected by your recommendations to City Council.

Thank you for taking time to read my concerns.

Richard J. DeBernardis,
CEO, President & Founder
Perimeter Bicycling Association of America, Inc.

----- Original Message -----

From: [Beth Scott](#)

To: president@perimeterbicycling.com

Sent: Wednesday, October 17, 2012 11:36 AM

Subject: Broadway Corridor study session tomorrow evening

Hi Richard,

I thought I'd give you a quick heads up about tomorrow night's meeting, 5:30-8:30 at the Child & Family Resources building, 2800 E. Broadway. It's meant to be a study session, mainly focusing on transit and multi-modal options for the corridor, so please pass this along to anyone you know who might be interested. The agenda for the meeting is attached.

Hope we see you there~

Beth

--



Elizabeth Scott
School of Landscape Architecture & Planning
PO Box 210075
1040 N Olive Rd
Tucson, AZ 85721-0075



Broadway - Question re: Call to the Audience at Broadway Meeting on 11/8

From: Jennifer Burdick
To: Michael Graham
Date: 10/22/2012 11:52 AM
Subject: Question re: Call to the Audience at Broadway Meeting on 11/8
CC: Broadway

Dear Mike,

In answer to the voicemail you left me this morning about the constituent question, yes, there will be a Call to the Audience at the November 8 Broadway Citizens Task Force (CTF) meeting. It is our policy, at the request of the CTF members, to have at least one Call to the Audience at every CTF meeting.

The November 8, 2012 CTF meeting is a "study session" meeting, meaning that there will be 1 - instead of 2 - Call to the Audience on the agenda.

The CTF meeting on November 15 will have two. It is an "action" meeting, in which decisions by the Task Force will be made.

The "study session" meeting format was approved by the Citizens Task Force on October 4, 2012. This was based on requests by the Task Force members to try to accommodate more time on the CTF meeting agendas for presentations and discussions. The document describing this meeting format, and recommended agendas for meetings on November 8 and 15 can be found online at the Broadway project's web page, on the Citizens Task Force page under the October 4, 2012 meeting materials:

http://cms3.tucsonaz.gov/files/projects/broadway/2012_10-04_ProposedCTFMeetingFormatsAgendas.pdf

Also approved at that meeting was a date for a CTF workshop, which is scheduled for Sat., Nov. 10.

http://cms3.tucsonaz.gov/files/projects/broadway/2012_10-04_ApprovedCTFSched.pdf

Our standard practice is to publish the times of the Call to the Audiences on all the public notices/agendas for the CTF meetings. Here is what I know today about the Call to the Audiences at the next meetings:

- The Nov. 8 meeting will likely include it on the agenda at either 7 p.m. or 8 p.m.
- The Nov. 10 workshop agenda is not yet set because details are still being coordinated. The agenda will be publicly noticed, will include a Call to the Audience, and will also provide information to the public regarding the field trip map that will be used for that day's Task Force field trip.
- The Nov. 15 meeting will have the 2 Call to the Audiences, one at 5:40 p.m. for 15 minutes, and another at approximately 8:20 p.m for 10 minutes.

If I can help with any additional information, please let me know.

My best to you,
 Jenn

 Jennifer Toothaker Burdick, Project Manager
 Broadway: Euclid to Country Club Roadway Improvement Project
 City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094

Web: <www.tucsonaz.gov/broadway>

Broadway Traffic Investigation

Jon Howe, Citizens Task Force

Purpose:

1. Learn more about the variability of traffic flow on Broadway
2. See how transit time between Euclid and Country Club on Broadway is related to number of cars traveling on Broadway.
3. See how transit time between Euclid and Country Club on Broadway is related to the number of signals operation.
4. Get an approximation of relative use of Broadway between bicycles and cars.

Summary Conclusion:

Options for intersection design should be given significant attention when functionality with regard to time of vehicle transit between Euclid and Country Club is being addressed by CTF.

Method:

1. Drive from Country Club to Euclid and then from Euclid to Country Club at different times of day over 3 days.
 - a. Measure length of time for each transit
 - b. Count the number of stops at lights during each transit. (a stop was counted if during a transit I had to come to complete stop at an intersection-length of time of stop was not measured).
 - c. Driving speed was determined by traffic around me. (Top speeds ranged between 35 and 40 mph).
2. Count cars passing in each direction on Broadway for a 5 minute period following driving test.
 - a. Individual cars were counted. Clumps or groups of cars noted as well.
 - b. Pedestrians, bicyclists, and miscellaneous vehicles counted.
3. Measurements taken on Friday, October, 21; Sunday, October 23; and Monday October, 24 2012.

Analysis

1. Correlations between number of cars, transit time, car clumping, and light stops calculated
2. Transit time modeled using light stops, car clumping, and number of cars as predictors.
3. Differences between east and west flows analyzed using t-tests.

Results

Descriptive

	N	Range	Minimum	Maximum	Mean	Std. Deviation
Cars in 5 min interval	26	99	36	135	85.81	28.307
Stops at lights	26	3	0	3	1.38	.983
Valid N (listwise)	26					

Correlations

		Transit time	Cars in 5 min interval	Stops at lights
Transit time	Pearson Correlation	1	.399*	.901**
	Sig. (2-tailed)		.043	.000
Cars in 5 min interval	Pearson Correlation		1	.533**
	Sig. (2-tailed)			.005
Stops at lights	Pearson Correlation			1
	Sig. (2-tailed)			

*. Correlation is significant at the 0.05 level (2-tailed).

**. Correlation is significant at the 0.01 level (2-tailed).

Regression Modeling

Stops only

Model Summary

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.901 ^a	.812	.805	.2219656343 21286

a. Predictors: (Constant), Stops at lights

ANOVA^a

Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	5.122	1	5.122	103.966	.000 ^b
	Residual	1.182	24	.049		
	Total	6.305	25			

a. Dependent Variable: Transit time

b. Predictors: (Constant), Stops at lights

Cars in five minutes only

Model Summary

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.399 ^a	.159	.124	.4699116620 71671

a. Predictors: (Constant), Cars in 5 min interval

ANOVA^a

Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	1.005	1	1.005	4.552	.043 ^b
	Residual	5.300	24	.221		
	Total	6.305	25			

a. Dependent Variable: Transit time

b. Predictors: (Constant), Cars in 5 min interval

Cars in five minutes and stops at lights

Model Summary

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.906 ^a	.822	.806	.221076880205268

a. Predictors: (Constant), Stops at lights, Cars in 5 min interval

ANOVA^a

Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	5.181	2	2.590	52.999	.000 ^b
	Residual	1.124	23	.049		
	Total	6.305	25			

a. Dependent Variable: Transit time

b. Predictors: (Constant), Stops at lights, Cars in 5 min interval

Coefficients^a

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	3.775	.141		26.720	.000
	Cars in 5 min interval	-.002	.002	-.114	-1.092	.286
	Stops at lights	.491	.053	.962	9.243	.000

a. Dependent Variable: Transit time

Bicycle transits made up 1% of traffic

Other modes observed at <1%: wheel chairs, skate boards, walking, ATV, golf cart, and pedestrians.

Limitations:

Sampling not random

Stops at lights recorded yes/no not by length of stop

Conclusions:

For levels of traffic up to 54 cars per minute number of stops required at traffic lights more predictive of transit time than number of cars on the roadway.

Implication: Signal design may be as important consideration as the size and width of roadway.

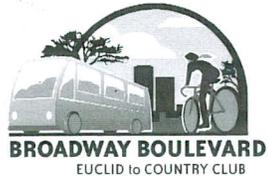
Date	Day	Start time	Direction	Time (min)	Cars	cars/min	Lights	Bkes	misc	Pedestrians																									
19-Oct	f	6:45 AM	west	3.7	49	9.8	0	2	1 atv	0																									
19-Oct	f	6:45 AM	east	3.7833	59	11.8	1	0	0	0																									
19-Oct	f	7:40 AM	west	3.933333333	94	18.8	1	2	0	0	13	2	3	13	14	3	3	2	1	8	3	3	5	20	1	6.266667	5.909637	1.060415							
19-Oct	f	7:40 AM	east	4.25	94	18.8	1	1	0	1	6	6	16	6	2	1	11	13	2	11	3	17	7.833333	5.605733	1.397379										
19-Oct	f	8:45 AM	west	4.616666667	93	18.6	2	0	0	1	1	23	3	1	2	1	7	7	2	18	1	2	2	10	2	5	3	1	2	4.894737	6.090929	0.803611			
19-Oct	f	8:45 AM	east	3.783333333	67	13.4	0	0	0	0	25	1	3	5	5	4	6	4	1	1	2	3	6	1	4.785714	6.103953	0.784035								
19-Oct	f	11:00 AM	west	4.183333333	77	15.4	1	1	0	0	2	2	19	8	10	14	4	1	9	4	1	1	2	5.923077	5.722201	1.035105									
19-Oct	f	11:00 AM	east	4.133333333	123	24.6	1	0	0	0	1	12	8	1	27	0	21	4	9	5	19	6	10	9.461538	8.342815	1.134094									
19-Oct	f	12noon	west	4.35	70	14	1	1	0	1	1	4	8	12	18	9	0	1	1	2	7	13	1	1	6	5.384615	5.3625	1.004124							
19-Oct	f	12noon	east	3.733333333	90	18	0	2	0	0	9	2	6	1	13	10	1	5	15	5	1	2	7	13	6.428571	4.894491	1.31343								
19-Oct	f	2:40pm	west	4.45	89	17.8	2	2	0	1	2	6	10	3	2	3	4	13	9	5	16	8	2	4	2	5.933333	4.382867	1.353756							
19-Oct	f	2:40pm	east	4.533333333	116	23.2	2	0	0	0	1	3	5	3	13	9	3	3	3	13	10	11	1	3	13	17	2	2	1	6.105263	5.162845	1.182538			
19-Oct	f	4:30pm	west	5	100	20	3	0	0	0	4	1	20	3	3	3	10	11	7	3	1	14	9	9	2	6.666667	5.472877	1.218128							
19-Oct	f	4:30pm	east	4.966666667	130	26	2	1	0	0	14	8	6	13	14	5	23	10	3	10	24						11.81818	6.809085	1.735649						
21-Oct	su	4:50pm	west	3.533333333	80	16	0	1	0	0	5	16	2	1	3	5	4	25	2	4	1	10	2						6.153846	7.033801	0.874896				
21-Oct	su	4:50pm	east	3.3	84	16.8	0	2	0	0	1	6	5	6	3	3	5	2	11	3	2	19	2	3	4	2	2	5	5	4.684211	4.150671	1.128543			
21-Oct	su	7:00pm	west	4.75	59	11.8	2	1	0	0	4	1	1	14	1	2	14	1	4	14	2	1						4.916667	5.58339	0.880588					
21-Oct	su	7:00pm	east	4.85	51	10.2	2	2	0	1	2	1	1	3	6	3	2	1	1	1	3	1	8	8	7	1	1	1			2.833333	2.572479	1.101402		
22-Oct	m	8:00 AM	west	4.5	82	16.4	2	0	0	0	6	2	3	17	6	9	1	2	13	21	2						7.454545	6.802406	1.095869						
22-Oct	m	8:00 AM	east	4.5	69	13.8	2	2	golf cart	0	2	5	1	1	2	3	2	1	14	1	1	1	1	1	13	4	2	14	6	3.947368	4.564034	0.864886			
22-Oct	m	12 noon	west	4.45	107	21.4	2	0	0	0	2	24	3	8	4	9	4	20	5	1	1	9	11	6						7.642857	6.868066	1.112811			
22-Oct	m	12 noon	east	3.916666667	113	22.6	2	0	0	0	3	10	7	1	2	2	7	1	8	12	10	17	6	2	1	3	21						6.647059	5.883676	1.129746
22-Oct	m	5:00pm	west	5.05	128	25.6	3	1	0	0	7	1	1	2	2	29	7	2	2	32	3	1	18	16	1	1	3						7.529412	10.05682	0.748687
22-Oct	m	5:00pm	east	5.033333333	135	27	3	1	roller blade	0	3	12	9	20	3	12	1	3	3	1	29	27	12						10.38462	9.656936	1.075353				
22-Oct	m	8:50pm	west	4.35	36	7.2	1	0	0	0	3	2	1	1	1	2	3	3	3	1	1	3	3	2	2	1	2	2			2	0.840168	2.380476		
22-Oct	m	8:50pm	east	3.7	36	7.2	0	0	0	0	2	1	4	1	1	2	2	2	1	3	1	2	1	4	3	1	1	4	5	2.157895	1.30227	1.657026			

Cor 0.3993 0.9014 0.846 85.8076923 0.366812 0.40585 -0.15921

Day	Start time	Direction	Time (min)	Cars	cars/min	Lights	Bkes	misc	Pedestrians
-----	------------	-----------	------------	------	----------	--------	------	------	-------------

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

HIRSH'S SHOES HAS BEEN IN BUSINESS AT 2934 E. BROADWAY SINCE APRIL 1954. THIS STORE EMPLOYES 5 FULL TIME AND 2 PART PEOPLE. OUR BUSINESS IS NOW BACK TO OUR PRE RECESSION SALES FIGURES IT IS A VERY SUCCESSFUL STORE HOWEVER, WHEN THE STREET WIDENING BEGINS, THE STORE WILL BE CLOSED ENOUGH IS ENOUGH

Optional:

SIRNEY HIRSH

Name



Address



E-mail

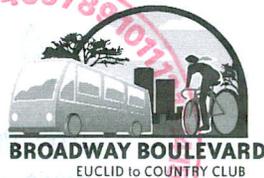
COUNTRY CLUB

Major cross-streets near your home or business



Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I AM CONCERNED ABOUT ACCESS TO MY BUSINESS.
 I REPRESENT 15 MERCHANTS IN THE "LOST BARREN
 SHOPPING DISTRICT" OFF BROADWAY ON PARK AVE.
 A LARGE SIGN ON THE CORNER IS NEEDED NOW
 AND WHEN CONSTRUCTION STARTS, WILL BE CRITICAL

Optional:

MICHAEL BEERLSTEIN - COLONIAL FRONTIERS

Name



Address



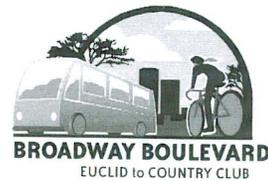
E-mail

BROADWAY / PARK AVE BETWEEN CAMPBELL + EUCLID

Major cross-streets near your home or business

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

We are concerned that the study upon which this construction is based was done 20 years ago and that the projections therefrom have not come to pass.

We would appreciate transportation planners take into account

Optional: not just auto-motive street users, but pedestrian, bicycle, & bus/trolley users as well. Thank you

Name
Address
E-mail
Cynthia Duncan / Temple Emanu-El [REDACTED]
TUCSON AZ 85716

Major cross-streets near your home or business

This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

Broadway - Re: FW: Q on B-Way

From: Jennifer Burdick
To: [REDACTED]
Date: 12/7/2012 9:56 AM
Subject: Re: FW: Q on B-Way
CC: broadway@tucsonaz.gov; Diane Robles
Attachments: 2012_8-30_CTFSession_RTAPresentation_slides.pdf

Dear Mr. Lowes,

Diane Robles forwarded your email (below), and asked me to respond to you. I was remiss not to do so sooner than today. I hope you will forgive the delay.

Your questions touch on 2 primary areas: 1) substantial changes to the RTA Plan, and 2) cost estimates versus actual construction costs. I will do my best to address each separately, and hopefully, clearly. Please let me know if you have follow-up questions or need me to clarify anything.

1) Substantial changes

At the August 30, 2012 Broadway Citizens Task Force meeting, Jim DeGrood presented information to the Task Force that covered a number of relevant topics, including this one. I have attached a copy of his presentation, which was embedded the larger meeting powerpoint. (I will add it as a separate item to the project web page for easier reference and access.)

Per Arizona Revised Statute 48-5309 (E):

"An estimated cost to complete one or more elements of the RTA Plan that exceeds the expenditure limitations of the RTA Plan... by the following or greater percentages:

- a. Ten percent for a single element of the plan.
- b. Fifteen percent for any two elements of the plan.
- c. Twenty percent for three or more elements of the plan."

An element is a group of a certain type of transportation projects. There are 4 elements in the RTA Plan, funded with RTA funds as follows:

- Roadway Improvements, \$1.2 billion
- Safety Improvements, \$180 million
- Environmental and Economic Vitality Improvements, \$115 million
- Public Transit Improvements, \$534 million

Broadway is one of 35 projects included in the Roadway Improvements element. Broadway's total approved budget - \$72,347,000 - equates to approximately 6% of the overall Roadway Improvements element's budget. If Broadway were to exceed its projected budget by 10% or more, such an exceedance would **not** trigger a 10% increase of the Roadway Improvements element.

A 10% exceedance *could* be experienced if multiple projects come in over-budget, and the combined total of the overruns equals \$120,000,000. However, the likelihood of that happening is greatly tempered by the Value Engineering Analysis process that RTA employs to identify cost-saving solutions that can be employed if projects begin to overrun, and by the actual costs of construction versus original cost estimates (area 2).

2) Cost Estimates versus Actual Construction Costs

Your concern about projects going over budget is not uncommon. Until projects get closer to actual construction, it is difficult to pin down whether there is cause for concern, or not. However, one common practice used for transportation projects is to perform cost estimates at key phases of the project to begin narrowing down the costs. The key phases are:

- planning & design,
- final design,
- right-of-way finalization/utility construction, and finally
- to bid for construction.

In the case of the RTA projects, early cost estimates were performed in 2005 and helped to substantiate each project's costs. As each roadway project progresses through the four key phases, the original cost estimates are revised to reflect the more refined designs and construction plans. With respect to the City of Tucson's projects, we have put a few RTA projects out to bid for construction this year. All of the bids, as I understand it, have come in *under* the construction bid estimates. The trend for these projects has been a smaller project cost estimate at each key phase of the project, all the way through to the construction bids received.

This trend is for current projects, and is subject to change because construction costs are vulnerable to market fluctuations. However, the RTA is monitoring these projects closely. And, as mentioned above, the use of Value Engineering Analysis to help achieve cost-savings recommendations that can be employed when they are needed also helps to mitigate overruns.

I hope this is helpful information, and may help alleviate at least some of your concerns. If not, or if you have even further questions, please feel welcome to let me know. I am also able to meet with you and Diane to discuss, if that would be useful.

Very best regards,
 Jenn

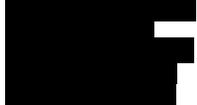
 Jennifer Toothaker Burdick, Project Manager
 Broadway: Euclid to Country Club Roadway Improvement Project
 City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094
 Web: <www.tucsonaz.gov/broadway>

>>> On 11/20/2012 at 9:16 AM, "Diane Robles" [REDACTED] > wrote:
Hi Jen,

An email was sent to me by one of the staff here at Child & Family Resources. Can you answer his question?

Diane M. Robles, MBA/TM
Director of Facilities & Technology
Child & Family Resources, Inc.



www.ChildFamilyResources.org



From: Russell Lowes
Sent: Friday, November 16, 2012 1:28 PM
To: Diane Robles
Subject: Q on B-Way

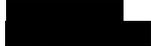
Hi Diane,

The question I have on the Broadway widening, is this. If there is a cost overrun that triggers the need to put the issue back on the ballot (I think a new vote is triggered at 10% cost overrun, per the initial RTA authorization), then can the project be re-designed in that overrun vote to reduce the widening and hence the cost, as well as creating approval for new funding (if additional funding is still needed after the re-design)?

In my view this RTA vote was promoted using ridiculously lowballed costs that will almost certainly have large overrun percentages. Same goes for widening Grant. Time will tell.

Thanks,

Russell Lowes, Accountant
Child & Family Resources, Inc.



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RTA Roles & Responsibilities

**A Presentation for the
Broadway Citizens Task Force**

Aug. 30, 2012

RTA Formation

The RTA was formed by the Legislature in 2004 to develop a regional transportation plan through regional cooperation



People from diverse backgrounds were brought together to form the Citizens' Advisory Committee and Technical Management Committee to ensure a balanced regional approach

Public Involvement

All projects in the RTA were vetted by the public as the plan was developed and after it was approved for the ballots through:

- More than 400 group presentations
- 27 open houses

The Citizens' Advisory Committee met 19 times and the Technical Management Committee met 29 times over this period



RTA Board Approval

The RTA Board adopted the twenty-year Regional Transportation Plan [“RTA Plan”] on November 30, 2005, through its Resolution No. 2005-01.

Jurisdictional Approval

All RTA local member governing bodies **unanimously** approved the RTA plan



RTA Voter Approval

The RTA Plan was approved by the voters of Pima County on May 16, 2006 by a 3 – 2 margin



Four Elements of the RTA Plan



Roadway Improvement

Transit

Safety

Environment & Economic Vitality

Broadway Blvd

The RTA Plan described the Broadway project as:

RTA #17 Broadway Boulevard, Euclid to Country Club Widen roadway to 6-lane arterial plus 2 dedicated bus lanes, bike lanes & sidewalks.

RTA funds: \$42,125,000

Committed, Non-RTA funds: \$29,222,000

Other Sources of Funds

“Committed, Non-RTA funds” are:

- \$25,000,000 Pima Co. 1997 Bond Program
- \$ 3,000,000 City of Tucson (Impact fees)
- \$ 1,222,000 Regional Funds (PAG TIP)

Each fund source has rules for the use of its funds

RTA Board's Statutory Responsibility

The RTA Board is charged with developing, adopting, supplementing, changing, implementing and administering the RTA Plan

A.R.S. 48-5304 (6) (12) (13) & (16); 48-5309 (A); 48-5314 (A).

Substantial Change Defined

A.R.S. 48-5309(E)

“An estimated cost to complete one or more elements of the RTA Plan that exceeds the expenditure limitations of the RTA Plan . . . by the following or greater percentages:

- a. Ten per cent for a single element of the plan.
- b. Fifteen per cent for any two elements of the plan.
- c. Twenty per cent for three or more elements of the plan.”

What is an Element?

An element is a group of a certain type of transportation projects

[See: 48-5304(3); 48-5314(C)(4); 48-5308(F)]

The RTA Plan is broken into 4 separate elements:

- Roadway Improvements
- Safety Improvements
- Environmental and Economic Vitality Improvements
- Public Transit Improvements

Can the plan be changed?

This statute means that the RTA Board may make changes to the RTA Plan, so long as the “substantial change” thresholds, stated above, are not reached

Statutory Purposes

The purpose of the Legislature in empowering the RTA Board to make changes to the RTA Plan, without necessitating a public vote, was to ensure that the Board could react efficiently to changing circumstances throughout the RTA Plan's twenty-year implementation period

Overarching Fiduciary Duty

Public officials, like the members of the RTA Board, must use a high level of care in spending public funds. Indeed, it is the highest standard of care, known as a **fiduciary duty** *Op. Atty. Gen. 75-11*.

This is a duty which is owed to the public, and it means, in part, that public officials who have the authority to expend public funds, “have a fiduciary obligation to do so in the most economical and feasible manner.” *Id.* Specifically, they must “**obtain maximum return for each dollar spent**” *Op. Atty. Gen. 84-24. Hertz Drive-Ur-Self System, Inc. v. Tucson Airport Authority*, 81 Ariz. 80, 85 (1956).

The Board's Policy

Immediately after adopting the RTA Plan, the Board adopted its Resolution No. 2005-02, which approved policies for implementation of the RTA Plan. Among these policies was item 2, which read:

“Functionality Not to Be Diminished - The Technical/Management Committee as well as the Citizens Advisory Committee had specific capacity and/or performance improvements in mind when recommending highway improvement projects as well as transit improvements. This functionality should not and cannot be diminished. The voters, in approving the expenditure plan, are relying on the planned improvements actually being implemented.”

Implementing the Policy

The RTA Board Established Committees to Guide Project Implementation

1. **CART** -- *Citizens Accountability for Regional Transportation* – Ensures that the RTA Plan is implemented as promised to the voters.
2. **TMC** – *Technical Management Committee* – Advises the Board on specific project implementation and technical matters.
3. **CAC** – *Citizen Advisory Committees* (such as the Broadway Citizen’s Task Force) – Guide implementation of specific projects regarding roadway characteristics, design features, mitigation measures, etc.

Limitation on Spending RTA Funds

When the RTA Board is able to save money on individual projects, be it through value engineering, scope refinement, or market conditions, that money is still restricted, and must only be spent to implement other projects within the RTA Plan

A.R.S. 48-5307 (E); see A.R.S. 48-5304; A.R.S. 48-5308 (C).

Conclusions

- The public has provided input on all RTA projects, including Broadway
- The RTA Board retains authority to implement the RTA Plan
- The Voters must approve any substantial or elemental changes to the RTA Plan

Conclusions

- The RTA Board has adopted a policy not to diminish individual project functionality
- The RTA Board engages its committees to inform the Board on specifics of project design and implementation
- The RTA Board is bound by its fiduciary duty to the public to use wise discretion when spending the public's money
- Any RTA funds saved through efficient project implementation must be spent in furtherance of the

RTA Plan

Recommendations

- Establish “lines of communication” between the Broadway CTF and RTA CART & TMC

Recommendations

- Establish “lines of communication” between the Broadway CTF and RTA CART & TMC
- Work to identify what “functionality” means on the Broadway Corridor

Questions?



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economic vitality to our region*

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Broadway - Re: Subscribe

From: Broadway
To: Edward H. Laber
Date: 11/24/2012 1:29 AM
Subject: Re: Subscribe

Thank you for subscribing to the Broadway project e-list. You will now receive electronic notices of meeting dates and other updates.

Respectfully,
~Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094
Web: <www.tucsonaz.gov/broadway>

>>> On 11/21/2012 at 1:14 PM, "Edward H. Laber" <[REDACTED]> wrote:

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