



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



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PRISCILLA S. CORNELIO, P. E.
 DIRECTOR

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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,



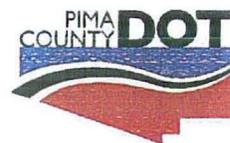
Priscilla S. Cornelio, P.E.
Director

PSC:sap

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



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PRISCILLA S. CORNELIO, P. E.
DIRECTOR

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November 28, 2012

Daryl Cole, Director
Department of Transportation
City of Tucson
201 North Stone Avenue, 6th Floor
Tucson, AZ 85701

Subject: Broadway Boulevard County Bond Allocations

Dear Mr. Cole:

The City of Tucson and Pima County have an Intergovernmental Agreement (IGA) relating to the expenditure of Pima County Highway User Revenue Fund (HURF) bond funds on the Broadway Corridor: Euclid Avenue to Campbell Avenue (DOT- 56) which is also the Regional Transportation Authority (RTA) Project #17. The Bond Ordinance describes the project scope as follows:

“The proposed project will widen Broadway Boulevard to six or eight lanes from Euclid Avenue to Campbell, approximately one mile. Proposed improvements are consistent with earlier Broadway corridor studies and the recently completed portion of Broadway Boulevard, between Euclid Avenue and Toole Avenue, east and west of the Union Pacific Railroad overpasses. The project will include improved intersections and traffic signals, a landscaped median, multi-use lanes, sidewalks, street lighting, storm drains, public art and other urban arterial features. The project will include evaluation of, and potential provisions for, the use of Broadway by advanced mass transit systems in the future. The proposed project will replace the current five-lane section with a contemporary urban arterial. Funded activities include project planning, environmental studies, design, right-of-way acquisition, construction and public art. Benefit: The project will reduce congestion and enhance safety along Broadway Boulevard, as well as provide significant opportunities to revise the urban streetscape and development pattern along Tucson’s Main Street. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$172.85 million.”

Daryl Cole, Director, Department of Transportation, City of Tucson
Broadway Boulevard County Bond Allocations
November 28, 2012
Page 2

Pima County is committed to providing the \$25 million in HURF bonds for this project but wanted to note that the improvements being contemplated along Broadway Boulevard must meet the scope of the bonds and provide increased capacity with the additional travel lanes as described above in the Bond Ordinance. Also the limits of RTA Project #17 are Euclid to Country Club but the Pima County bonds can only be utilized in the Euclid to Campbell section.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Priscilla S. Cornelio". The signature is fluid and cursive, with a large loop at the end.

Priscilla S. Cornelio, P.E.
Director

PSC:sap

c: C.H. Huckelberry, County Administrator
John M. Bernal, Deputy County Administrator – Public Works
James R. DeGrood, Director, Transportation Services, PAG/RTA



MEMORANDUM

Date: October 2, 2013

To: Priscilla Cornelio, Director
Transportation Department

From: C.H. Huckelberry
County Administrator 

Re: **Broadway Boulevard Widening Project Discussions with the City of Tucson**

It appears increasingly likely the City of Tucson will choose not to widen the Broadway Boulevard Corridor from Euclid Avenue to Country Club Road.

The County allocated up to \$25 million of our Highway User Revenue Fund (HURF) bonds for the Broadway Boulevard widening project. If the City fails to widen Broadway Boulevard to a full six-lane, median-divided roadway, including bike lanes, the City will not be eligible for the County HURF funding allocated to the project.

As a contingency, please begin planning for other uses for these HURF funds if the City chooses to pursue a lesser improvement standard. I suggest the entire \$25 million be allocated to pavement preservation projects that are the responsibility of the County. This will require the City to provide a refund of the funds already advanced by the County to the City for this project.

CHH/dph

c: John Bernal, Deputy County Administrator for Public Works
Nicole Fyffe, Executive Assistant to the County Administrator



MEMORANDUM

Date: October 10, 2013

To: The Honorable Chairman and Members
Pima County Board of Supervisors

From: C.H. Huckelberry
County Administrator 

Re: **Pima County Contingency Planning Regarding the Widening of the Broadway Corridor**

On October 2, 2013, I directed the Pima County Transportation Department Director to begin contingency plans in case the City of Tucson opts not to widen the Broadway Boulevard Corridor. Additional context is appropriate.

As the Board no doubt recalls, voters in 1997 approved a series of projects designed to build additional capacity into the transportation system. Among the items in the package was the widening of Broadway Boulevard.

Pima County pledged \$25 million in Highway User Revenue Fund bonds to this widening project, even though the project falls within City of Tucson boundaries. The decision to participate in funding the project came after the Mayor of Tucson held a press conference in 1997 indicating that if the County did not provide sufficient improvements to City projects in a revenue bond election, the City – and presumably its voters – would not be able to support the election.

The project ultimately was folded into the 20-year Regional Transportation plan approved by voters in 2006, since the \$25 Million allocation was insufficient to fully fund the project. The language voters approved specifically calls for widening Broadway Boulevard, from Euclid Avenue to Campbell Avenue, to a 6-or 8-lane arterial with pedestrian improvements and dedicated bus/bike lanes.

Pima County has no position on whether Broadway should be widened. That is ultimately a policy decision for the City of Tucson and the volunteer taskforce that has been evaluating widening proposals.

Pima County, however, cannot fund a project that is outside the scope of what the voters authorized. There is nothing nefarious at hand; it is simply a reality that the County must adhere to the language contained in the bond ordinance.

The Honorable Chairman and Members, Pima County Board of Supervisors
Re: **Pima County Contingency Planning Regarding the Widening of the Broadway Corridor**
October 10, 2013
Page 2

The County has an intergovernmental agreement with the City to provide a total of \$1.5 million in funding for design and right of way acquisition activities. The City of Tucson has already spent \$1.3 million of the County's portion of the project. If widening is no longer the path the City wishes to pursue, the County will seek reimbursement of those funds.

With approval from the Pima County Bond Advisory Committee and the Pima County Board of Supervisors, these revenues will instead be steered toward County priorities.

I have outlined the shortcomings in our existing roadways and the funding challenges we confront in addressing these needs. I have asked our Transportation Director to plan for that money to be allocated to pavement preservation projects if the City decides to not pursue the Broadway Corridor widening project.

CHH/mjk

c: Chair and Members, Pima County Bond Advisory Committee
John Bernal, Deputy County Administrator for Public Works
Priscilla Cornelio, Transportation Director



COUNTY ADMINISTRATORS OFFICE

PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, TUCSON, AZ 85701-1317
(520) 724-8661 FAX (520) 724-8171

C.H. HUCKELBERRY
County Administrator

May 3, 2012

Gary Hayes, Executive Director
Regional Transportation Authority
177 N. Church Avenue, Suite 405
Tucson, Arizona 85701

Re: Broadway Corridor Improvements – Regional Transportation Authority Project 17

Dear Mr. Hayes:

As you know, this project has been the subject of some community concern. In fact, Tucson City Councilmember Steve Kozachik issued a press release citing a component of an overall report I provided the Board of Supervisors regarding pavement repair and maintenance as a justification to substantially and/or significantly modify this project. In addition, at the last RTA Board of Directors meeting, Tucson's Mayor issued a request for information that stated:

*"Mr. Huckelberry has made a suggestion in a recent report how the RTA funds could be utilized for street repair and maintenance by local Governments and Jurisdictions and we would request that a further report by the RTA as to that suggestion and other suggestions the RTA Board may have with regard how RTA funds could be used by local Jurisdictions **and** the exact parameters for modifications of any plans going forward. We know that modifications have been made in the past and I think it would be helpful to all Jurisdictions to know exactly what the parameters are."*

This letter is to provide you with this information. Please feel free to distribute this correspondence as necessary.

Mr. Gary Hayes
Re: **Broadway Corridor Improvements – RTA Project 17**
May 3, 2012
Page 2

For the purpose of clarification, the suggestion I made was to ask the State Legislature for increased authority to levy an additional incremental sales tax and dedicate such for street repair and maintenance. Item 8 on Page 19 of my April 10, 2012 report to the Board of Supervisors, *Need for Increased Investment in Transportation*, states:

“8. Add specific highway maintenance authority to the RTA legislation. . .It is certainly possible to ask the Legislature to add authority to the RTA legislation allowing a sales tax election for the purpose of making roadway repairs and conducting maintenance activities. Specifically, it would be appropriate to ask for authority from the Legislature to enact up to a one quarter-cent sales tax for the purpose of providing highway maintenance and repair of existing streets.”

Other than this suggestion, I indicated I believe asking the voters to alter the existing adopted RTA Plan was a mistake. In Item 7 on Page 18 of my April 10 report, I stated:

“7. Reprogram RTA revenues. . .In the past, we have treated most voter decisions as sacrosanct; and, once made, cannot be reversed. While it is not impossible to reprogram RTA funds for road maintenance with voter approval, it begins a path I would not recommend.”

I further stated in Item 7:

“This reprogramming would break the RTA pledge as identified in Resolution 2006-01, signed by every jurisdiction, which states:

‘WHEREAS, This Board now expands its pledge to include:

The promise that the minimum allocation for each project as voted by the public will be honored and will not be changed.’”

I do not believe there are any modifications that can be made to the Plan, other than those identified within the statute and previously reported to the RTA Board of Directors by legal counsel. I also believe there have been no modifications to the adopted plan to date.

The only matter that someone might construe as a “modification” in a specific program area is the fact that a number of projects have been under budget, with surplus funds being allocated back to complete projects on the approved list for the program category. These excess funds not allocated to and for the specific use of the jurisdiction. Councilmember Kozachik may be operating on the mistaken belief that any savings on the Broadway project, by reducing its scope, could be used by the City to maintain City streets. Such is an incorrect assumption.

Mr. Gary Hayes
Re: **Broadway Corridor Improvements – RTA Project 17**
May 3, 2012
Page 3

The Broadway Boulevard project appears to have taken on a life of its own. Councilmember Kozachik's press release quoted from my report, and I stand by those statements. My comment on Page 18,

"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,"

simply means that if the travel forecast originally prepared for an RTA project is substantially overstated and indicates fewer capacity improvements are necessary to accomplish the primary goal of functionality of the project as envisioned in the plan, then it would be reasonable and logical to build only what is actually necessary as demonstrated by an acceptable scientific method or engineering analysis.

Such an analysis is up to the lead agency, which is the City of Tucson, subject to verification by the RTA. Therefore, I do not understand why project objections have been directed to the RTA; these objections should be directed to the City. In fact, given all the controversy associated with the Broadway project, it would be my recommendation, as Chair of the RTA Technical Management Committee, that except for the present planning process, the Broadway project be placed on hold until the City decides, through their deliberations and direction from their governing body, how to proceed; i.e., six lanes versus eight lanes. The City's decision should then be submitted to a standing CART Subcommittee, the Citizens' Corridor Planning Subcommittee, for further review and a recommendation in accordance with the RTA's approval process.

Only the City of Tucson can determine the size and scope of the project and justify any downsizing to the RTA. I would also like to caution, as I did at the RTA Board of Directors April 26, 2012 meeting, that doing nothing, or maintaining the status quo, is not an option. It is either eight lanes or six lanes – not the existing four lanes.

Sincerely,



C.H. Huckelberry
County Administrator

CHH/mjk

c: Richard Miranda, City Manager, City of Tucson
James DeGrood, Transportation Director, Pima Association of Governments