

**Report and Recommendations on Amending Pima County's  
1997 Transportation and 2004 General Obligation Bond Ordinances  
Pima County Bond Advisory Committee, March 13, 2015**

**I. Background**

Pima County Code Chapter 3.06, the "Truth in Bonding" code, requires that bond implementation plan ordinances be amended to reflect substantial modifications to bond-funded projects. The code defines what constitutes a "substantial modification," and when an amendment must be adopted in relation to actions of the Board that implement affected projects. The code also requires that amendments to bond ordinances be considered and adopted by the Board at public hearings, after advance public notice, and only after review by the County Bond Advisory Committee. Certain projects also require action by the governing body of cities and towns, and other County committees.

This round of bond ordinance amendments affects eight projects from the November 4, 1997 Transportation Bond Program and four projects from the May 18, 2004 General Obligation Bond Program:

1997 Transportation – Highway User Revenue Funds

DOT-23 Thornydale Road, Cortaro Farms Road to Linda Vista Boulevard  
DOT-24 Mainsail Boulevard and Twin Lakes Drive, Twenty-Seven Wash Vicinity  
DOT-32 Kolb Road, Sabino Canyon Road to Sunrise Drive  
DOT-50 Kinney Road, Ajo Way to Bopp Road  
DOT-53 Old Tucson-Nogales Highway Summit Neighborhood  
DOT-56 Broadway Boulevard, Euclid Avenue to Campbell  
DOT-57 Safety Improvements  
DOT-58 22<sup>nd</sup> Street: I-10 to Tucson Boulevard Improvements

2004 General Obligation Bonds

1.19 Santa Cruz River Open Space an Environmental Protection (Sahuarita)  
2.11 Ina Road Tire Facility Relocation  
4.2 Canoa Ranch Buildings Rehabilitation  
5.6 Santa Cruz River, Ajo to 29<sup>th</sup> Street

**II. Ordinance Amendment Requirements Per the Truth In Bonding Code**

Section 3.06.070 of Pima County's Truth in Bonding Code establishes procedures for making changes to a bond implementation plan ordinance. Recognizing that over time the availability of more detailed design and cost information, and changes in circumstances, often require changes in a bond implementation plan presented to the voters at the time of a bond election, Section 3.06.070 authorizes the Board to amend bond implementation plans to accommodate "substantial modifications" to projects. Substantial modifications are defined as:

1. An increase or decrease in total actual project costs by 25 percent or more
2. An increase or decrease in actual bond costs by 25 percent or more
3. An increase or decrease in actual other revenues by 25 percent or more
4. A delay in a project construction or implementation schedule of 12 months or more
5. A delay in the scheduled sale of bonds of 24 months or more

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6. Any project that is not constructed
7. Any project that is added to those to be constructed
8. Any increase or decrease in the project scope that alters the disclosed project benefits
9. All changes to a bond implementation plan necessitated by only a portion of the proposed bond questions being approved at the special election

The required timing of an amendment varies based on whether the amendment impacts only funding, or other aspects of a project. Pursuant to the Code, the Board of Supervisors can authorize a substantial modification to the funding for a project on a de facto basis by awarding or amending a contract for the project that reflects that change in funding, while at the same time acknowledging that the action will require a future conforming amendment to the bond ordinance. In this situation, the amendment takes place after the Board takes action by awarding a contract. The reason for this is that amendments should not be based on cost estimates, and prior to the awarding of contracts or approval of purchase agreements, cost estimates may vary. For all other types of substantial modifications, an amendment of the bond ordinance is necessary before the modification is implemented.

The County Bond Advisory Committee is tasked with reviewing and making recommendations to the Board of Supervisors regarding all proposed bond ordinance amendments. The Santa Cruz River Open Space project was originally a Town of Sahuarita request. Per the 2004 Bond Ordinance the Mayor and Council will be considering the ordinance amendment after a public hearing tentatively scheduled for March 23, 2015. The County's Conservation Acquisition Commission is scheduled to consider this amendment at their March 5, 2015 meeting.

**III. Recommended Amendments**

The 1997 and 2004 ordinances are attached to this report, with language that is being deleted shown in the "strike-out format" (~~example~~), while new language that is being added to the ordinance is underlined (example). All changes are highlighted as well. In this format, the ordinance only contains those projects that are being amended, and does not reproduce the entirety of the ordinance.

A brief description of the recommended ordinance amendments' impact on each project is presented below.

**1997 Transportation**

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

This is a \$1 million bond project that will require significantly more in other funding before the project can begin. Design of the project is not anticipated to start before 2017. This ordinance amendment would extend the bond implementation periods through Fiscal Year 2021/22 as the project is currently beyond the implementation schedule in the bond ordinance.

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

This is a \$2.7 million bond project and will require other funding before the project can begin. This ordinance amendment would extend the bond implementation periods through Fiscal Year 2021/22 as the project is currently beyond the implementation schedule in the bond ordinance. This ordinance amendment also recognizes \$6,743 in County HURF funding that was spent on the project in prior years.

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

This is a \$10 million bond project and will require other funding before the project begin. Design of the project is not anticipated to start before 2018. This ordinance amendment would extend the bond implementation periods through Fiscal Year 2021/22 as the project is currently beyond the implementation schedule in the bonds ordinance.

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

ADOT anticipates beginning construction, in Fiscal Year 2016, on the intersection improvement portion of this project as part of its SR86 Ajo Highway Improvement project. The other phases of this project remain on hold pending further consideration by private developers. This ordinance amendment would increase other funding from \$2,400,000 to \$3,031,606, which is a 26 percent increase and therefore requires an ordinance amendment.

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

This is a \$1.1 million bond project and is scheduled to begin construction this year. This ordinance amendment would extend the implementation period through Fiscal Year 2015/16 as the project will be beyond the implementation schedule in the bond ordinance at the end of the current Fiscal Year. The source of other funding is also being corrected, but the amount remains the same.

**DOT-56 Broadway Boulevard, Euclid Avenue to Campbell**

This is now a Regional Transportation Authority project, managed by the City of Tucson, which includes \$25 million in County bond funding. Construction is scheduled to start in 2017. This ordinance amendment would extend the bond implementation periods through Fiscal Year 2021/22 as the project is currently beyond the implementation schedule in the bond ordinance.

**DOT-57 Safety Improvements**

This project is managed as a program, providing funding annually for safety improvements throughout the region. The bond funding is often combined with a variety of other funding in order to complete projects. This ordinance amendment would enable the County to continue to combine the bond funds with a broad list of other funding sources without amending the ordinance in the future to specify the source and amount of other funding for each project.

**DOT-58 22<sup>nd</sup> Street: I-10 to Tucson Boulevard Improvements**

This is now a Regional Transportation Authority project, managed by the City of Tucson, which includes \$10 million in County bond funding. The City recently completed the segment of the project that included constructing an overpass for Kino Boulevard over 22<sup>nd</sup> Street. Construction of the remaining segments of the project is scheduled to begin in 2017. This ordinance amendment would extend the bond implementation periods through Fiscal Year 2021/22 as the project is currently beyond the implementation schedule in the bond ordinance.

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**2004 General Obligation**

**1.19 Santa Cruz River Open Space and Environmental Protection (Town of Sahuarita)**

Voters authorized \$1.5 million for the acquisition of natural open space along the Santa Cruz River within the Town of Sahuarita. There are a limited number of landowners within this area and the Town and County have been unable negotiate a purchase. In 2014, the County did acquire 290 acres of natural open space within the Town along the Santa Cruz River, surrounding the Green Valley Wastewater Treatment Facility. The purchase was funded with Regional Wastewater Reclamation Department funds to provide a State-required buffer around the treatment facility. Much of the acreage located west of the facility is located within the erosion hazard setback and will remain undisturbed. The County intends to locate the Anza Trail within this property and the Town has expressed interest in constructing a trailhead within this property, both of which are allowable uses under the wastewater buffer requirements. This amendment would designate the bond project as completed based on this 2014 purchase. It reallocates the remaining bond funding of \$1,458,421 to other acquisitions, which have not yet been determined. Any future acquisitions with this funding would require approval of by the County's Conservation Acquisition Commission, review of bond ordinance amendments by the Bond Advisory Committee, and approval by the Board of Supervisors after the required public hearing.

**2.11 Ina Road Tire Facility Relocation**

In 2010 the facility was relocated to the Tangerine Landfill and modifications were completed in October of 2011. \$648,604 was spent on the relocation and improvements to the Tangerine site. This ordinance amendment would expand the scope of the project to allow the County to spend the remaining \$851,396 to partially fund the final closure of the Tangerine Landfill.

**4.2 Canoa Ranch Rehabilitation**

This project is substantially complete. This ordinance amendment would expand the scope and extend the bond implementation period to enable the County to fund additional improvements to the historic Canoa Ranch complex with the remaining funding. These additional improvements are scheduled to be completed within the next Fiscal Year.

**5.6 Santa Cruz River, Ajo to 29<sup>th</sup> Street**

This project is currently under construction. The ordinance amendment would decrease the total project cost from \$17.2 million to \$14.3 million, add \$340,538 in other funding from other completed flood control projects and from the City of Tucson, and extend the bond implementation period through next Fiscal Year as the project will need additional time for completion.

## 1997 Transportation

# **Transportation Bond Improvement Plan**

## **ORDINANCE NO. 1997 - 80**

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

**ORDINANCE 2015-\_\_\_**

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

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

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

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

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

...

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

**Table 5**

**Planned Bond Project/Program Implementation Period**

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

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

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

Location: Unincorporated County

Bond Funding: \$1,000,000

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

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

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

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

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



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

Location: Unincorporated County (Catalina)

Bond Funding: \$2,700,000

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

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

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

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

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

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

Location: Unincorporated County

Bond Funding: \$10,000,000

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

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

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

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

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

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

Location: Unincorporated County

Bond Funding: \$3,800,000

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

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

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

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

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

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

...  
53)

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

Location: Unincorporated County

Bond Funding: \$1,100,000

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

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

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

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

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

Future Annual Operating & Maintenance Costs: No Increase

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56)

**DOT-56 - Broadway Boulevard, Euclid Avenue to Campbell**

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

Location: Tucson

Bond Funding: \$25,000,000

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

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

Other Funding: Regional Transportation Authority

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

Future Annual Operating & Maintenance Costs: City of Tucson

**57) DOT-57 - Safety Improvements**

Location: Various

Bond Funding: \$32,683,414

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

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

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

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

Future Annual Operating & Maintenance Costs: To be determined

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

Location: Tucson

Bond Funding: \$10,000,000

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

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

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

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

Future Annual Operating & Maintenance Costs: City of Tucson

**PASSED AND ADOPTED** by the Board of Supervisors of Pima County, Arizona, on this \_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Chair, Board of Supervisors

Attest:

Reviewed by:

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

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

Approved as to Form:

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

## **2004 General Obligation**



## **Bond Improvement Plan**

### **ORDINANCE NO. 2004-18**

**(As Amended October 11, 2005 by Ordinance Number 2005 - 92; and April 4, 2006 by Ordinance Number 2006-21; and October 17, 2006 by Ordinance Number 2006-84; and April 10, 2007 by Ordinance Number 2007-33; and November 6, 2007 by Ordinance Number 2007-95; and April 1, 2008 by Ordinance Number 2008-25; and November 18, 2008 by Ordinance Number 2008-106; and April 21, 2009 by Ordinance Number 2009-40; and October 6, 2009 by Ordinance Number 2009-92; and April 13, 2010 by Ordinance Number 2010-24; and October 19, 2010 by Ordinance Number 2010-63; and December 7, 2010 by Ordinance Number 2010-70; and April 5, 2011 by Ordinance Number 2011-21; and October 18, 2011 by Ordinance Number 2011-79; and April 17, 2012 by Ordinance 2012-20; and November 13, 2012 by Ordinance 2012-66 ; and May 7, 2013 by Ordinance 2013-24, and October 15, 2013 by Ordinance 2013-45, and April 8, 2014 by Ordinance 2014-15, and July 1, 2014 by Ordinance 2014-31)**

**AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY ARIZONA RELATING TO GENERAL OBLIGATION AND SEWER REVENUE BOND PROJECTS AMENDING ORDINANCE NUMBER 2004-18 BOND IMPLEMENTATION PLAN, MAY 18, 2004 SPECIAL ELECTION (AS PREVIOUSLY AMENDED ) FOR THE PURPOSE OF AMENDING THE SCOPE, BOND FUNDING, OTHER FUNDING, AND IMPLEMENTATION SCHEDULE OF CERTAIN PROJECTS**

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

- A. The Board adopted Chapter 3.06 of the Pima County Code titled “Bonding Disclosure, Accountability and Implementation.”
- B. In compliance with Chapter 3.06, the Board adopted Ordinance Number 2004-18, the “Bond Improvement Plan, May 18, 2004 Special Election” (the “2004 Bond Ordinance”).
- C. The Board has subsequently amended the 2004 Bond Ordinance on a number of occasions in compliance with Chapter 3.06.
- D. The Board desires to further amend the 2004 Bond Ordinance. The Bond Advisory Committee has considered and approved these amendments.

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

Ordinance Number 2004-18 (as previously amended) is hereby amended as follows:

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## **Town of Sahuarita Priorities**

### **1.19 Santa Cruz River Open Space and Environmental Protection**

**Location:** Various locations along and within the Santa Cruz River floodplain and significant tributary washes within the Town boundaries.

**Scope:** In accordance with the Town of Sahuarita General Plan, the scope of this project focuses on land acquisition and open space preservation within the Santa Cruz River floodplain and other major washes leading to the river within the Town. Preservation of this area would serve as a focal point for the open space system within the Town. Acquisition of required buffer areas by the Pima County Regional Wastewater Reclamation Department may provide lands for use of the open space system with in the Town.

**Benefit:** A main objective included in the Recreation and Open Space element of the Town of Sahuarita General Plan is to build on the presence of the Santa Cruz River and other major washes in that area as a focal point for the open space system within the Town. An important factor in this project scope is the recognition that washes, tributaries and other riparian areas along the Santa Cruz River floodplain serve as important interconnections between open space corridors within the Town's sphere of influence as identified in the General Plan document.

**Cost:** ~~\$1,500,000~~ \$1,172,912

**Bond Funding:** ~~\$1,500,000~~ \$41,579

**Other Funding:** ~~None identified at this time~~ \$1,131,333 Regional Wastewater Reclamation Department Funds

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

**Project Management:** The Town of Sahuarita will manage acquisition, in conjunction with an intergovernmental agreement between Pima County and the Town. The Pima County Real Property Division will coordinate with the Town.

**Future Operating and Maintenance Costs:** The Town of Sahuarita will assume ownership of and manage all parcels acquired under this program, in conjunction with an intergovernmental agreement between Pima County and the Town.

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**d. Ina Road Tire Relocation**

**2.11 Ina Road Tire Facility Relocation**

**Location:** Relocation of the existing facility located at Ina Road and the Santa Cruz River to the Tangerine Landfill.

**Scope:** The scope encompasses the planning/design and construction of a new County waste tire facility in a new location with reasonable access for county residences and businesses, but in a manner that will facilitate quick removal of the collected tires for recycling and prevent accumulation of tires on-site. Phase I includes the tire relocation to the new site. Phase II includes redistribution of site materials to expand access to capacity at the new site. These funds will also be used to complete the Tangerine Landfill closure.

**Benefits:** The Town's mission with regard to partnering with Pima County to relocate the Ina Road Waste Tire Facility is to act on behalf of the health, welfare, and safety of the constituents in the area. Although the Town and the County feel it is important to offer a tire waste facility within close proximity to its constituent users, the urbanization of the area has made the current tire facility better suited for a more remote area of the County. This project will benefit users and residents. The facility is used by constituents of all municipalities and unincorporated Pima County.

**Cost:** \$1,500,000, with Planning/Design being \$120,000, Construction being \$1,200,000, Land Acquisition being \$100,000, and Relocation being \$80,000.

**Bond Funding:** \$1,500,000

**Project Duration:** Planning/Design at 12 to 18 months and Construction at 15 to 24 months.

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

**Project Management:** The project and relocated tire facility will be managed by Pima County Solid Waste Management.

**Future Operating and Maintenance Impacts:** None, as simply relocating the current facility will not increase operating and maintenance costs.

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## 4.2 Canoa Ranch Buildings Rehabilitation

**Location:** South of Green Valley and east of Interstate-19, in unincorporated Pima County.

**Scope:** Adaptive use planning, listing in the National Register of Historic Places, and rehabilitation of the main residences, outbuildings, and other ranch related structures, including structural reinforcement, roof replacement, windows and door, utilities, HVAC, and other related development within the historic Canoa Ranch, owned by Pima County.

**Benefits:** Canoa Ranch is a place exceptionally rich in the heritage of Pima County. Due to the presence of a seep or spring, there is evidence of 2,000 years of occupation from the early Archaic and Hohokam periods to the historic Piman, Spanish Colonial, Mexican, and American Territorial periods. The name La Canoa dates to 1775, and refers to a log trough. Today we know it by its land grant designation - San Ignacio de la Canoa. The ranch today includes 12 buildings (20,000 square feet) in two compounds of homes, workshops, stables, corrals, outbuildings, and walls, constructed of adobe that merge Sonoran and Southwestern ranch styles. In 1997, voters approved Bond CH-29 for Canoa Ranch. These funds have been used to stabilize and brace buildings, repair roofs, limit weathering, conduct archival research, prepare flood analyses and concepts for flood walls, and nominate Canoa to the National Register of Historic Places. Work is now underway to design flood walls, prepare building condition assessment reports, and prepare construction documents for two buildings for a caretaker and office. Flood wall construction must be completed as soon as possible. The residential adobe buildings have suffered significantly from years of neglect and are badly deteriorated. Rehabilitation and adaptive use of the Canoa Ranch complex can restore this ranch to a unique showplace to celebrate our diverse heritage, traditions, and rural landscape to be enjoyed by all Pima County residents and visitors for many more generations.

**Costs:** \$2,850,000.

**Bond Funding:** \$2,700,000

**Other Funding:** \$150,000 Asarco Settlement

**Project Duration:** Planning at 9 to 12 months, Design at 15 to 20 months, and Construction at 15 to 30 months.

**Implementation Period:** 1, 2, 3, 4, 5, 6

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

**Future Operating and Maintenance Costs:** \$190,419 for the first year, and \$128,719 per year thereafter.

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## 5.6 Santa Cruz River, Ajo to 29th Street

**Location:** Santa Cruz River Park: an approximate 1.5-mile reach between Ajo Way and 29th Street.

**Scope:** This project is considered the first phase of the Paseo de las Iglesias Project for flood control, river park and riparian habitat improvements. The Paseo de las Iglesias project is a joint Pima County and United States Army Corps of Engineers planning and feasibility study for flood control and riparian habitat restoration improvements from Congress south to the Los Reales Road alignment. This project, from 29th Street (Silverlake) to Ajo Way, is the first phase of construction for flood control improvements and linear river park system improvements along the Santa Cruz River to link to existing improvements from Grant Road to 29th Street (Silverlake), and from Ajo Way south to Irvington Road to create a continuous 7-mile long river park system. This project will also join the Santa Cruz River park system to the Tucson Diversion Channel (Julian Wash) linear river trail system. This project will provide flood and erosion control using reinforced soil cement low flow bank protection and one grade control structure along the Santa Cruz River supplementing the river linear park improvements and trails. Ecosystem restoration and riparian habitat enhancement are planned along the Santa Cruz River and the Old West Branch of the Santa Cruz River.

**Benefits:** This project will benefit the community at large as it protects and provides continuation of the Juan Bautista National Trail, the Pima County linear river park and trail systems, and provides alternative modes of transportation along the Santa Cruz River. This project along with the proposed 2004 Bond Project from Grant Road to El Camino del Cerro will provide a continuous system of river improvements and linear park system and trails for a total of 10 river miles by providing a link to connect two existing segments of the Santa Cruz River Linear Park and provide a connection to the linear park and bike paths along the Tucson Diversion Channel to the Sam Lena Park. The project provides for ecosystem restoration and supports the Sonoran Desert Conservation Plan for riparian habitat protection and preservation. The project also provides erosion and flood control to protect existing residences and businesses along the Santa Cruz River, and to protect former landfill sites to prevent inundation and adverse impacts to groundwater quality.

**Cost:** ~~\$17,200,000 14,340,538, with Administration being \$25,000, Planning being \$25,000, Design being \$600,000, Land acquisition being \$250,000, Utility Relocation being \$440,000, and Construction being \$15,860,000.~~

**Bond Funding:** ~~\$14,000,000~~ \$14,212,478 (includes surplus 2004 GO Bonds from projects 5.01, 5.03, 5.05

**Other Funding:** ~~None identified at this time. \$128,060 (City of Tucson, \$102,219; 1997 GO Bond FC-14, \$24,841; General Fund \$1,000)~~

**Project Duration:** Total project duration is estimated at 72 months, 6 years total to complete flood control improvements, linear park improvements and habitat restoration, with Planning at 24 to 36 months, Design at 24 to 36 months, Land acquisition at 12 to 24 months, and Construction at 48 to 60 months.

**Implementation Period:** 1, 2, 3, 4, 5, 6

**Project Management:** Pima County Flood Control District, in close consultation with the City of Tucson.

**Future Operating and Maintenance Costs:** Pima County Natural Resources, Parks and Recreation for the linear river park. The Flood Control District will provide operating and maintenance for riparian habitat: \$100,000 per year for the initial 5-year vegetation establishment period for erosion control and to meet mitigation and 404 permit requirements, then \$72,250 per mile annually.

**PASSED AND ADOPTED by the Board of Supervisors of Pima County, Arizona, on this \_\_\_\_ day of \_\_\_\_\_, 2015.**

\_\_\_\_\_  
Chair, Board of Supervisors

Attest:

Reviewed by:

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

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

Approved as to Form:

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