

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION AUTHORITY STUDY KICKOFF MEETING

City of Nogales Public Works Dept.
1450 N. Hohokam Dr.
Nogales, AZ 85621

February 11, 2020
10:00 AM

	<u>PAGE</u>
I. Welcome and Introductions (Chris Vertrees)	
II. Purpose of Study/Pinal County SOW (Chris Vertrees)	2
III. Legislative (Randy Heiss)	5
IV. Previous Studies/Potential Projects (Chris Vertrees)	28
1. 2010 Unified Nogales Santa Cruz County Transportation Plan	
2. 2012 Pedestrian Circulation at Port of Entries Report	
3. Local Studies Available?	
V. Identify Potential TAC Members	
VI. General Discussion	
VII. Adjournment	

Preliminary Working DRAFT for the
Pinal County Regional Transportation Authority
Scope of Work Outline
Assistance and Support

(Outreach Strategy, Revenue Projections, Project Identification and Transitional Responsibilities)

BACKGROUND:

The Pinal County Board of Supervisors (BOS) has directed County Staff to initiate the procedures to form a countywide Regional Transportation Authority (Pinal County RTA). purpose of the RTA will be to identify and define transportation projects within Pinal County BOS authorization for the formation of the Pinal County RTA is anticipated to take place in July/August, 2015 at which time the Executive Director of Central Arizona Governments (CAG) becomes the Executive Director of the RTA (A.R.S. §48-5302) and CAG Regional Council serving as the RTA Board of Directors (A.R.S. §48-5303). Following the formation of the RTA under the direction of the RTA Executive director, with assistance from CAG and Pinal County Staff, the RTA will take the necessary steps to produce and forward the plan (which includes projects and estimates costs), along with a request to approve a new half-cent sales tax, to the electorate of Pinal County for formal approval at a special election on May 17, 2016. With the passage of a new excise tax, Pinal County is seeking to develop an interim north-south corridor in the northern portion of the county, and develop additional east-west and north-south roadway improvements throughout Pinal County. It is anticipated that such regional, “large scale” roadway improvements will add capacity, accommodate future growth, and serve as “regional connectors” to reduce congestion and provide for efficient vehicular transport of people and goods. The Regional Transportation Plan will also consider a multi-modal approach to the development of the transportation system.

SCOPE:

The general scope of professional services to be provided by the Consultant include the development of a public outreach strategy; assisting with the development of the actual narrative to be placed on the ballot for the May 17, 2016 special election; producing revenue projections; assisting in the identification of projects to be included into the Regional Transportation Plan, and providing guidance on the “next steps” of the Pinal County RTA after passage of the new sales tax. The anticipated timeline for this project will be no longer than three months in duration, and will commence on August 1, 2015, and be completed in its entirety by October 31, 2015.

TASKS:

I. Provide a Work Schedule

- A. Provide a schedule highlighting all stages of work to be conducted between August and October of 2015, which complies with the attached Work Schedule (See Appendix A) and addresses the major components of each project element that is needed in order to accommodate a Pinal County special election on May 17, 2016. Each of the project tasks are identified below in items II through VI of this Scope of Work Outline.
- B. Meet with Pinal County and staff of the Central Arizona Governments to address each component of the Work Schedule in detail.

II. Development of a Public Outreach Strategy

- A. Develop and define a process by which Pinal County can promote the Regional Transportation Plan to county stakeholders, municipalities, and members of the public between November 1, 2015 and May 17, 2016. The process is intended to generate support for the passage of a 20-year, half-cent sales tax which will be used to identify, develop, and, fund county transportation projects.
- B. Research and report on methods to effectively conduct public outreach, garner public support, utilize and engage various media, and advertise the Regional Transportation Plan and half-cent sales tax.
- C. Provide assistance with the terminology and narrative to be used in the ballot language, describing the excise tax and the list of projects.

III. Conduct Revenue Projections for a Proposed Half-Cent Sales Tax Collection for the Pinal County RTA

- A. Review Pinal County's existing half-cent transportation excise tax for roads and streets to identify past trends and collections.
- B. Use existing models to analyze projected growth and economic revenue indicators over a 20-year period for a new half-cent sales tax beginning in 2016.
- C. Develop a White Paper showing the proposed revenues for a new half-cent sales tax within Pinal County over a 20-year period beginning in 2016.

IV. Assist with Project Identification for the Pinal County RTA

- A. A comprehensive and inclusive list of potential projects for incorporation into the proposed 20-year Pinal County Regional Transportation Plan has already been identified through previous efforts and studies, and by Pinal County Staff. The Consultant will be responsible for determining how to select regional roadways from these studies in a way that will maximize regional transportation connectivity to accommodate future population growth. These roadways should not exceed, in value, the total projected revenues over a 20-year period.
- B. Through a process that establishes regional fairness and geographical equity, the Consultant will identify key transportation projects that benefit a majority of Pinal County's population base, and that are located throughout all of Pinal County's five supervisorial districts.
- C. Provide a schedule, in five-year increments, for project development and construction over 20-year period, i.e., Phases I (2016-2020), II (2021-2025), III (2026-2030) and IV (2031-2035). Each of the four "Phases" should identify a list of projects to be developed during that particular five-year period of time, including "overlapping" projects that are to be programmed over multiple phases, as deemed necessary. All projects should consist of, or may include regional roadways, transit capital projects, the preservation of right-of-way for I-11 or similar corridors, and countywide plans for transit; necessary aviation plans; regional ITS plans; light rail and corridor studies; and the potential need for, and geographical siting of a commercial airport, and a potential cargo airport and accompanying Free-Trade Zone.

- D. Through the use of Geographical Information Systems, the consultant will develop a map displaying the location of each selected transportation project to be included in the Regional Transportation Plan for the Pinal County RTA.

V. Future Transitional Responsibilities of the Pinal County RTA

- A. Anticipating the successful passage of the Pinal County half-cent sales tax by the electorate of Pinal County, the Consultant shall develop a report which addresses the following items.
 - 1. The next steps in proceeding as the Pinal County RTA after passage of a new excise tax.
 - 2. Describe general Governance responsibilities and issues associated with the Pinal County RTA.
 - 3. Describe how the Pinal County RTA will work together with the USDOT and ADOT after the creation of the RTA in anticipation of potential funding opportunities and mandated responsibilities.
 - 4. Describe how the Pinal County RTA approaches Environmental Reviews; the purchasing of Right of Way; the project management, design and construction of projects; regional air quality modeling; and how the RTA initiates the development of a Transportation Improvement Program, and amends the program to include future transportation planning studies and projects.

VI. Meetings and Presentations

- A. As necessary, the Consultant will be available for meetings with Pinal County Staff and the staff of the Central Arizona Governments.
- B. Consultant will be requested to present findings before the Pinal County Board of Supervisors in either October or November of 2015.

APPENDIX A PROJECT WORK SCHEDULE

Tasks	August 2015	September 2015	October 2015	Deliverables
Provide a Work Schedule	XXXX			Work Schedule
Development of a Public Outreach Strategy	XXXX	XXXX	XXXX	Report
Conduct Revenue Projections for a Proposed Half-Cent Sales Tax Collection for the Pinal County RTA	XXXX	XXXX		White Paper
Assist with Project Identification for the Pinal County RTA	XXXX	XXXX	XXXX	List of Projects; Schedule of Projects; Location Map
Future Transitional Responsibilities of the Pinal County RTA	XXXX	XXXX	XXXX	Report
Meetings and Presentations	XXXX	XXXX	XXXX	Meetings, as Necessary/Final Presentation to the County Board of Supervisors in October or November of 2015

Chapter 30 REGIONAL TRANSPORTATION AUTHORITY

Article 1 General Provisions

- 48-5301 - Definitions
- 48-5302 - Regional transportation authority; establishment
- 48-5303 - Board of directors; executive director
- 48-5304 - Board duties
- 48-5305 - Board powers
- 48-5306 - Court; fees
- 48-5307 - Regional transportation fund
- 48-5308 - Distribution from regional transportation fund
- 48-5309 - Regional transportation plan; definitions
- 48-5310 - Five year transportation facilities construction program update
- 48-5311 - Transportation corridor priority
- 48-5312 - Highway construction and maintenance
- 48-5313 - Eminent domain
- 48-5314 - Election on regional transportation plan and excise tax
- 48-5315 - Utility relocation reimbursement; definition

Article 2 Financing

- 48-5341 - Bonds payable from transportation excise taxes
- 48-5342 - Bond requirements
- 48-5343 - Bond payment; security
- 48-5344 - Pledges; liens
- 48-5345 - Liability; bond validity
- 48-5346 - Bond purchase
- 48-5347 - Notice; bond issuance
- 48-5348 - Bond proceeds; distribution; expenditures
- 48-5349 - Agreement of state and county
- 48-5350 - Taxation exemption
- 48-5351 - Attorney general bond certification

48-5352 - Bond obligations of the board

48-5353 - Bonds; legal investments

48-5354 - Federal income tax considerations

Article 1 General Provisions

48-5301. Definitions

In this chapter, unless the context otherwise requires:

1. "Arterial street or highway" means a street or highway that is used primarily for through traffic such that vehicular traffic from intersecting streets and highways is required by law to stop or yield before entering or crossing the street or highway.
2. "Authority" means a regional transportation authority organized under this chapter.
3. "Board" means the board of directors of a regional transportation authority established pursuant to section 48-5303.
4. "Controlled access highway" has the same meaning prescribed in section 28-601.
5. "County" means a county with a population of less than one million two hundred thousand persons in which a regional transportation authority is established pursuant to section 48-5302.
6. "Fiscal agent" means a bank or trust company authorized to do business in this state or the county treasurer as designated by the board.
7. "Municipality" means an incorporated city or town.
8. "Population" means the population determined in the most recent United States decennial census or the most recent special census as provided in section 28-6532.
9. "Public transportation" means local transportation of passengers by means of a public conveyance, including para-transit.

48-5302. Regional transportation authority; establishment

- A. A regional transportation authority is established in a county with a population of more than four hundred thousand but less than one million two hundred thousand persons. The board of supervisors of a county with a population of four hundred thousand or fewer persons may establish a regional transportation authority in the county.
- B. An authority is a public, political, tax levying public improvement and taxing subdivision of this state and a municipal corporation to the extent of the powers and privileges conferred by this chapter or granted generally by the constitution and

statutes of this state, including immunity of its property and the interest income and gain on its bonds from taxation.

C. The membership of the authority consists of each municipality in the county, the county and any other members of the regional council of governments that are from the county that established the authority. The authority may operate in all areas of the county in which it is organized.

D. The executive director of the regional council of governments acts as the executive director of the authority and serves in that specific role until replaced at the discretion of the board of the regional transportation authority.

48-5303. Board of directors; executive director

A. The government of the authority is vested in a board of directors composed of the members of the regional council of governments that are from the county that established the authority, and each member of the board of directors is vested with one vote each when determining transportation policy as the regional transportation authority.

B. The members of the board shall:

1. Appoint a chairman from among the members at the first official meeting of the board.

2. By rule determine its officers, terms and procedures of appointment.

48-5304. Board duties

The board shall:

1. Determine the exclusive public transportation systems to be acquired and constructed, the means to finance the systems and whether to operate the systems or to let contracts for their operation. In the operation of the public transportation system the board may use public transportation facilities used by a municipality, subject to section 48-5308, subsection F.

2. Approve a request for an election to the board of supervisors for submission of the following issues to the electorate:

(a) Approval of a transportation excise tax authorized by section 42-6106.

(b) Approval of elements of the regional transportation plan developed pursuant to section 48-5309.

- (c) Approval of changes in the regional transportation plan pursuant to section 48-5309, subsection B.
3. Produce annually a five year transportation improvement program that is consistent with the regional transportation plan elements and that contains the following:
- (a) Projects financed with monies from the regional transportation fund.
 - (b) A description of each project, including a schedule of expenditures and sources of funding for each project.
 - (c) The political subdivision with responsibility for project implementation.
4. Assure that projects proposed for federal, state or local funding appear in the authority's transportation improvement program and in the transportation improvement program of the regional council of governments.
5. Not later than January 1 of each year for publication in at least two newspapers of the county in January, assess and analyze the status and implications of the transportation improvement program with respect to the occurrence of substantial change as defined in section 48-5309 and with respect to the potential for or occurrence of the following conditions:
- (a) An actual project expenditure that exceeds the project budget amount shown in the first year of the transportation improvement program by five per cent or more.
 - (b) A project cost amount that exceeds by ten per cent or more the project budget amount that appears in the first year of the transportation improvement program.
 - (c) First year and five year cumulative projected expenditures for all elements of the regional transportation plan in the five year transportation improvement program that exceed revenue estimates for corresponding periods by twenty per cent or more.
6. Develop supplements to the regional transportation plan that encompass a period of time that is coterminous with the effective period of a transportation excise tax approved pursuant to section 42-6106. A supplement shall not be developed earlier than the fourth year and not later than the second year before the expiration of the regional transportation plan.
7. Adopt an annual budget, hire employees and fix the compensation of its employees.

8. Cause a postaudit of the financial transactions and records of the authority to be made at least annually by a certified public accountant.
9. Adopt rules that are proper or necessary to regulate the use, operation and maintenance of its property and facilities, including its public transportation systems and related transportation facilities and services operating in its area of jurisdiction, and to carry into effect the powers granted to the board.
10. Provide opportunities for involvement in all aspects of the planning and amendment process by all affected interested parties.
11. Appoint advisory committees as it deems necessary.
12. Have sole authority to implement the elements of the regional transportation plan, including authority to contract for, absorb or acquire existing public transportation services as it deems necessary.
13. Coordinate the implementation of the regional transportation plan among the local jurisdictions.
14. Contract for financial, administrative, underwriting and trust services necessary to issue bonds pursuant to sections 48-5341 through 48-5347 and administer the regional transportation fund pursuant to section 48-5307, subsection B.
15. Hire legal counsel to represent the authority in any legal proceeding, accountants and other professional personnel as it deems necessary.
16. Set the priorities of the plan and administer and facilitate the distribution of monies in the regional transportation fund.
17. Delegate to the executive director any of the administrative functions, powers or duties that the board believes the executive director can competently, efficiently and properly perform.
18. Contract and enter into stipulations of any nature necessary and convenient for the full exercise of the powers granted in this chapter.
19. Do all things necessary to carry out the purposes of this chapter.

48-5305. [Board powers](#)

The board may:

1. Adopt an administrative code that:

(a) Prescribes the powers and duties of the employees of the authority that are not inconsistent with this chapter, the method of appointing board employees and methods, procedures and systems of operating and managing the board.

(b) May provide for, among other things, appointing a general manager and organizing the employees of the board into units for administration, design and construction, operation, property acquisition and community relations and other units as the board deems necessary.

2. Sue and be sued.

48-5306. Court; fees

A. In addition to any costs that are awarded as prescribed by statute, a court shall award fees of not more than ten thousand dollars and other expenses to any party, other than this state or a city, town or county, on the merits in an action brought by the party against the authority to challenge right-of-way actions conducted by or on behalf of the authority.

B. In determining the award provided for in this section, the court shall deny or reduce the award if it finds that any of the following applies:

1. During the course of the proceeding the beneficiary of the award unduly and unreasonably protracted the final resolution of the matter.
2. The award is attributable to an intervening change in the applicable law.
3. The beneficiary of the award refused an offer of civil settlement that was at least as favorable to the party as the relief ultimately granted.

48-5307. Regional transportation fund

A. A regional transportation fund is established for the authority. The fund consists of:

1. Monies received from the county transportation excise tax as provided in section 42-6106.
2. Monies appropriated by each municipality or the county.
3. Grants, gifts or donations from public or private sources.
4. Monies granted by the federal government or appropriated by the legislature.
5. Fares or other revenues collected by the authority in operating a public transportation system.

6. Monies from bonds issued by the board pursuant to article 2 of this chapter.

B. Subject to the powers granted to the board in article 2 of this chapter, the fiscal agent on behalf of the authority shall administer monies paid into the regional transportation fund.

C. The department of revenue shall collect all transportation excise tax monies pursuant to section 42-6106 and shall deposit them monthly pursuant to section 42-5014 in a fund designated for the regional transportation authority as the regional transportation fund.

D. Except as provided in this section, the beneficial interest in the fund is the authority that levied the transportation excise tax. This state or the county does not have a beneficial interest, either legal or equitable, in the fund, except for the repayment of election expenses.

E. Monies and investments in the regional transportation fund may be used and spent only as provided in this chapter. An appropriation of any nature is not required before the expenditure of any monies from the fund.

F. The regional transportation fund shall be divided into three separate accounts, designated as the bond account, the construction account and the bond proceeds account. Transfers between accounts shall be made only as provided in this section or in article 2 of this chapter.

G. Before the issuance of any bonds payable from the regional transportation fund as provided in article 2 of this chapter, transportation excise tax revenues shall be deposited in the construction account and spent as provided in this article. After the issuance of any bonds payable from the regional transportation fund as provided in article 2 of this chapter, transportation excise tax revenues shall be deposited in the bond account first until the bond account contains monies sufficient to meet all principal, interest or redemption requirements for the current period as required by any resolution of the board pertaining to the issuance of bonds. After all current period requirements for all of the bonds are deposited in the bond account, the balance of transportation excise tax revenues received for the current period shall be deposited in the construction account.

48-5308. Distribution from regional transportation fund

A. All monies in the bond account of the regional transportation fund shall be held in trust for the owners of the bonds. Monies in the bond account:

1. Shall be paid out to paying agents or directly to the owners of the bonds pursuant to the resolution or resolutions of the board authorizing the issuance of the bonds.

2. May be used to pay bond related expenses or recurring expenses pertaining to administration and payment of the bonds.

B. Monies in the bond proceeds account of the regional transportation fund may be obligated or spent as directed by the board for the purposes provided by subsection C of this section.

C. Except as provided in subsection D of this section, monies in the construction account of the regional transportation fund shall be spent, pledged or accumulated for the design, right-of-way purchase, construction, operation, maintenance and contiguous open space preservation purchase compatible with local environmental ordinance of, and within the expenditure limits for, each element of the regional transportation plan.

D. Notwithstanding any other law, from the monies deposited in the construction account of the regional transportation fund in each fiscal year, the board shall distribute:

1. To each municipality, excluding the municipality that has the largest population in the county, the greater amount of one percent of the revenues collected from the transportation excise tax authorized pursuant to section 42-6106 or three hundred thousand dollars, to be used for purposes consistent with subsection C of this section.

2. An amount of not more than the greater of three hundred thousand dollars or one percent of the revenues collected from the transportation excise tax authorized pursuant to section 42-6106 to the regional council of governments to hire professional planning, technical and administrative staff required to accomplish plan development for the authority pursuant to section 48-5309 and to perform the responsibilities as the authority may require.

E. The three hundred thousand dollar distributions prescribed by subsection D of this section are subject to:

1. Proration for any fiscal year in which a transportation excise tax authorized pursuant to section 42-6106 is collected for less than a full fiscal year.

2. Adjustment by the annual percentage change for the previous calendar year in the GDP price deflator, as defined in section 41-563, for each fiscal year after the first full fiscal year in which the transportation excise tax is collected.

F. Beginning with the first fiscal year following voter approval of the regional transportation plan, monies appropriated for each of the following purposes, if approved by a majority of the qualified electors voting at a special or general election, by each municipality or the county in the authority shall not be less than the total amount of general monies spent for those purposes in that municipality or county for fiscal year 2003-2004 adjusted by the annual percentage change for the previous calendar year in the GDP price deflator as defined in section 41-563:

1. Roadway improvements, including controlled access highways, parkways and controlled access arterials, arterial upgrades and related grade separations.
2. Transit improvements for buses, including expansion of the bus fleet and its associated maintenance facility, expansion of express routes and associated connecting terminals, ridesharing, van pool fleet acquisition, including special projects for persons with disabilities and elderly individuals, and park and ride lots.
3. An express and light rail system.
4. Bicycle projects, including striped lanes on arterials, neighborhood bike routes and planning of bikeways focused on major regional activity center destinations.
5. Pedestrian projects on arterial and collector streets, neighborhood walkways and walkways focused on major regional activity center destinations.

48-5309. Regional transportation plan; definitions

A. The authority shall develop a twenty year regional transportation plan that is subject to approval by the qualified electors of the county and financed by a transportation excise tax approved pursuant to section 42-6106 and bonds issued pursuant to article 2 of this chapter. The regional transportation plan:

1. May give priority to multimodal transportation operations and improvements along corridors where seventy-five percent or more of the adjacent census tracts had a population density of at least three thousand persons per square mile according to the most recent United States decennial census.
2. Shall include a public transportation component.
3. May, among other things:
 - (a) Define and identify regional transportation corridors.

- (b) Define the transportation problems, goals and needs for each corridor.
- (c) Determine environmental, economic, energy and social policies to guide transportation investment decisions.
- (d) Determine the impact of the plan on air quality, with one of the goals of the plan being the improvement of air quality.
- (e) Order the priority of regional transportation corridors for development.
- (f) Determine the mix of alternative transportation modes appropriate for development consistent with the transportation goals and needs for each corridor. The mix may include sidewalks, rail service, buses, vans, para-transit, park and ride lots, bicycle facilities and any other facility or service reasonably related to transportation.
- (g) Select appropriate public transportation technology.
- (h) Determine the capacity for exclusive public transportation technologies.
- (i) Determine operating performance criteria and costs for public transportation systems.
- (j) Locate routes and access points to the public transportation systems.
- (k) Determine the ridership of public transportation systems.
- (l) Determine the need for landscape buffers, noise barriers, pedestrian bypasses, multiuse paths and other environmental impact mitigation measures relating to the regional transportation plan.

B. The regional transportation plan may not be amended to add or delete an element or substantially change an element without prior approval of the electorate at a general or special election pursuant to subsection D of this section. The prior approval of the electorate required by this subsection is waived if a political subdivision causing changes within its jurisdiction to the regional transportation plan incurs the incremental costs of implementing the proposed changes.

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, the board of directors shall continue implementation of the previously approved regional transportation plan and may continue to make expenditures authorized pursuant to section 48-5308, subsection C, but may not make expenditures in excess of revenues received pursuant to section 48-5307, subsection A that are available for those purposes.

E. For the purposes of this section:

1. "Present worth" means the amount calculated by using the preceding five-year average of the GDP price deflator as defined in section 41-563 to discount the respective series of estimated revenues and expenditures.

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

(a) A present worth of estimated expenditures required to complete all elements of the regional transportation plan that exceeds the greater of:

(i) The present worth of estimated revenues available to the regional transportation fund during the comparable period by ten percent or more.

(ii) The original estimated revenue amount that was presented to the voters, 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.

(b) 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 section 41-563 by the following or greater percentages:

(i) Ten percent for a single element of the plan.

(ii) Fifteen percent for any two elements of the plan.

(iii) Twenty percent for three or more elements of the plan.

48-5310. Five year transportation facilities construction program update

The director of the department of transportation shall develop and annually update as a component of the five year transportation facilities construction program provided in section 28-6954 the use of monies expected to accrue to the county's regional transportation fund as provided in this article that are dedicated for street and highway purposes and that are in the state highway system.

48-5311. Transportation corridor priority

Through their regional planning agency, the county and municipalities in the county shall list transportation corridors by priority in the regional transportation plan. The regional transportation plan may also provide a suggested construction schedule for the transportation corridors contained in the plan.

48-5312. Highway construction and maintenance

A. The department of transportation shall construct and maintain the controlled access highways approved by a majority of the qualified electors voting at a special or general election and financed pursuant to section 48-5308, subsection C.

B. The authority may contract with municipalities in the county and with the county to allow the municipalities and county to construct the streets or highways approved by a majority of the qualified electors voting at a special or general election and funded by monies distributed pursuant to section 48-5308, subsection C.

C. On completion of construction, the municipality or county in which monies are spent for a project approved by a majority of qualified electors voting at a special or general election and funded by monies distributed pursuant to section 48-5308, subsection C is responsible for maintaining the project.

48-5313. Eminent domain

The cities and towns or county may:

1. Exercise the right of eminent domain pursuant to title 12, chapter 8, article 2 for the purposes prescribed in this chapter on behalf of the authority.
2. Sell or lease to the authority property acquired through eminent domain proceedings.

48-5314. Election on regional transportation plan and excise tax

A. The board shall:

1. Adopt a twenty-year comprehensive multimodal regional transportation plan consistent with the requirements of this article, including transportation corridors by priority and a schedule indicating the dates that construction will begin for projects contained in the plan.

2. Request by resolution certified to the county board of supervisors that the issue of levying a transportation excise tax pursuant to section 42-6106 be submitted to the qualified electors at a countywide special election or placed on the ballot at a countywide general election. Within six months after receiving a certified copy of the resolution, the county board of supervisors shall either call a special election or place the issue on the ballot of a general election, subject to the requirements of this section.

B. The election ballot shall include a description of each transportation element of the regional transportation plan including a separate percentage share and dollar share of the transportation excise tax revenues allocated to each element.

C. In addition to any other requirements prescribed by law, the county board of supervisors shall prepare and print a publicity pamphlet concerning the ballot question and mail one copy of the pamphlet to each household containing a registered voter in the county. The mailings may be made over a period of days but shall be mailed for delivery before the earliest date registered voters may receive early ballots for the election. The publicity pamphlet shall contain:

1. The date of the election.
2. The individual household's polling place and the time the polls will be open.
3. A summary of the principal provisions of the issue presented to the voters, including the rate of the transportation excise tax, the number of years the tax will be in effect and the projected annual and cumulative amount of revenues to be raised.
4. A statement describing the purposes for which the transportation excise tax monies may be spent as provided by law, including:
 - (a) A summary of the regional transportation plan adopted pursuant to section 48-5309 and subsection A of this section, including a description of each transportation element of the regional transportation plan.

(b) A map of proposed routes and transportation corridors of all major transportation projects and public transportation systems.

(c) The percentage share and dollar amount of transportation excise tax revenues, together with other identified revenues, dedicated for each transportation element, transportation project and public transportation system, and conditions and limitations on the use of the money.

5. The form of the ballot.

6. Any arguments for or against the ballot measure. Affirmative arguments, arranged in the order in which the elections director received them, shall be placed before the negative arguments, also arranged in the order in which they were received.

D. Not later than ninety days before the date of the election, a person may file with the county elections director an argument, not more than three hundred words in length, advocating or opposing the ballot measure, subject to the following requirements:

1. The person who files the argument shall also pay to the elections director a publication fee prescribed by the board of supervisors. Payment of the fee required by this paragraph, or reimbursement of the payor, constitutes sponsorship of the argument.

2. If the argument is sponsored by one or more individuals, the argument shall be signed by each sponsoring individual.

3. If the argument is sponsored by one or more organizations, the argument shall be signed by two executive officers of each organization.

4. If the argument is sponsored by one or more political committees, the argument shall be signed by each committee's chairperson or treasurer.

5. The names of persons who have signed arguments and the names of sponsoring organizations shall appear with the argument in the pamphlet. The person or persons signing the argument shall also give their residence or post office address and a telephone number, which shall not appear in the pamphlet.

E. In addition to any other ballot requirements prescribed by law, the elections director shall cause the following to be printed on the official ballot:

1. The designation of the measure as follows: "Relating to county transportation excise (sales) taxes".

2. Instructions directing the voter to the full text of the official and descriptive titles containing the summary as printed in the sample ballot and posted in the polling place. The ballot may include the summary of the regional transportation plan.

3. The questions submitted to the voters as follows:

I. Do you approve the regional transportation plan for _____ county?
YES _____ NO _____

(A "YES" vote indicates your approval of the proposed regional transportation plan as developed by the regional transportation authority and described in the election materials.)

(A "NO" vote indicates your disapproval of the proposed regional transportation plan.)

II. Do you favor the levy of a transaction privilege (sales) tax for regional transportation purposes in _____ county? YES _____ NO _____

(A "YES" vote has the effect of imposing a transaction privilege (sales) tax in _____ county for _____ years to provide funding for the transportation projects contained in the regional transportation plan.)

(A "NO" vote has the effect of rejecting the transaction privilege (sales) tax for transportation purposes in _____ county.)

F. For ballot question II to be approved and implemented, both the proposed regional transportation plan and the proposed transaction privilege tax must be approved by a majority of the qualified electors voting on the measure. If ballot question I fails to be approved by a majority of the qualified electors voting on the measure, both measures fail. If ballot question I is approved by a majority of the qualified electors voting on the measure and ballot question II fails to be approved by a majority of the qualified electors voting on the measure, the proposed regional transportation plan is approved without the proposed transaction privilege tax. Not later than five years after voter approval of the regional transportation plan, the board may submit to the voters a subsequent transaction privilege tax measure to fund the previously approved regional transportation plan, and if approved by a majority of the qualified electors voting on the measure, both the approved regional transportation plan and the approved transaction privilege tax may be implemented.

G. Except as otherwise provided by this section, the election under this section shall be conducted as nearly as practicable in the manner prescribed for general elections in title 16.

H. The county election officer shall account for costs specifically incurred with respect to the ballot issue under this section.

I. Notwithstanding section 42-6106, subsection E, if a regional transportation authority transaction privilege tax is approved at an election held as prescribed by this section, the levy and collection of the tax shall begin on April 1 immediately following approval of the tax and may be in effect for a period of not more than twenty years.

48-5315. Utility relocation reimbursement; definition

A. If county transportation excise tax monies collected pursuant to section 42-6106 are used to construct a light rail system under the regional transportation plan, all costs for the relocation, and reasonable ongoing costs related to the relocation, of utility facilities incurred as a direct result of the construction and operation of the light rail system shall be reimbursed by the light rail project to the utility. The board shall make the payments from transportation excise tax revenues within ninety days after presentation of a statement of verified expenses. The statement of verified expenses shall not include profit but may include a reasonable allocation of general overhead. The verified expenses may be reviewed and audited by the light rail operator. The audit must be concluded within ninety days and shall be conducted pursuant to standard industry accounting principles.

B. If the relocated utility has existing land rights, the light rail operator shall relocate the utility with equal land rights. If the relocated utility is operating in the right-of-way under a permit, the light rail operator shall relocate the utility according to the utility's existing rights under the permit within the right-of-way.

C. The light rail operator shall be fully responsible for acts, negligence or omissions of all of its employees on the project that result in damage to utility facilities.

D. For the purposes of this section, "utility" means any public service corporation, licensed cable television system, licensed video service network, telephone line or telegraph line corporation or person engaged in the generation, transmission or delivery of electricity, natural gas, telephone, cable television, video, telegraph or water service, including this state or any political subdivision or agency of this state.

Article 2 Financing

48-5341. Bonds payable from transportation excise taxes

The board is designated as the body having sole and exclusive power to authorize and issue bonds or incur long-term obligations payable in whole or in part from monies collected from the transportation excise tax authorized pursuant to section 42-6106. The board may:

1. Issue negotiable bonds payable solely from monies paid into the bond account of the regional transportation fund in the principal amount that in the opinion of the board is necessary to provide sufficient monies for any lawful purpose for which the regional transportation fund monies may be spent, to establish reserves to secure the bonds and to provide for the payment of all other expenditures of the board incidental, necessary and convenient to carry out these purposes.
2. Issue refunding bonds if the board deems refunding expedient.
3. Refund any bonds issued by the board and payable from regional transportation fund income as authorized in this article by the issuance of refunding bonds, whether the bonds to be refunded have or have not matured. Proceeds of refunding bonds may be used to pay principal, interest or redemption premiums on refunded bonds.
4. Issue bonds partly to refund bonds then outstanding and partly for any other purpose consistent with this article. Regardless of whether or not the bonds are of such form or character as to be negotiable instruments under the terms of the uniform commercial code, the bonds are fully negotiable within the meaning of and for all purposes of the uniform commercial code.

48-5342. Bond requirements

A. The bonds authorized by this article shall:

1. Be authorized by resolution of the board.
2. Bear such date or dates and shall mature at such time or times, not exceeding the earlier of twenty years from their respective dates or the date the transportation excise taxes securing the bonds cease, as the resolution or resolutions may provide.
3. Bear interest at such rate or rates, including rates that may vary from time to time, pursuant to parameters set by the board in the authorizing resolution.
4. Be in the denomination, be in the form, either coupon or registered, be executed in the manner, be payable as to principal, interest or premium in the medium of payment

at the office of the state treasurer of this state or at such other place as the board provides either by automatic deposit, wire transfer or mail.

5. Be subject to such terms of redemption, at the option of either the board or the owner of the bond, as the resolution or resolutions may provide.

B. The bonds may be sold at either public or private sale, above, at or below par and on terms the board determines. Bonds to fund or refund other bonds may be exchanged with the holders of bonds being funded or refunded on terms the board determines.

48-5343. Bond payment; security

In connection with the issuance of the bonds authorized by this article or to secure the payment of the bonds and interest on the bonds, the board by resolution may:

1. Provide that bonds issued under this article may be paid with and secured by a pledge on all or any part of the monies paid into the bond account of the regional transportation fund, and if monies in the bond account are ever insufficient, then from any other unobligated monies in the construction account or the bond proceeds account. The board may:

(a) Set the priority of lien or claim of any series or issue of bonds against any other series or issues.

(b) Not abrogate or change the priority unless the affected series or issue is to be fully paid or fully provided for by the issuance of refunding bonds or the holders of the bonds affected agree in writing to the change.

2. Pledge and assign to or in trust, with a trustee appointed by the board, for the benefit of the holder or holders of the bonds all or any part of the monies paid into the bond account of the regional transportation fund as will be necessary to pay the principal of, interest on and premium, if any, on the bonds as the bonds become due.

3. Set aside, regulate and dispose of reserves and sinking funds.

4. Provide that sufficient amounts of the proceeds from the sale of the bonds may be used to fully or partly fund any and all reserves or sinking funds set up by the bond resolution.

5. Prescribe the procedure, if any, by which the terms of a contract with bondholders may be amended or abrogated, the amount of bonds the holders of which must consent to and the manner in which the consent may be given.

6. Provide for payment from the proceeds of the sale of the bonds of all legal and financial expenses incurred by the board in the issuance, sale, delivery and payment of the bonds.

7. Do any other matters, of like or different character, that may in any way affect the security and protection of the bonds.

48-5344. Pledges; liens

A. A pledge made pursuant to this article is valid and binding from the time when the pledge is made. The monies pledged pursuant to this article when placed in the bond account, bond proceeds account or construction account of the regional transportation fund are immediately subject to the lien of the pledge without any future physical delivery or further act.

B. A lien of any pledge is valid or binding against all parties having claims of any kind in tort, contract or otherwise against the board, regardless of whether the parties have notice. When placed in the records of the board, the official resolution or trust indenture or any instrument by which this pledge is created is notice to all concerned of the creation of the pledge, and these instruments are not required to be recorded in any other place. A filing or recording of the resolution of the board creating or extending the lien or pledge in order for the pledge or lien to become fully effective is not required in any office other than in the office of the board.

48-5345. Liability; bond validity

A. The members of the board or a person executing the bonds is not personally liable for the payment of the bonds.

B. The bonds are valid and binding obligations of the board notwithstanding the fact that before the delivery of the bonds any of the officers whose signatures appear on the bonds cease to be officers of the board.

C. From and after the sale and delivery of the bonds, the bonds are incontestable by the board or the county.

48-5346. Bond purchase

The board may purchase bonds out of any monies available and cancel these bonds.

48-5347. Notice; bond issuance

A. The board shall publish a notice of its intention to issue bonds under this article for at least five consecutive days in a newspaper published in this state. The last day of publication shall be at least ten days before the issuance of the bonds.

B. The notice shall state the amount of the bonds to be sold and the intended date of issuance.

48-5348. Bond proceeds; distribution; expenditures

A. After deducting the necessary costs and expenses of the issuance and sale of the bonds, the board shall deposit, pursuant to sections 35-146 and 35-147, the proceeds received from the sale and delivery of bonds issued pursuant to this article in the regional transportation fund. The state treasurer or the fiscal agent shall first apply those amounts of the bond proceeds provided in the resolution issuing the bonds to all reserve and sinking funds created in the bond resolution.

B. The board shall use the bond proceeds solely for the purposes provided in the bond resolution, except that, if the revenues pledged to secure the bonds ever become insufficient to pay the annual principal and interest on the bonds, the board shall order:

1. The liquidation of any investments.
2. The state treasurer or the fiscal agent to apply all of the receipts as necessary to make current all payments then due on the bonds.

48-5349. Agreement of state and county

A. This state pledges to and agrees with the holders of the bonds that this state will not limit or alter the transportation excise taxes in a way that adversely affects the rights of the holders of the bonds, limit or alter the authority of the board levying a transportation excise tax in a way that prevents the imposition of sufficient transportation excise taxes to fulfill the terms of any agreements made with the holders of the bonds, or in any way impair the rights and remedies of the bondholders, until all bonds issued under this article, interest on the bonds, interest on any unpaid installments of interest and all costs and expenses in connection with any action or proceedings by or on behalf of the bondholders are fully met and discharged.

B. The board as agent for this state may include this pledge and undertaking by this state in its resolutions and indentures securing its bonds.

C. A county shall not take any action to lower or terminate any transportation excise tax.

48-5350. Taxation exemption

The board is regarded as performing a governmental function in carrying out the purposes of this article and is not required to pay taxes or assessments on any of the property acquired or constructed or on the activities of the board in maintaining and caring for the real property or in the monies derived from the real property. The bonds, their transfer and the income from the bonds are at all times free from taxation in this state.

48-5351. Attorney general bond certification

A. The board may submit to the attorney general any bonds to be issued under this article after all proceedings for the authorization of the bonds have been taken. On the submission of the proceedings to the attorney general, the attorney general shall investigate and determine the validity of the bonds and the regularity of all proceedings in connection with the issuance.

B. If the proceedings conform to this article and if it is determined that the bonds when delivered and paid for will constitute binding and legal obligations of the board enforceable according to the terms of the bonds, the attorney general shall certify in substance on the back of each of the bonds that it is issued in accordance with the constitution and laws of this state.

48-5352. Bond obligations of the board

Bonds issued pursuant to this article:

1. Are obligations of the board issuing the bonds.
2. Are payable only pursuant to the terms of the bonds.
3. Are not obligations that are general, special or otherwise of this state or the county.
4. Are not a legal debt of this state or of the county.
5. Are not enforceable against this state or that county out of any monies other than the income and revenue pledged and assigned to or in trust for the benefit of the holder or holders of the bonds.

48-5353. Bonds; legal investments

Bonds issued under this article are made securities:

1. In which all of the following may properly and legally invest monies including capital in their control or belonging to them:

(a) Public officers and bodies of this state.

(b) Municipalities and political subdivisions of this state.

(c) Insurance companies and associations and other persons carrying on an insurance business.

(d) Banks, bankers, trust companies, savings banks and savings associations, including savings and loan associations, building and loan associations, investment companies and other persons carrying on a banking business.

(e) Administrators, guardians, executors, trustees and other fiduciaries.

(f) Other persons authorized to invest in bonds or other obligations of this state.

2. That may be deposited with and may be received by all public officers and bodies of this state and all municipalities and political subdivisions of this state for any purpose for which the deposit of bonds or other obligations of this state is authorized.

48-5354. [Federal income tax considerations](#)

Title 35, chapter 3, article 7 applies to the bonds and the authority.

Potential Santa Cruz County Transportation Projects

Structural Projects

Source: Pedestrian Circulation at Port of Entries Final Report – 1/20/12 (Table 13)

Project No.	Project Location	Planning Level Cost
	Project Description	
1	<i>Grand Avenue and Morley Avenue south of Library</i>	\$12,100,000
	Vehicular/Pedestrian Overpass	
2	<i>Crawford Street at UPRR</i>	\$5,000,000
	Pedestrian Overpass	
3	<i>Court Street at UPRR</i>	\$5,000,000
	Pedestrian Overpass	
4	<i>SR189 at Mariposa POE</i>	\$8,000,000
	Pedestrian Grade Separation with interim enhanced Pedestrian Crosswalk with Z-Offset	
5	Along UPRR Right of Way	\$180,000
	Raised Fencing	
	TOTAL	\$30,280,000

Crosswalk Projects

Source: Pedestrian Circulation at Port of Entries Final Report – 1/20/12 (Table 14)

Project No.	No. of Crossings	Roadway Intersection	At	Type	Cost
6	1	Compound St.	West Ave.	Passive	\$1,000 – 3,000
7	1	Sonoita Ave.	Burger King	Active	\$7,000
8	4	Crawford St.	Terrace Ave.	Active	\$28,000
9	1	Grand Ave.	Park St. – South Side	Passive	\$1,000 – 3,000
10	2	Park St.	UPRR	Passive	\$1,000 – 3,000
11	2	International St.	Morley Ave.	Passive	\$1,000 – 3,000
12	2	Nelson Ave.	East St.	Passive	\$1,000 – 3,000
13	4	Elm St.	Arroyo Ave.	Passive	\$1,000 – 3,000
14	1	Elm St.	Grand Ave.	Passive	\$1,000 – 3,000
15	2	Grand Ave.	Elm St.	Passive	\$1,000 – 3,000
16	1	Grand Ave.	Court St. – South Side	Passive	\$1,000 – 3,000
17	1	Grand Ave.	Court St. – South Side	Passive	\$1,000 – 3,000
18	1	Court St.	Grand Ave.	Passive	\$1,000 – 3,000
19	2	Court St.	UPRR	Passive	\$1,000 – 3,000
20	4	Court St.	Morley Ave.	Passive	\$1,000 – 3,000
21	2	Grand Ave.	Walnut St.	Passive	\$1,000 – 3,000
22	1	Walnut St.	Grand Ave.	Passive	\$1,000 – 3,000

23	1	Grand Ave.	North of Walnut St.	Passive	\$1,000 – 3,000
24	1	Arroyo Ave.	North of Walnut St.	Passive	\$1,000 – 3,000
25	1	Hudgins St.	Morley Ave.	Passive	\$1,000 – 3,000
26	1	Beck St.	Morley Ave.	Passive	\$1,000 – 3,000
27	2	Grand Ave.	Food City	Active	\$14,000
TOTAL	39				\$68,000 – 106,000

Sidewalk Projects

Source: Pedestrian Circulation at Port of Entries Final Report – 1/20/12 (Table 15)

Project No.	Street	From	To	Cost Estimate
28	Nelson Avenue	International St.	East St.	\$45,000
29	Morley Avenue	Park St.	East St.	\$43,200
30	Morley Avenue	East St.	Court St.	\$56,000
31	Morley Avenue	Hudgins St.	Beck St	\$48,000
32	Morley Avenue	Beck St.	Wayside Dr	\$42,000
33	Robins Avenue	International St.	Park St.	\$27,000
34	Grand Avenue	Crawford St.	Elm St.	\$70,000
35	Grand Avenue	Elm St.	Walnut St.	\$42,000
36	Arroyo Ave.	Crawford St.	Elm St.	\$60,750
37	Arroyo Ave.	Elm St.	Walnut St.	\$36,000
38	Terrace	South End	Crawford St.	\$37,800
39	Terrace	Crawford St.	Elm St.	\$78,750
40	Park St.	Grand Ave.	Robins Ave.	\$10,000
41	Park St.	Robins Ave.	Morley Ave.	\$6,000
42	East St.	Morley Ave.	Nelson Ave.	\$6,500
43	Elm St.	Terrace Ave.	Grand Ave.	\$12,000
44	Walnut St.	Arroyo Ave.	Grand Ave.	\$13,500
45	Trail	Mariposa POE	Downtown	\$825,000
46	Curb Ramps	Various Locations	Downtown	\$120,000
TOTAL				\$1,579,500

Transit and Parking Projects

Source: Pedestrian Circulation at Port of Entries Final Report – 1/20/12 (Table 16)

Project No.	<i>Project Location</i>	Planning Level Cost
	Project Description	
47	<i>Mariposa POE/SR 189</i>	\$1,825,000
Mariposa Transit Center with Parking and Restroom		
48	<i>Downtown Area</i>	\$2,500,000
Downtown Transit Center with Parking and Restroom		
TOTAL		\$4,325,000

Information Projects

Source: Pedestrian Circulation at Port of Entries Final Report – 1/20/12 (Table 17)

Project No.	<i>Project Location</i>	Planning Level Cost
	Project Description	
49	<i>Throughout Study Area</i>	\$80,000
Information Kiosks (eight locations shown)		
50	<i>Throughout Study Area</i>	\$15,000
Information and Way finding Signage		
TOTAL		\$95,000

Additional Pedestrian Amenity Projects Summary

Source: Pedestrian Circulation at Port of Entries Final Report – 1/20/12 (Table 18)

Project No.	<i>Project Location</i>	Planning Level Cost
	Project Description	
51	<i>Downtown Area West of Grand Avenue</i>	\$75,000
Public Restroom Facility (1)		
52	<i>Along Major Transit Corridors</i>	\$80,000
<i>Shelters with Seating (\$5,000 each) (up to 16 needed)</i>		
53	<i>Throughout Study Area</i>	\$7,500
Pedestrian Benches (\$250 each) (30 needed)		
54	<i>Terrace Avenue from South End to Crawford St.</i>	\$45,000
Convert street to Pedestrian Plaza		
TOTAL		\$207,500

Short Term Priority Program Roadway Projects - Eligible for Federal Aid			
Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1	6A	Palo Parado Road at UP Railroad and Santa Cruz River, Rio Rico	\$7,750,000
		Bridge crossing for vehicular and pedestrian traffic - Alternative A - Preferred Alignment 1	
2	16	W Frontage Rd, Calle Calabasas to Yavapai Dr, Rio Rico	\$4,900,000
		Frontage Road Extension	
Total: Short Term Priority Program - Federal Aid Eligible			\$12,650,000

Short Term Priority Program Roadway Projects - Local Funding			
Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1	58	Yavapai Drive from Rio Rico Drive to W Frontage Rd, Rio Rico	\$5,300,000
		Roadway improvements for future capacity needs	
Total: Short Term Priority Program - Local Funding			\$5,300,000

Short Term Priority Program Transit Projects - Eligible for Federal Funding			
Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1	41A	Santa Cruz County - Park and Ride Lot at Rio Rico	\$870,000
		Park and Ride Lot(s)	
Total: Short Term Priority Program - Transit Projects			\$870,000

**Short Term Priority Program
Bicycle & Pedestrian Projects - Eligible for Federal Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1	80	Coatimundi Trail Extension, Avenida Coatimundi, Rio Rico	\$400,000
		Multipurpose trail	
2	78	Santa Cruz County (Countywide)	\$200,000
		Pedestrian Master Plan	
3	79	Santa Cruz County (Countywide)	\$200,000
		Bicycle Master Plan	
Total: Short Term Priority Program - Bicycle/Pedestrian Projects			\$800,000

**Short Term Priority Program
Roadway Projects - Eligible for Federal Aid**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1	3	Public Library Vicinity, Nogales	\$10,300,000
		Vehicular overpass of UP railroad	
2	45D	Frank Reed Road/Masonic Street Intersection, Nogales	\$1,260,000
		Intersection improvement, Alternative D, roundabout	
Total: Short Term Priority Program - Federal Aid Eligible			\$11,560,000

**Short Term Priority Program
Transit Projects - Eligible for Federal Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1A	39A	City Public Transit System, Nogales	\$195,000
		City public transit system, Phase One, Expand the "Nogales Rides" system - capital costs	
1B	39A	City Public Transit System, Nogales	\$650,000
		City public transit system, Phase One, Expand the "Nogales Rides" system - annualized operating costs @ \$650,000/year	
Total: Short Term Priority Program - Transit Projects			\$845,000

**Short Term Priority Program
Bicycle & Pedestrian Projects - Eligible for Federal Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1	1	Crawford Street Overpass of the UPRR, Nogales	\$5,000,000
		Pedestrian overpass over the railroad tracks	
2	78	Nogales (Citywide)	\$200,000
		Pedestrian circulation master plan	
3	79	Nogales (Citywide)	\$200,000
		Bicycle circulation master plan	
Total: Short Term Priority Program - Bicycle/Pedestrian Projects			\$5,400,000

**Short Term Priority Program
Enhancement Projects - Eligible for Federal Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1	31	DeConcini POE Area at Grand Avenue & Crawford St, Nogales	\$870,000
		Gateway enhancements, monument signs, public art, roundabout, landscaping, etc.	
Total: Short Term Priority Program - Enhancement Projects			\$870,000

**Medium Term Implementation Program
Roadway Projects - Eligible for Federal Aid**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
3A	27B	Pendleton Drive, Rio Rico Drive to Palo Parado Drive, Rio Rico	\$14,000,000
		Roadway reconstruction, Alternative B, roadway reconstruction with paved shoulders (Note: Due to the size of this project, the construction should be phased into affordable component projects - this is Phase 1 of 3)	
4	19A	W Frontage Rd/Camino Lito Galindo Intersection, Rio Rico	\$50,000
		Intersection improvement, Phase One, turn lanes, signing, striping, SRTS improvements	
Total: Medium Term Impl. Program - Federal Aid Eligible			\$14,050,000

**Medium Term Implementation Program
Roadway Projects - Local Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
2	51	Bridge Road, I-19 Frontage Rd to Calle Iglesia, Tubac	\$3,300,000
		Roadway and intersection improvements	
3	54	Bridge Rd, Calle Iglesia to Prop. Pendleton Dr Extension, Tubac	\$4,600,000
		Roadway improvements, bridge construction, and at-grade railroad crossing improvements	
Total: Medium Term Implementation Program - Local Funding			\$7,900,000

**Medium Term Implementation Program
Transit Projects - Eligible for Federal Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
2	41B	Santa Cruz County - Park and Ride Lot at Tubac	\$870,000
		Park and ride lot(s)	
Total: Medium Term Implementation Program - Transit Projects			\$870,000

**Medium Term Implementation Program
Roadway Projects - Eligible for Federal Aid**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
3	66	Bankert Avenue, Doe Street to Morley Avenue, Nogales	\$1,800,000
		Roadway improvements	
4	73	Morley Avenue, Banks Bridge to Park Street, Nogales	\$3,570,000
		Roadway improvements	
5	65	Doe Street, Grand Avenue to Bankert Avenue, Nogales	\$1,130,000
		Roadway improvements	
6	69	Western Avenue, Grand Avenue to I-19, Nogales	\$3,800,000
		Roadway improvements	
Total: Medium Term Impl. Program - Federal Aid Eligible			\$10,300,000

**Medium Term Implementation Program
Roadway Projects - Local Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
2	38	Monte Carlo Neighborhood Connection to SR-82	\$2,850,000
		New connector road	
3	44B	White Park Drive Extension west to Mariposa Road	\$36,425,000
		New connector route to extend roadway to improve circulation; two lane road with I-19 underpass (Note: Due to the size of the project, it may need to be divided into phases for affordable implementation)	
4	61	Gold Hill Road, Grand Avenue to Edith Place, Nogales	\$1,380,000
		Roadway improvements	
5	71	Monroe Street, Morley Avenue to Tyler Avenue, Nogales	\$870,000
		Roadway improvements	
Total: Medium Term Implementation Program - Local Funding			\$41,525,000

**Medium Term Implementation Program
Bicycle & Pedestrian Projects - Eligible for Federal Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
4	2	Court Street Overpass of the UPRR, Nogales	\$5,000,000
		Pedestrian overpass of UP railroad tracks	
Total: Medium Term Impl. Program - Bicycle/Pedestrian Projects			\$5,000,000

**Medium Term Implementation Program
Enhancement Projects - Eligible for Federal Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
2	32	Mariposa POE Area, Mariposa Rd & Target Range Rd, Nogales	\$870,000
		Gateway enhancements, monument signs, public art, roundabout, landscaping, etc.	
Total: Medium Term Impl. Program - Enhancement Projects			\$870,000

**Long Term Implementation Program
Roadway Projects - Eligible for Federal Aid**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
3B	27B	Pendleton Drive, Rio Rico Drive to Palo Parado Drive, Rio Rico	\$14,000,000
		Roadway reconstruction, Alternative B, roadway reconstruction with paved shoulders (Note: Due to the size of this project, the construction should be phased into affordable component projects - this is Phase 2 of 3)	
5	17C	W Frontage Rd, Rio Rico Dr to Peck Canyon Rd, Rio Rico	\$16,445,000
		Roadway overlay & shoulder improvements for bike/ped use, Alternative C, overlay both existing roadway & new shoulders	
Total: Long Term Impl. Program - Federal Aid Eligible			\$30,445,000

Long Term Implementation Program Roadway Projects - Local Funding

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
4	55	Chavez Siding Rd, I-19 Frontage Road to Proposed Pendleton Drive Extension, Tubac	\$10,030,000
		Roadway improvements, bridge construction, and at-grade railroad crossing improvements	
Total: Long Term Implementation Program - Local Funding			\$10,030,000

Long Term Implementation Program Transit Projects - Eligible for Federal Funding

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
3	40A	Santa Cruz County	\$402,000
		Expanded transit system, Phase One, daily express service to Rio Rico, capital costs	
4	40A	Santa Cruz County	\$123,000
		Expanded transit system, Phase One, daily express service to Rio Rico, annualized operating costs	
5	40B	Santa Cruz County	\$802,000
		Expanded transit system, Phase Two, daily express service extension to Tubac - capital costs	
6	40B	Santa Cruz County	\$243,000
		Expanded transit system, Phase Two, daily express service extension to Tubac - annualized operation costs	
Total: Long Term Implementation Program - Transit Projects			\$1,570,000

Long Term Implementation Program Bicycle & Pedestrian Projects - Eligible for Federal Funding

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
4	43	Rio Rico Area	\$2,200,000
		Sidewalk improvements - annual program - annual funding level @ \$220,000 per year	
Total: Long Term Impl. Program - Bicycle/Pedestrian Projects			\$2,200,000

**Long Term Implementation Program
Roadway Projects - Eligible for Federal Aid**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
7	72	<i>Banks Bridge, Grand Avenue to Morley Avenue, Nogales</i>	\$820,000
		Roadway improvements	
8	70	<i>Perkins Avenue, Morley Avenue to Jackson Street, Nogales</i>	\$1,450,000
		Roadway improvements	
9	68	<i>North Santa Cruz Street, Grand Ave to Bejarano St, Nogales</i>	\$115,000
		Roadway improvements	
10	63	<i>Industrial Park Drive Loop, Nogales</i>	\$7,000,000
		Roadway improvements	
11	59	<i>Old Tucson Road, Nogales</i>	\$17,250,000
		Roadway improvements	
12	4	<i>Gold Hill Road Overpass of the UPRR, Nogales</i>	\$9,600,000
		Bridge overpass of the railroad	
Total: Long Term Impl. Program - Federal Aid Eligible			\$36,235,000

Long Term Implementation Program Roadway Projects - Local Funding

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
6	64	Baffert Drive, Grand Avenue to Monte Carlo Place, Nogales	\$1,570,000
		Roadway improvements	
7	62	Apache Boulevard, Grand Ave to Mariposa Hills Drive, Nogales	\$4,550,000
		Roadway improvements	
8	60	West Country Club Drive, Grand Avenue to I-19, Nogales	\$5,750,000
		Roadway improvements	
Total: Long Term Implementation Program - Local Funding			\$11,870,000

Long Term Implementation Program Transit Projects - Eligible for Federal Funding

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
3A	41A	Downtown Transit Center & Short Term Parking, Nogales	\$870,000
		Facility to accommodate transit and shared ride users	
3B	41A	Walmart Area Transit Center & Short Term Parking	\$870,000
		Facility to accommodate transit and shared ride users	
3C	41A	Mariposa POE Area Transit Center & Short Term Parking	\$870,000
		Facility to accommodate transit and shared ride users	
Total: Long Term Implementation Program - Transit Projects			\$2,610,000

Long Term Implementation Program Bicycle & Pedestrian Projects - Eligible for Federal Funding

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
5	42	Nogales (Citywide)	\$2,200,000
		Annual sidewalk installation and improvement program; funding at \$220,000 per year	
6	10A	Western Avenue, I-19 to Grand Avenue, Nogales	\$120,000
		Sidewalk improvements	
7	11	Target Range Road, Mariposa Road to I-19, Nogales	\$450,000
		Sidewalk improvements	
Total: Long Term Impl. Program - Bicycle/Pedestrian Projects			\$2,770,000

Long Term Implementation Program Enhancement Projects - Eligible for Federal Funding

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
3	33	I-19 at Grand Avenue Area, Nogales	\$295,000
		Gateway enhancements, monument signs, public art, landscaping, etc.	
Total: Long Term Impl. Program - Enhancement Projects			\$295,000

**Needed Projects Beyond the 20 Year Program
Roadway Projects - Eligible for Federal Aid**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
3C	27B	Pendleton Drive, Rio Rico Drive to Palo Parado Drive, Rio Rico	\$14,500,000
		Roadway reconstruction, Alternative B, roadway reconstruction with paved shoulders (Note: Due to the size fo this project, the construction should be phased into affordable component projects - this is Phase 3 of 3)	
6	19B	W Frontage Rd/Camino Lito Galindo Intersection, Rio Rico	\$750,000
		Intersection improvement, Phase Two, approach roadway improvements	
7	28	Pendleton Drive, North Terminus to Bridge Rd, Tubac	\$29,720,000
		Roadway Construction	
8	5	Ruby Road at the UP Railroad, Rio Rico	\$7,800,000
		Vehicular overpass of railroad	
Total: Needed Projects Beyond the 20 Years - Federal Aid Eligible			\$52,770,000

**Need Projects Beyond the 20 Year Program
Roadway Projects - Local Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
5	52B	Pendleton Drive, Bridge Road to Pima County Line, Amado	\$77,200,000
		Roadway construction, Alternative B, two lane roadway with a center turn lane and shoulders (Note: Due to the size of this project, it may warrant splitting into logical phases for funding and implementation)	
Total: Needed Projects Beyond The 20 Years - Local Funding			\$77,200,000

**Need Projects Beyond the 20 Year Program
Roadway Projects - Local Funding**

Ranking	Site No.*	Project Location	Project Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
9	37	Citywide Traffic Signal System Upgrades	\$50,000
		Traffic signal timing plan upgrades and progression improvements	
10	57	New Collector Streets in Western Nogales	\$23,750,000
		Two lane roadways to serve development needs; cost at \$9,500,000/mile	
Total: Needed Projects Beyond The 20 Years - Local Funding			\$23,800,000

Local Priorities for Federal/State System Projects

Ranking	Site No.*	Project Location	Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
1	13A	Mariposa Rd/I-19 Interchange, Nogales	\$8,600,000
		Traffic Interchange Improvements - Alternative A - Diverging Diamond Interchange	
1	13B	Mariposa Rd/I-19 Interchange, Nogales	\$25,100,000
		Traffic Interchange Improvements - Alternative B - Flyover	
1	13C	Mariposa Rd/I-19 Interchange, Nogales	\$33,700,000
		Traffic Interchange Improvements - Alternative C - Diverging Diamond/Flyover Combination	
2	30A	Ruby Road/SR 289, W Frontage Rd to Santa Cruz River, Rio Rico	\$400,000
		Interchange Improvements - Alternative A - Minor Improvements	
2	30B	Ruby Road/SR 289, W Frontage Rd to Santa Cruz River, Rio Rico	\$3,000,000
		Interchange Improvements - Alternative B - Roundabout	
3	14A	Mariposa Rd & Frank Reed Rd, Nogales	\$28,450,000
		Intersection Improvement - Alternative A - Grade Separation	
3	14B	Mariposa Rd & Frank Reed Rd, Nogales	\$10,450,000
		Intersection Improvement - Alternative B - Arizona Parkway	
4	15A	Mariposa Rd/SR 189, POE to I-19	\$31,450,000
		Roadway Widening and Improvement - Alternative A - Traditional Roadway Widening	
4	15B	Mariposa Rd/SR 189, POE to I-19	\$53,650,000
		Roadway Widening and Improvement - Alternative B - Arizona Parkway	
4	15C	Mariposa Rd/SR 189, POE to I-19	\$46,750,000
		Roadway Widening and Improvement - Alternative C - Enhanced Arterial Roadway with Jughandle Intersections	
5	9	Mariposa Rd & Grand Avenue, Nogales	\$3,640,000
		Intersection Improvement	

Local Priorities for Federal/State System Projects

Ranking	Site No.*	Project Location	Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
6	12	Target Range Rd & Mariposa Rd, Nogales	\$2,500,000
		Intersection Improvement	
7	16	W Frontage Rd, Calle Calabazas to Yavapai Dr, Rio Rico	\$4,900,000
		Frontage Road Extension	
7	17A	W Frontage Rd, Rio Rico Dr to Peck Canyon Rd, Rio Rico	\$1,380,000
		Roadway Overlay & Shoulder Improvement for Bike - Alternative A - Overlay existing road with shoulder stabilization	
7	17B	W Frontage Rd, Rio Rico Dr to Peck Canyon Rd, Rio Rico	\$15,180,000
		Roadway Overlay & Shoulder Improvement for Bike - Alternative B - Widen existing road with new shoulders	
7	17C	W Frontage Rd, Rio Rico Dr to Peck Canyon Rd, Rio Rico	\$16,445,000
		Roadway Overlay & Shoulder Improvement for Bike - Alternative C - Overlay both existing roadway and new shoulders.	
7	19A	W Frontage Rd/Camino Lito Galindo Intersection, Rio Rico	\$50,000
		Intersection Improvement - Phase One - Turn Lanes, signing, striping, SRTS improvements	
7	19B	W Frontage Rd/Camino Lito Galindo Intersection, Rio Rico	\$750,000
		Intersection Improvement - Phase Two - Approach Roadway Improvements	
7	20	W Frontage Rd, W Chavez Siding Rd to Agua Linda Rd, Amado	\$3,500,000
		Frontage Road Improvement	
8	35A	I-19/Grand Avenue Partial Interchange, Nogales	\$5,400,000
		Interchange Improvement - Alternative A - Underpass	
8	35B	I-19/Grand Avenue Partial Interchange, Nogales	\$22,550,000
		Interchange Improvement - Alternative B - Overpass	
8	35C	I-19/Grand Avenue Partial Interchange, Nogales	\$35,000,000
		Interchange Improvement - Alternative C - Reconstruct to a full movement interchange	
9	21	E Frontage Rd, W Chavez Siding Rd to Agua Linda Rd, Amado	\$4,500,000
		Frontage Road Improvement	
9	22A	E Frontage Rd & Tumacacori Rd, Tubac	\$460,000
		Intersection Improvement - Alternative A - Northbound Turn Lane	

Local Priorities for Federal/State System Projects

Ranking	Site No.*	Project Location	Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
9	22B	<i>E Frontage Rd & Tumacacori Rd, Tubac</i>	\$285,000
		Intersection Improvement - Alternative B - Future Traffic Signal	
9	23A	<i>E Frontage Rd & Tubac Rd, Tubac</i>	\$575,000
		Intersection Improvement - Alternative A - Northbound and Southbound Left Turn Lanes	
9	23B	<i>E Frontage Rd & Tubac Rd, Tubac</i>	\$285,000
		Intersection Improvement - Alternative B - Future Traffic Signal	
9	24	<i>E Frontage Rd, Avenida Goya to Bridge Rd, Tubac</i>	\$2,030,000
		Roadway and Intersection Improvements	
9	25	<i>E Frontage Rd & Avenida de Otero, Tubac</i>	\$245,000
		Intersection Improvement	
10	26	<i>Connector Road, Mariposa Rd to Country Club Rd, Nogales</i>	\$250,000
		Frontage Road Connection	
11	18A	<i>Peck Canyon Rd, W Frontage Rd to E Frontage Rd, Rio Rico</i>	\$1,750,000
		Widen I-19 Overpass and Approach Roads - Alternative A - Widen bridge for turn lanes with intersection improvements	
11	18B	<i>Peck Canyon Rd, W Frontage Rd to E Frontage Rd, Rio Rico</i>	\$3,700,000
		Widen I-19 Overpass and Approach Roads - Alternative B - Widen bridge for turn lanes plus sidewalks and bike lanes with intersection improvements	
12	34	<i>I-19 "The Curve" area between Ruby Rd & Rio Rico Dr, Rio Rico</i>	\$375,000
		Safety Corridor Improvement	
13	47	<i>New Route, Mariposa Rd TI to Grand Ave, Nogales</i>	\$6,200,000
		Connector Route	
14	53	<i>I-19, Exit 22 (Peck Canyon Rd) to Exit 48 (Arivaca Rd), Santa Cruz County</i>	\$23,500,000 (each)
		Interchange Improvements	

Local Priorities for Federal/State System Projects

Ranking	Site No.*	Project Location	Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
15	74A	Grand Avenue & Arroyo Blvd, I-19 to DeConcini Point of Entry, Nogales	\$3,000,000
		Roadway Improvements for Future Capacity - Alternative A - Signal Upgrades and Interconnect	
15	74B	Grand Avenue & Arroyo Blvd, I-19 to DeConcini Point of Entry, Nogales	\$15,850,000
		Roadway Improvements for Future Capacity - Alternative B - Roadway and Intersection Improvements	
15	74C	Grand Avenue & Arroyo Blvd, I-19 to DeConcini Point of Entry, Nogales	\$18,850,000
		Roadway Improvements for Future Capacity - Alternative C - Both Signal and Roadway Improvements	
16	56	I-19 East Frontage Road, Ruby Road to Rio Rico Dr, Rio Rico	\$150,000
		Traffic Study and Evaluation	
17	48A	Grand Ave/Mesa Verde Dr Intersection, Nogales	\$125,000
		Intersection Improvement - Alternative A - Upgrade Traffic Signal	
17	48B	Grand Ave/Mesa Verde Dr Intersection, Nogales	\$690,000
		Intersection Improvement - Alternative B - Intersection Capacity and Traffic Signal Improvements	
17	48C	Grand Ave/Mesa Verde Dr Intersection, Nogales	\$1,165,000
		Intersection Improvement - Alternative C - Widen Bridge, Intersection Capacity and Traffic Signal Improvements	
18	49	Grand Ave/Old Tucson Rd Intersection, Nogales	\$525,000
		Intersection Improvement	
19	50A	Grand Ave/Country Club Rd Intersection, Nogales	\$400,000
		Intersection Improvement - Alternative A - Widen Western Leg and Signal Improvements	
19	50B	Grand Ave/Country Club Rd Intersection, Nogales	\$1,050,000
		Intersection Improvement - Alternative B - Widen Western Leg Improve Intersection Capacity and Signal	
20	67A	SR 82, Grand Avenue Terminus to Thelma Street, Nogales	\$3,400,000
		Roadway Improvements for Future Capacity - Alternative A - Widening with no bridge improvements	
20	67B	SR 82, Grand Avenue Terminus to Thelma Street, Nogales	\$12,150,000
		Roadway Improvements for Future Capacity - Alternative B - Widening with bridge improvements	

Local Priorities for Federal/State System Projects

Ranking	Site No.*	Project Location	Cost
		Project Description	
* Site No. refers to site location numbers in exhibits shown in Working Paper #2			
21	36A	Connector Road, I-19 to SR 82, Nogales	\$36,550,000
		Roadway Corridor Improvements - Alternative A -Use South River Road Alignment	
21	36B	Connector Road, I-19 to SR 82, Nogales	\$59,000,000
		Roadway Corridor Improvements - Alternative B - Create New Alignment	
22	75A	Interstate 19, Interstate 19 B Terminus to West Street, Nogales	\$375,000
		Roadway Improvements for Future Capacity - Alternative A - Access Management and One-Way Routes	
22	75B	Interstate 19, Interstate 19 B Terminus to West Street, Nogales	\$1,170,000
		Roadway Improvements for Future Capacity - Alternative B - Route Widening and Intersection Improvements	
23	76	Interstate 19, Tumacacori Interchange to SR 189/Mariposa Road Interchange, Santa Cruz County	\$529,000
		Roadway Improvements for Future Capacity	
24	77	East and West Interstate 19 Frontage Roads, Rio Rico Drive Traffic Interchange to Grand Avenue Traffic Interchange, Rio Rico	\$29,375,000
		Roadway Improvements for Future Capacity	

Local Priorities for Federal/State System Bike/Ped Projects

Ranking	Site No.*	Project Location	Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1	7	Grand Avenue, Park St to Arroyo Blvd, Nogales	\$1,020,000
		Crosswalk Installation	
2	46A	Ruby Road (SR 289), Ranger Station to Pina Blanca Lake, Rio Rico	\$3,115,000
		Bike Lane Improvement - Alternative A - Overlay Existing Roadway with Stabilized Earthen Shoulder	
2	46B	Ruby Road (SR 289), Ranger Station to Pina Blanca Lake, Rio Rico	\$32,950,000
		Bike Lane Improvement - Alternative B - Widen Existing Roadway with New Paved Shoulders	
2	46C	Ruby Road (SR 289), Ranger Station to Pina Blanca Lake, Rio Rico	\$35,720,000
		Bike Lane Improvement - Alternative C - Overlay Existing Roadway with New Paved Shoulders	

Local Priorities for Federal/State System Enhancement Projects

Ranking	Site No.*	Project Location	Cost
		Project Description	
<i>* Site No. refers to site location numbers in exhibits shown in Working Paper #2</i>			
1	29	I-19 Tumacacori to Tubac	\$1,250,000 (each)
		Wildlife Preservation Crossings	