



A REPORT
TO THE
ARIZONA LEGISLATURE

Financial Audit Division

Special Review

Pima County
1997 Transportation Bond
Improvement Plan

February • 2003



Debra K. Davenport
Auditor General

The **Auditor General** is appointed by the Joint Legislative Audit Committee, a bipartisan committee composed of five senators and five representatives. Her mission is to provide independent and impartial information and specific recommendations to improve the operations of state and local government entities. To this end, she provides financial audits and accounting services to the State and political subdivisions, investigates possible misuse of public monies, and conducts performance audits of school districts, state agencies, and the programs they administer.



Copies of the Auditor General's reports are free.
You may request them by contacting us at:

Office of the Auditor General

2910 N. 44th Street, Suite 410 • Phoenix, AZ 85018 • (602) 553-0333

Additionally, many of our reports can be found in electronic format at:

www.auditorgen.state.az.us



DEBRA K. DAVENPORT, CPA
AUDITOR GENERAL

**STATE OF ARIZONA
OFFICE OF THE
AUDITOR GENERAL**

WILLIAM THOMSON
DEPUTY AUDITOR GENERAL

February 14, 2003

Members of the Arizona Legislature

The Board of Supervisors of Pima County, Arizona

Transmitted herewith is a report of the Auditor General, a special review of Pima County's 1997 Transportation Bond Improvement Plan. I am also transmitting with this report a copy of the Report Highlights for this review to provide a quick summary for your convenience.

Our review consisted primarily of inquiries and an examination of selected records and other documents. Therefore, our review was substantially less in scope than an audit conducted in accordance with generally accepted auditing standards. Accordingly, we do not express an opinion on the adequacy of the financial records or the internal controls related to the County's 1997 Transportation Bond Improvement Plan. We also do not ensure that all matters involving the County's internal controls that might be material weaknesses under standards established by the American Institute of Certified Public Accountants or other conditions that may require correction or improvement have been disclosed.

As outlined in his response, the County Administrator generally agrees with the report's recommendations.

My staff and I will be pleased to discuss or clarify items in the report.

This report will be released to the public on February 18, 2003.

Sincerely,

Debbie Davenport
Auditor General

Enclosure

SUMMARY

The Office of the Auditor General has conducted a special review of the 57 transportation projects included in Pima County's 1997 Transportation Bond Improvement Plan (Bond Ordinance). The Bond Ordinance was adopted by the Pima County Board of Supervisors in October 1997 and became effective on November 4, 1997, when voters authorized Pima County to issue and sell \$350 million in transportation revenue bonds.

The Bond Ordinance set forth estimated construction information for 57 projects located throughout Pima County and showed how much of the \$350 million in authorized bond proceeds would be allocated to each project. It also indicated that the projects would cost more than the bond proceeds, and for certain projects, it identified other planned financing sources that totaled \$135 million.

This report focuses on two topics. First, this report presents basic financial information about the 57 projects, both collectively and individually. This information includes such items as the following:

- Bond Ordinance estimates
- Actual costs through June 30, 2002
- Original contract amounts, significant amendments, and significant scope-of-work changes
- County estimates of costs to complete, including contractual obligations, engineers' estimates, and other County estimates
- County estimates of future financing sources

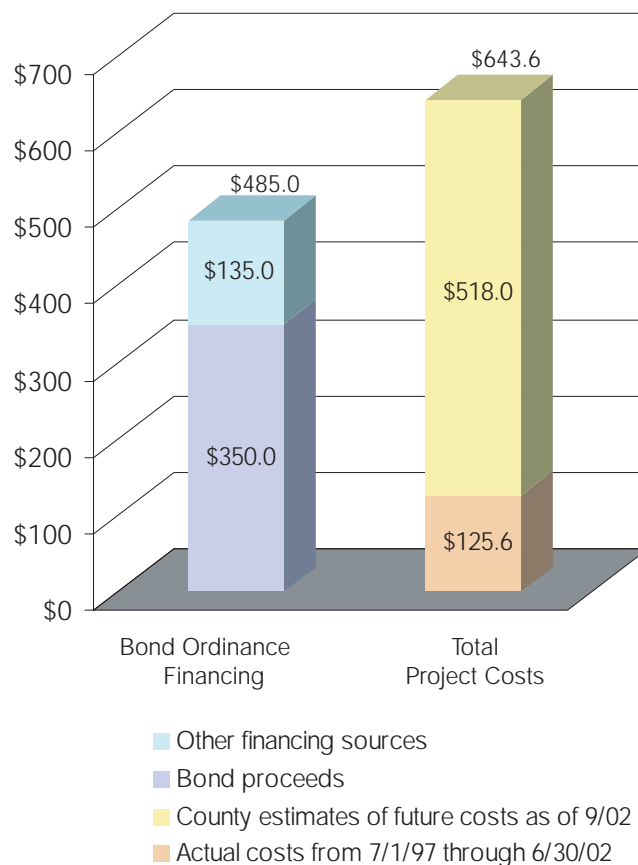
Second, this report explains how the County accumulates project financial information and why this information is sometimes inaccurate and incomplete.

Financial information about the projects (see pages 5 through 10)

In the 5 years since the Bond Ordinance became effective, 8 of the 57 projects have been completed, 12 are under construction, and 17 are being designed. The remaining 20 projects are awaiting further action, ranging from the scheduling of a start date to arranging for additional financing.

As shown in Figure 1, the County's total cost estimates to complete all 57 projects is at least \$643.6 million as of September 2002, which is about \$158.6 million more than the estimate contained in the Bond Ordinance.

Figure 1 Bond Ordinance Financing Plan and Estimated Total Project Costs as of September 2002 (In Millions) (Unaudited)



Source: Auditor General staff analysis of Pima County Transportation Bond Improvement Plan Ordinance No. 1997-80, as amended by Ordinance Nos. 1998-59 and 2001-112; electronic data files from Pima County's Financial Management System from fiscal year 1998 through fiscal year 2002 at the County's August 3, 2002 close date; Capital Improvement Program's *5-Year Plan* prepared on September 9, 2002; contract files maintained by Pima County's Finance Department and the Transportation Department's Field Engineering or Design Engineering unit; and vendor invoices maintained by the Finance Department.

The County's current project cost estimates are higher than the Bond Ordinance estimates for several reasons including:

- The Bond Ordinance project cost estimates were based on conceptual estimates, without adjustments for inflation.
- The Bond Ordinance did not include total project costs for projects located within incorporated jurisdictions. Instead, it included only the costs that would be financed with bond proceeds. The Bond Ordinance indicated that the incorporated jurisdictions would need to provide additional financing for project construction but did not indicate how much would be needed.
- Project costs continue to increase. For example, increased costs have resulted from contract amendments, which have raised the average contract costs by about 11 percent.

Further, the County's project financing plans as of September 2002 do not include planned sources for all of the County's estimated future project costs.

Project financial information is sometimes incomplete and inaccurate (see pages 11 through 16)

The County's Capital Improvement Program (CIP) is responsible for accumulating project financial information related to the 57 transportation projects included within the Bond Ordinance. The financial information that CIP accumulates includes actual costs, future projected costs, and financing sources used to pay for those costs. CIP periodically prepares a *5-Year Plan* document that reports each project's financial information. The *5-Year Plan* is required by the Pima County Code and is used for internal planning purposes. However, it sometimes is incomplete and inaccurate. Auditors identified ways that would help the County ensure future accuracy of project financial information.

Project-by-project analysis (see pages 17 through 146)

The final section of the report contains a data sheet for each project indicating financial information that includes:

- Actual costs from fiscal year 1998 through fiscal year 2002
- County estimates of future costs
- Bond Ordinance financing estimates

- Purpose
- Original contract amounts
- Contract amendment descriptions
- Remaining contract obligations at June 30, 2002

The project data sheets are organized according to the following stages: projects completed, under construction, in the design phase, future start date, contingent on City of Tucson financing, and on hold.

TABLE OF CONTENTS



Introduction & Background	1
Chapter 1: Financial information about the projects	5
Current County cost projections exceed Bond Ordinance estimates	5
Bond Ordinance estimates did not reflect total project costs	6
Project costs continue to increase	7
Current <i>5-Year Plan</i> does not specify all needed financing sources	9
Chapter 2: Project financial information is sometimes incomplete and inaccurate	11
Capital Improvement Program tracks project financial information	11
CIP project cost and financing source information differs from FMS	12
CIP actual cost data is sometimes not complete	14
CIP cost projections are not always current	14
Recommendations to ensure project financial information is complete and accurate	15
Chapter 3: Project-by-project analysis	17
Appendices:	
A Total project cost estimates as of September 2002 compared to Bond Ordinance estimates for each project	a-i
B Original contract amounts, amendments, and contract obligations for each project as of September 2002	b-i
C Pima County's estimated future cost compared to its financing plans for each project as of September 2002	c-i

♦ continued



TABLE OF CONTENTS

County Response

Figures:

- | | |
|--|----|
| 1 Bond Ordinance financing plan and estimated total project costs as of September 2002 | ii |
| 2 Future planned financing sources as of September 2002 totaling \$292,337,100 | 9 |

Tables:

- | | |
|--|----|
| 1 Total project cost estimates as of September 2002 compared to Bond Ordinance estimates | 6 |
| 2 Original contract amounts, amendments, and contract obligations as of September 2002 | 8 |
| 3 Analysis of the largest prime contractors' project contracts and their amendments as of September 2002 | 8 |
| 4 Pima County's estimated future cost compared to its financing plans as of September 2002 | 9 |
| 5 Project costs incurred prior to fiscal year 1998 | 14 |

concluded ♦

INTRODUCTION & BACKGROUND

The Office of the Auditor General has conducted a special review of the 57 transportation projects included in the County's 1997 Transportation Bond Improvement Plan (Bond Ordinance).

This report focuses on two topics. First, it presents basic financial information about the 57 projects, both collectively and individually. This information includes such items as the following:

- Bond Ordinance estimates
- Actual costs through June 30, 2002
- Original contract amounts, significant amendments, and significant scope-of-work changes
- County estimates of costs to complete, including contractual obligations, engineers' estimates, and other County estimates
- County estimates of future financing sources

Second, this report explains how the County accumulates project financial information and why this information is sometimes inaccurate and incomplete. It also provides recommendations that would help the County ensure that the information is accurate in the future.

Transportation bond improvement plan history

In October 1997, Pima County Board of Supervisors adopted a Bond Ordinance that provided detailed information on 57 transportation projects that would be primarily financed with \$350 million in transportation revenue bond proceeds. The Bond Ordinance was published for voters to review prior to a special bond election held on November 4, 1997. During that election, voters were asked to authorize Pima County to issue and sell the \$350 million of transportation revenue bonds. The Bond Ordinance became effective when the voters authorized the County to issue and sell the bonds. The Bond Ordinance set forth estimated construction and financing information for 57 transportation projects located throughout Pima County. Some of these projects were in incorporated jurisdictions, such as the City of Tucson.¹

¹ Before the bonds were authorized and the Bond Ordinance was made effective, the Pima County Attorney opined that it was unlawful for the County to use proceeds from bonds secured by County HURF revenues on projects within incorporated areas. The City of Tucson filed suit against Pima County challenging this opinion, and the courts ruled that the County was authorized but not required to use these proceeds for streets located within incorporated jurisdictions, if certain prescribed statutory procedures were followed.

Transportation revenue bonds are secured by highway user revenue fund (HURF) monies. HURF monies consist of vehicle registration fees, vehicle license taxes, and excise taxes on vehicle fuels, which are collected by the State. The State distributes a portion of these monies to counties to be used solely for street and highway purposes.

Bond proceeds are the main source of financing for the 57 projects. However, other sources are necessary to fully finance the projects, such as County development impact fees; federal financial assistance; developer or private contributions; city, township, and Arizona Department of Transportation cost-sharing monies; Arizona Department of Transportation loans; and Pima Association of Governments urban-area HURF monies. In addition, Pima County uses HURF monies to pay for some of the project costs because it receives more than is needed to repay the transportation revenue bonds.

Chapter 3.06 of the Pima County Code requires that the Board of Supervisors amend the Bond Ordinance if the County substantially modifies the project scopes, financing, or construction timeframes of the 57 projects. The Pima County Board of Supervisors has amended the Bond Ordinance on two occasions. In September 1998, Ordinance No. 1998-59 changed the amount and timing of the first bond sale and modified some of the planned construction timeframes. In August 2001, Ordinance No. 2001-112 changed the purpose, planned construction timeframes, and financing sources of certain projects.

Arizona Revised Statutes limit the transportation revenue bond annual principal and interest payments to 50 percent of the County's total prior-year HURF receipts. The original Bond Ordinance included schedules of projected HURF revenues, proposed bond sales, and debt retirements that were based on the original planned construction timeframes and this limitation. Although the Bond Ordinance was amended twice for the reasons stated in the previous paragraph, the County has not amended the Bond Ordinance to reflect current projections of HURF receipts, bond sales, and principal and interest payments.

Through June 30, 2002, the County had issued \$95 million of the \$350 million of transportation revenue bonds approved by the voters. Of this amount, \$40 million was issued in June 1998 and \$55 million was issued in January 2002. Initial progress on projects was slower than expected. For example, construction delays kept the County from spending the entire \$40 million from the first issuance within the time originally planned.¹

¹ Because of the delays in actually spending the bond proceeds, the County earned \$789,000 in interest, which was paid to the federal government as required by arbitrage regulations.

Scope and methodology

This special review focused on the 57 transportation projects included in the County's Bond Ordinance. More specifically, it focused on the actual costs for these projects from fiscal year 1998 through fiscal year 2002, the County's estimates of future costs to complete the projects, and the financing sources used or planned to cover those costs. Three different Pima County departments maintain accounting records on the 57 projects: the Capital Improvement Program (CIP), the Finance Department, and the Transportation Department. To assemble the most complete and accurate information available, auditors used data from all three departments. Information reported in this document is not audited.

The actual costs and actual financing sources reported in this document are based on information in the Financial Management System, Pima County's official accounting system, as entered from fiscal year 1998, the inception year of the Bond Ordinance, through June 2002. Other project data are based on CIP's *5-Year Plan*, as of September 9, 2002. In preparation for a possible bond issuance in January 2003, County management explained that the *5-Year Plan* was going through an extensive update process that would continue into November 2002. However, the September 9, 2002 document contained the most current information at the time of this special review.

Auditors also examined the Bond Ordinance, other transportation and financial records, correspondence and historical information, and interviewed County personnel.

Approach and analysis

Actual costs and financing sources—Auditors obtained Financial Management System electronic accounting records from fiscal year 1998 through fiscal year 2002 at the County's August 3, 2002 close date. Auditors verified that the electronic records through fiscal year 2001 agreed with the amounts reported in the County's audited Comprehensive Annual Financial Reports from June 30, 1998, through June 30, 2001. However, auditors noted that as of August 3, 2002, the County had not completed its Comprehensive Annual Financial Report for fiscal year 2002 and those accounting records lacked all year-end adjusting entries and had not been audited.

Next, auditors compiled the actual costs for each of the 57 projects. However, the Financial Management System lacked sufficient detail to identify and compile actual financing sources. Therefore, at the request of auditors, the Finance Department identified financing sources for only the 8 completed projects and auditors verified

the accuracy of the provided amounts by comparing them to those recorded on the Financial Management System.

Future costs, estimated financing sources, and general project purposes—Auditors compiled the County's estimates of future costs and financing sources from CIP's *5-Year Plan* prepared on September 9, 2002. Where auditors determined that remaining contract obligations exceeded CIP's future cost estimates, the estimates were increased to the known cost. Auditors also used CIP's *5-Year Plan* as a basis for summarizing the general purposes of each project, verifying the accuracy of those summaries by discussions with Pima County Transportation Department management and noted where changes in the project scope had taken place.

Project contracts, their amendments, and remaining contract obligations—Auditors gathered information about project contracts and their amendments by examining or obtaining information from project contract files maintained by both the Transportation and Finance Departments. Auditors determined the remaining contract obligations at June 30, 2002, from information within the files, but also analyzed copies of vendor invoices to verify the accuracy of remaining contract obligations. Auditors then summarized all contract amendments through September 2002 and verified their completeness through Transportation Department management review.

Engineers' project cost estimates—Auditors obtained engineers' project cost estimates for 29 uncompleted projects that had a portion of the design completed. Pima County's Transportation Department provided the engineers' estimates during October 2002. The Transportation Department personnel explained that the estimates included the total project costs and were based on actual costs from CIP's database, estimated construction costs provided by contracted engineering firms when available, and Pima County's estimates of all other project costs.

The Auditor General and her staff express their appreciation for the cooperation and assistance of Pima County staff contacted during this special review.

CHAPTER 1

Financial information about the projects

In the 5 years since the Bond Ordinance became effective, 8 of the 57 projects have been completed, 12 are under construction, 17 are being designed, 20 are awaiting further action, ranging from the scheduling of a start date to securing additional financing from other sources. According to current estimates, completing all projects will cost about \$158.6 million more than the estimated \$485 million contained in the Bond Ordinance. The County's current project cost estimates are higher than the Bond Ordinance estimates due to two primary reasons. First, the Bond Ordinance estimates did not reflect total project costs and, second, the project costs continue to increase. Further, the County's current project financing plans do not include planned financing sources for all of the County's estimated future project costs.

Current County cost projections exceed Bond Ordinance estimates

The Bond Ordinance included a financing plan to address estimated costs for each of the 57 transportation projects. As shown in Table 1 (see page 6), County cost data as of September 2002 indicates total project costs will exceed the Bond Ordinance estimates by at least \$158.6 million. In total, the County's recorded actual costs through June 30, 2002, indicate that the 8 completed projects actually cost about \$10 million less than the Bond Ordinance estimates; however, current estimates for the other 49 projects exceed the Bond Ordinance estimates by nearly \$169 million in total. Appendix A provides comparisons of total project costs and Bond Ordinance estimates for each project.

Table 1 Total Project Cost Estimates as of September 2002 Compared to Bond Ordinance Estimates (Unaudited)

Project Status	Number	Actual Project Costs from Fiscal Year 1998—Fiscal Year 2002	County Estimated Future Project Costs ¹	Total Project Costs—Actual and Estimated Future Costs	Bond Ordinance Financing Plan	Total Costs Greater (or Less than) the Bond Ordinance
Completed projects	<u>8</u>	<u>\$ 29,953,300</u>	None	<u>\$ 29,953,300</u>	<u>\$ 40,200,000</u>	<u>(\$ 10,246,700)</u>
Other projects						
Projects that are active:						
Under construction	12	72,674,800	\$ 86,020,600	158,695,400	137,200,000	21,495,400
In design phase	17	17,938,400	205,575,900	223,514,300	155,030,000	68,484,300
Projects awaiting further action:						
Future start date	4	719,900	48,500,700	49,220,600	42,400,000	6,820,600
Contingent on City of Tucson financing	6	2,516,000	138,102,600	140,618,600	73,100,000	67,518,600
On hold	<u>10</u>	<u>1,756,100</u>	<u>39,874,500</u>	<u>41,630,600</u>	<u>37,050,000</u>	<u>4,580,600</u>
Total other projects	<u>49</u>	<u>95,605,200</u>	<u>518,074,300</u>	<u>613,679,500</u>	<u>444,780,000</u>	<u>168,899,500</u>
Total all projects	<u>57</u>	<u>\$125,558,500</u>	<u>\$518,074,300</u>	<u>\$643,632,800</u>	<u>\$484,980,000</u>	<u>\$158,652,800</u>

¹ County estimated future project costs include \$509,166,400 of the County's estimated future costs identified in the Capital Improvement Program's September 9, 2002, *5-Year Plan* plus \$8,907,900 in contract obligations not included in the *5-Year Plan*.

Source: Auditor General staff analysis of Pima County Transportation Bond Improvement Plan Ordinance No. 1997-80, as amended by Ordinance Nos. 1998-59 and 2001-112; electronic data files from Pima County's Financial Management System from fiscal year 1998 through fiscal year 2002 at the County's August 3, 2002 close date; Capital Improvement Program's *5-Year Plan* prepared on September 9, 2002; contract files maintained by Pima County's Finance Department and the Transportation Department's Field Engineering or Design Engineering unit; and vendor invoices maintained by the Finance Department.

Bond Ordinance estimates did not reflect total project costs

The Bond Ordinance estimates did not reflect total project costs. According to County officials, the estimates in the Bond Ordinance reflected the following:

- The project cost estimates were based on the conceptual cost of the project. The estimates were prepared by County staff based on their knowledge of project constraints and actual costs of previously constructed projects. However, County staff did not consider inflation factors or perform specific engineering analyses.
- For projects within incorporated areas, the Bond Ordinance estimates reflected only the project costs that would be financed with bond proceeds, and indicated that other financing from the incorporated jurisdictions would be needed to

complete those projects. However, this was not clearly indicated within each project's financing plan contained in the original Bond Ordinance. Instead, the last section of the original Bond Ordinance stated that implementation of projects located within incorporated areas would be pursuant to intergovernmental agreements between Pima County and the other jurisdictions, and that intergovernmental agreements would commit the other jurisdiction to pay for any and all costs in excess of County bond proceeds. In August 2001, the County amended some individual project financing plans to state that additional financing would be based on intergovernmental agreements with the local jurisdiction.

The County has identified that 6 of the remaining 49 projects are contingent on financing from the City of Tucson. As of September 2002, the County has not been able to establish intergovernmental agreements with the City on these projects. As Table 1 shows, the difference between the Bond Ordinance financing plan estimate and the current cost estimate for these projects is approximately \$67.5 million.

Project costs continue to increase

The County's total project cost estimates are higher than the Bond Ordinance estimates partly because project costs continue to increase. This is evidenced by contract amendments that have increased the cost of all existing contracts an average of 11.2 percent. Approximately 70 percent of the project contracts are with 7 prime contractors.

Contract amendments increased contract costs by an average of 11.2 percent—The County has contracted with engineering firms, prime contractors, landscapers, and artists to perform a significant amount of the work for the 57 projects. Changes in the scope of work for many of these contracts has added to the cost of the contracts, and consequently, to the overall cost of the projects. To date, the cost of these changes has been 11.2 percent of the original contract price.

At times, change orders are necessary to modify the terms or cost elements in a contract. These change orders sometimes result in amendments to the original contract amounts. For example, an engineering firm's contract might be amended because the County decided it needed the firm to perform additional design services because of project scope changes. A prime contractor might require additional payment because items required to finish the project were not included in the original contract specifications or the original contractor's bid.

The reasons for contract amendments that affected the cost of each contract are summarized and reported on the individual project sheets included in Chapter 3. In addition, Table 2 reports original contract amounts, the cost of contract amendments, the percentage they added to the original amounts, and the total remaining contract

obligations, summarized by project status groups. Appendix B reports this contract information for each project. Table 3 reports this information summarized by the 7 largest prime contractors, which account for approximately 68% of the total project contracts.

Table 2 Original Contract Amounts, Amendments, and Contract Obligations as of September 2002 (Unaudited)

Project Status	Original Contract Amounts ¹	Total Contract Amendments ¹	Percentage Added to Original Contract Amounts by the Amendments	Remaining Contract Obligations
Projects that are completed or active:				
Completed	\$ 23,283,329	\$ 4,013,382	17.2%	\$ 0
Under Construction	69,243,368	7,934,038	11.5	33,580,400
In design phase	17,667,716	977,172	5.5	7,985,500
Projects awaiting further action:				
Future start date	985,000	0	0.0	397,200
Contingent on City of Tucson financing	4,380,750	0	0.0	2,272,900
On hold	<u>2,021,910</u>	<u>250,188</u>	12.4	<u>121,100</u>
Total	<u>\$117,582,073</u>	<u>\$13,174,780</u>		<u>\$44,357,100</u>
Percentage added by the amendments			11.2%	

¹ Not all project costs are incurred through project contracts. Other actual project costs include payments made through as-needed contracts that were not considered project specific. Project costs also include Transportation Department project charges for payroll, payroll overhead, and County machinery and vehicle use.

Source: Auditor General staff analysis of contract files maintained by Pima County's Finance Department and the Transportation Department's Field Engineering or Design Engineering unit, and vendor invoices maintained by the Finance Department.

Table 3 Analysis of the Largest Prime Contractors' Project Contracts and Their Amendments as of September 2002 (Unaudited)

Prime Contractor	Number of Contracts	Original Contract Amounts	Total Contract Amendments	Percentage Added to Original Contract Amounts by the Amendments
Granite Construction Company	4	\$19,252,086	\$ 408,468	2.1%
Hunter Contracting Company	1	8,941,073	2,223,543	24.9
KE & G Construction	1	3,164,535	653,495	20.7
NAC Construction	3	2,988,419	122,759	4.1
Southern Arizona Paving, Inc.	2	7,087,767	2,341,297	33.0
Sundt Construction Companies	2	14,529,920	347,440	2.4
The Ashton Company	<u>3</u>	<u>22,906,569</u>	<u>4,256,647</u>	18.6
Total	<u>16</u>	<u>\$78,870,369</u>	<u>\$10,353,649</u>	
Percentage added by the amendments				13.1%

Source: Auditor General staff analysis of contract files maintained by Pima County's Finance Department and the Transportation Department's Field Engineering unit, and vendor invoices maintained by the Finance Department.

Current 5-Year Plan does not specify all needed financing sources

Pima County's CIP periodically prepares the 5-Year Plan that details each project's cost-to-date, estimated future cost, and the financing sources planned to pay for those costs. Table 4 reports the County's estimated future project cost and future planned financing summarized by project status groups. Appendix C reports this information for each project. However, the September 9, 2002 5-Year Plan did not identify planned financing sources for all of the estimated project costs.

Table 4 Pima County's Estimated Future Cost Compared to Its Financing Plans as of September 2002 (Unaudited)

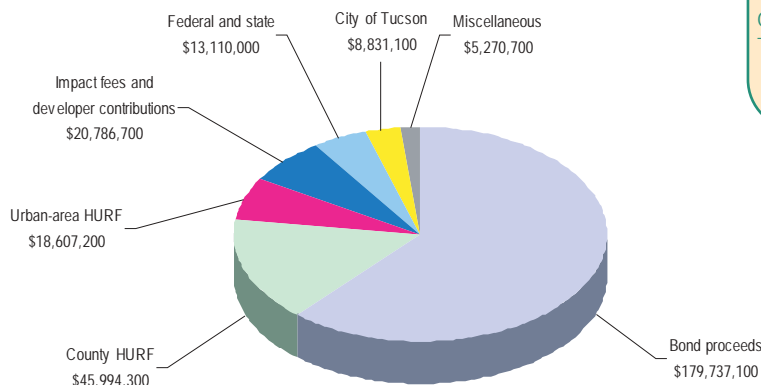
Project Status	County Estimated Future Project Cost ¹	Future Planned Financing		Total Future Planned Financing
		Bond Proceeds	Other Sources	
Projects that are active:				
Under construction	\$ 86,020,600	\$ 47,067,700	\$ 33,520,200	\$ 80,587,900
In design phase	205,575,900	112,237,700	69,065,700	181,303,400
Projects awaiting further action:				
Future start date	48,500,700	10,900,000	3,312,100	14,212,100
Contingent on City of Tucson financing	138,102,600	5,887,400	3,200,000	9,087,400
On hold	<u>39,874,500</u>	<u>3,644,300</u>	<u>3,502,000</u>	<u>7,146,300</u>
Totals	<u>\$518,074,300</u>	<u>\$179,737,100</u>	<u>\$112,600,000</u>	<u>\$292,337,100</u>

¹ County estimated future cost includes \$509,166,400 of the County's estimated future costs identified in the Capital Improvement Program's September 9, 2002, 5-Year Plan plus \$8,907,900 in contract obligations not included in the 5-Year Plan.

Source: Auditor General staff analysis of CIP's 5-Year Plan prepared on September 9, 2002; contract files maintained by Pima County's Finance Department and the Transportation Department's Field Engineering or Design Engineering unit; and vendor invoices maintained by the Finance Department.

CIP's 5-Year Plan contained estimates of future financing—The total financing sources planned to pay for estimated future costs totaled \$292.3 million.

Figure 2 Future Planned Financing Sources as of September 2002
Totaling \$292,337,100 (Unaudited)



Bond proceeds	\$179,737,100
Other sources	<u>112,600,000</u>
Total future planned financing sources	<u>\$292,337,100</u>

Source: Auditor General staff analysis of the Capital Improvement Program's 5-Year Plan prepared on September 9, 2002.

The County's future financing plans included bond proceeds as well as other sources that are shown in Figure 2. The County has issued \$95 million in transportation bonds to date; however, the County's future financing plans include only \$179.7 million in bond proceeds. Consequently, at least \$75.3 million of the \$350 million in authorized bond proceeds have not been included in the County's future financing plans.

CHAPTER 2

Project financial information is sometimes incomplete and inaccurate

The County's Capital Improvement Program (CIP) is responsible for accumulating project financial information related to the 57 transportation projects included within the Bond Ordinance. The financial information that CIP accumulates includes actual costs, future projected costs, and financing sources used to pay for those costs. CIP periodically prepares a *5-Year Plan* document that reports each project's financial information. The *5-Year Plan* is required by the Pima County Code and is used for internal planning purposes. However, the *5-Year Plan* is sometimes incomplete and inaccurate. Auditors identified ways that would help the County ensure future accuracy of project financial information.

Capital Improvement Program tracks project financial information

The County's CIP was created after the Bond Ordinance went into effect. CIP was created to serve as a centralized unit to accumulate project information from various County departments. CIP developed a database to track all project financial information, beginning with fiscal year 1998. The database contains project descriptions, general project scopes and benefits, actual costs, future cost estimates, and financing source estimates for actual costs and estimated future costs. CIP gathers this information from two main sources: the Project Cost Accounting System, which is a module of the County's Financial Management System (FMS) that is maintained by the Finance Department; and Pima County Transportation Department managers and engineers.

Using its database, CIP periodically prepares a *5-Year Plan* document that contains a page for each project with database information. The Pima County Code, Chapter

3.06, requires the *5-Year Plan*. The *5-Year Plan* is considered an internal planning document that is used for budgeting and management decisions. The *5-Year Plan* shows actual costs and future cost estimates, indicating the fiscal years the County expects to incur those costs. It also shows what financing sources have paid for the actual costs and what financing sources the County expects to use for future costs.

However, project financial information contained in the *5-Year Plan* is sometimes incomplete and inaccurate for the following reasons:

- Actual costs are obtained from the County's Project Cost Accounting System and those costs do not always agree with those recorded in the County's FMS—the official accounting records.
- Reported financing of the actual project costs reflect the sources and amounts that the County expected to use to finance project costs instead of the actual sources and amounts.
- Actual costs do not include all project costs from some projects' inceptions or clearly indicate the time period included.
- Future costs are not always updated to include all expected future costs and the most current and probable estimates. Consequently, the necessary future financing sources are not always included.

CIP project cost and financing source information differs from FMS

The County provided auditors the *5-Year Plan* prepared by CIP on September 9, 2002. However, County management stated that the actual costs and financing sources contained in the *5-Year Plan* were not the County's official record. The County's only official record of actual costs and financing sources is its Financial Management System (FMS); however, FMS is not a good tool for tracking project costs. Auditors compared FMS data to CIP's *5-Year Plan* data and determined that the data sometimes differed.

CIP data on actual costs differs from costs recorded in FMS—The source of CIP's actual cost data is the County's Project Cost Accounting System, which is an accounting system that interfaces with FMS. The Project Cost Accounting System summarizes most FMS project cost transactions by project and project task designation, such as administration, planning, design, or construction and tracks costs from a project's inception. However, not all FMS cost transactions are included in the Project Cost Accounting System. For fiscal years 1998 through 2002, the actual costs reported in the CIP's *5-Year Plan* prepared on September 9, 2002, were \$932,000 more than the costs recorded in FMS. This difference is the net result of three main differences:

- CIP's costs include only paid costs, not all incurred costs. This results because the costs summarized in the Project Cost Accounting System do not include the amounts that the County owes to vendors until the costs are actually paid.
- CIP's costs do not include manual project cost adjustments recorded in FMS. For example, the Finance Department sometimes discovers that costs have been incorrectly charged to a project account and therefore records a manual adjustment within FMS to remove the costs from that project account. However, these manual adjustments are not reflected in the Project Cost Accounting System and therefore, also not in CIP's database.
- CIP's costs lack a clear starting date, making reconciliation difficult. CIP began accumulating and reporting costs starting with fiscal year 1998 but made miscellaneous prior-year cost adjustments for varying reasons. Because the CIP database does not have a clear starting date for project costs, it is difficult to reconcile those costs to the amounts in FMS.

CIP data on financing sources differs from FMS—CIP's *5-Year Plan* contains project financing sources, which are obtained from the CIP database. The database includes sources and amounts that the County expected to use to finance project costs instead of those actually used. However, the expected sources sometimes differ from actual sources recorded within FMS. For example, the *5-Year Plan* reports that bond proceeds and County and urban-area HURF monies financed actual costs of a Thornydale Road project (DOT-22), but FMS data indicate that impact fees were also a main financing source.

While FMS is the official record of actual financing sources, CIP does not use this information primarily for two reasons. First, FMS does not always clearly identify the specific financing sources. For example, for one of the completed projects, River Road: La Cholla Boulevard to La Canada Drive (DOT-03), FMS indicated that state and miscellaneous revenues totaling \$1,312,300 were used to finance the project. After review of supporting documentation, the County Finance Department identified the source of these state and miscellaneous revenues as urban-area HURF monies. Second, the Finance Department lacks sufficient documentation to explain the reasons for some adjustments or their effect on specific financing sources. For example, the Finance Department identified three financing sources for one of the completed projects, River Road: Thornydale Road to Shannon Road (DOT-15). These financing sources—bond proceeds, County HURF monies, and federal financial assistance—were initially reported as providing \$9.3 million towards the project. However, the Finance Department reduced the amount by approximately \$173,000 and did not have sufficient documentation to identify which source was reduced.

FMS is not a good tool for tracking project costs—FMS is not a good system for tracking costs and sources on a project-by-project basis because it lacks a mechanism for accumulating long-term inception-to-date amounts by project. In addition, FMS lacks project task designations for all of a project's costs. The County needs actual cost data by project task, such as administration, planning, design, or construction, for project reporting and planning purposes. In fact, when CIP prepares the *5-Year Plan*, it reports costs by task.

CIP actual cost data is sometimes not complete

CIP's *5-Year Plan* does not contain most project costs incurred prior to fiscal year 1998. County management indicated that the *5-Year Plan* primarily contains costs incurred beginning in fiscal year 1998—the year the Bond Ordinance became effective. However, the *5-Year Plan* does not indicate this limitation. In reviewing the Project Cost Accounting System's hard-copy reports that the Transportation Department uses, auditors identified \$6.7 million in actual costs incurred before fiscal year 1998. These costs were incurred on 12 of the 57 projects as shown in Table 5. However, the County's records do not clearly identify how much of these costs had been included within the *5-Year Plan*.

Table 5 Project Costs Incurred Prior to Fiscal Year 1998
(Unaudited)

Bond Ordinance Project No.	Project Name	Project Status	Reported on Transportation Department's Project Charge Detail Reports
DOT-01	River Road: First Avenue to Campbell Avenue	Under construction	\$1,016,800
DOT-02	Sunrise Drive: Swan Road to Craycroft Road	Under construction	6,400
DOT-03	River Road: La Cholla Boulevard to La Canada Drive	Completed	143,500
DOT-14	Wetmore/Ruthrauff Road: La Cholla Boulevard to Fairview Avenue	Under construction	483,700
DOT-15	River Road: Thornydale Road to Shannon Road	Completed	9,100
DOT-16	River Road: Shannon Road to La Cholla Boulevard	Completed	507,600
DOT-21	Thornydale Road: Orange Grove Road to Ina Road	Completed	3,298,500
DOT-23	Thornydale Road: Cortaro Farms Road to Linda Vista Boulevard	On hold	546,700
DOT-27	River Road at Ventana Canyon Wash	On hold	116,300
DOT-33	Kolb Road at Sabino Canyon Road	Under construction	61,000
DOT-38	Pistol Hill Road: Colossal Cave to Old Spanish Trail	Completed	407,900
DOT-57	Safety Improvements	Various	<u>80,900</u>
Total			<u>\$6,678,400</u>

Source: Auditor General staff analysis of fiscal year 1992 through fiscal year 1998 Project Charge Detail Reports generated from the Project Cost Accounting System and maintained by the Transportation Department

CIP cost projections are not always current

CIP's *5-Year Plan* is Pima County's official record of estimated future project costs, but it sometimes lacks the most up-to-date estimates of project costs. For example, the Transportation Department prepares engineering cost estimates throughout the project's design, as well as when final construction plans are prepared; however, changes in these estimates are not always reflected on the *5-Year Plan*. In a similar manner, the Transportation Department may initiate changes after a project has been bid; however, these contract amendments are likewise not always reflected on the *5-Year Plan*.

CIP estimates do not always agree with the Transportation Department's estimates—The County lacks formal procedures to ensure that CIP's project cost estimates are updated to agree with the Transportation Department engineers' cost estimates. Auditors requested the engineers' cost estimates for all uncompleted projects in which the Transportation Department performed or contracted design and cost estimation services. Auditors identified a total of 29 uncompleted projects with a portion of the design phase completed. In total, these projects had engineers' estimates that were approximately \$53 million greater than the estimates reported in the September 9, 2002, *5-Year Plan*. County personnel explained that the *5-Year Plan* is not updated until County management is certain that financing is available or until specification or scope changes get worked into the design to decrease the project costs. However, the *5-Year Plan* is intended to represent the most up-to-date and complete projection of future project costs. The County should update cost projections whether or not it has established future financing sources. In addition, even if the County plans to reduce engineers' estimates by changing project scopes or specifications, it should update the *5-Year Plan's* future cost projections to include the most probable future costs.

CIP's estimates do not include all contract amendments—Transportation Department personnel normally e-mail or telephone CIP personnel about contract amendments. However, the County lacks any formal procedures to ensure that CIP's estimates are updated for contract amendments that change a project's total costs. This can result in errors. For example, one project's anticipated costs were reported as \$2.4 million; however, the remaining contractual obligations were actually \$4.8 million, or double the amount reported. Another project's anticipated costs were reported as \$273,000; however, the remaining contractual obligations were actually \$1.8 million. In total, auditors identified approximately \$8.9 million in contractual obligations that were not reported in CIP's *5-Year Plan* prepared on September 9, 2002.

Recommendations to ensure project financial information is complete and accurate

1. Since the Project Cost Accounting System is used to report project costs, it should contain the same actual costs as those included within FMS—the official accounting records. This would require additional reconciliations or computer system modifications that identify when discrepancies exist.
2. The Finance Department should develop procedures to clearly identify actual financing sources and ensure that this information is provided to CIP.

3. CIP's *5-Year Plan* should include project costs incurred prior to fiscal year 1998; however, these costs should be clearly labeled to indicate that they were incurred prior to the inception of the bond program. Inclusion of these costs would provide County management with the total project costs.
4. The County should develop procedures to help ensure that the *5-Year Plan* includes the most up-to-date and complete estimates of project costs.

CHAPTER 3

Project-by-project analysis

Chapter 3 presents individual project data sheets. Each sheet indicates the project's status and expected completion date, if it has not already been completed. For projects in progress, the sheet presents a summary of actual costs from fiscal year 1998 through fiscal year 2002, estimated future costs, and the County's plans for future financing. For completed projects, the sheet presents a summary of actual costs and financing sources from fiscal year 1998 through fiscal year 2002. Each sheet also presents a summary of the Bond Ordinance financing plans; a general description of the project's purpose; and information about project contracts including vendor names, contract numbers, original contract amounts, amendments that changed the contracts' amounts, documented reasons for those amendments, and remaining contract obligations at June 30, 2002.

The project data sheets are organized by the project status in the following order:

	Project Name	Bond No.
<i>Completed</i>		
	Abrego Drive: Drainageway No.1 box culvert	DOT-35
	Pistol Hill Road: Colossal Cave Road to Old Spanish Trail	DOT-38
	River Road: La Cholla Boulevard to La Canada Drive	DOT-03
	River Road: Shannon Road to La Cholla Boulevard	DOT-16
	River Road: Thornydale Road to Shannon Road	DOT-15
	South Tucson: 6th Avenue and various other locations	DOT-42
	Thornydale Road: Orange Grove Road to Ina Road	DOT-21
	Valencia Road: Interstate 19 to South 12th Avenue	DOT-39
<i>Under construction</i>		
	12th Avenue: 38 th Street to Los Reales Road	DOT-43
	Ajo Way: Country Club Road to Alvernon Way	DOT-13
	Golf Links Road: Bonanza Avenue to Houghton Road	DOT-55
	Kolb Road: Sabino Canyon Road	DOT-33
	La Cholla Boulevard: River Road to Magee Road	DOT-45
	River Road: First Avenue to Campbell Avenue	DOT-01
	Safety Improvements	DOT-57
	Skyline Drive: Chula Vista to Campbell Avenue	DOT-08 & 09
	Sunrise Drive: Swan Road to Craycroft Road	DOT-02
	Thornydale Road: Ina Road to Cortaro Farms Road	DOT-22
	Wetmore/Ruthrauff Road: La Cholla Boulevard to Fairview Avenue	DOT-14

♦
continued

	Project Name	Bond No.
<i>In design</i>		
	Alvernon Way: Ft. Lowell Road to River Road	DOT-05
	Catalina Highway: Tanque Verde Road to Houghton Road	DOT-30
	Cortaro Farms Road: Interstate 10 to Thornydale Road	DOT-18
	Country Club: 36th Street to Irvington Road	DOT-12
	Craycroft Road: River Road to Sunrise Drive	DOT-46
	Kinney Road: Ajo Way to Bopp Road	DOT-50
	Kolb Road: Sabino Canyon Road to Sunrise Drive	DOT-32
	La Canada Drive and Las Quintas Highway Drainage Improvements	DOT-51
	La Canada Drive: Ina Road to Lambert Lane	DOT-10
	Mainsail Boulevard and Twin Lakes Drive: 27 Wash Vicinity	DOT-24
	Neighborhood Transportation Improvement Projects	DOT-41
	Old Tucson-Nogales Highway: Summit Neighborhood	DOT-53
	Orange Grove Road: Geronimo Wash	DOT-07
	Orange Grove Road: Thornydale Road to Oracle Road	DOT-44
	River Road: Campbell Avenue to Alvernon Way	DOT-04
	Sunrise Drive: Craycroft Road to Kolb Road	DOT-47
	Valencia Road: Mark Road to Camino De La Tierra	DOT-17
<i>Future start date</i>		
	Drexel Road: Tucson Boulevard to Alvernon Way	DOT-11
	La Cholla Boulevard: Interstate 10 to River Road	DOT-20
	Magee Road: La Canada Drive to Oracle Road	DOT-06
	Palo Verde Road: Interstate 10 to Veterans Memorial Interchange at Southern Pacific Railroad	DOT-52
<i>Contingent on City of Tucson financing</i>		
	Broadway Boulevard: Euclid Avenue to Campbell Road	DOT-56
	Grant Road: Oracle Road to Park Avenue	DOT-40
	Houghton Road: Golf Links Road to Speedway Boulevard	DOT-29
	Speedway Boulevard: Camino Seco to Houghton Road	DOT-28
	Tanque Verde Road: Catalina Highway to Houghton Road	DOT-31
	Valencia Road: Mission Road to Interstate 19	DOT-49
<i>On hold</i>		
	Abrego Drive at Interstate 19: Northbound Frontage Road	DOT-26
	Camino del Sol and West Parkway: Continental Road to Duval Mine Road	DOT-36
	Camino del Sol: Continental Road to Ocotillo Wash	DOT-34
	Duval Mine Road: La Canada Drive to Abrego Drive	DOT-48
	Hartman Lane: North of Cortaro Farms Road	DOT-19
	Interstate 19 Northbound Frontage Road: Continental to Canoa	DOT-37
	Interstate 19 Southbound Frontage Road: Continental Road	DOT-25
	Mt. Lemmon Shuttle	DOT-54
	River Road: Ventana Canyon Wash	DOT-27
	Thornydale Road: Cortaro Farms Road to Linda Vista Boulevard	DOT-23

concluded

The information on the project data sheets is unaudited and results from Auditor General staff analysis of the following sources:

<u>Data</u>	<u>Source</u>
Project status and expected completion date	Pima County <i>CIP's 5-Year Plan</i> , prepared on September 9, 2002 and correspondence and discussions with County management.
Bond Ordinance financing plan	Pima County Transportation Bond Improvement Plan Ordinance No. 1997-80, as amended by Ordinance Nos. 1998-59 and 2001-112.
General description of project purpose	The Pima County Transportation Bond Improvement Plan Ordinance No. 1997-80, as amended by Ordinance Nos. 1998-59 and 2001-112, <i>CIP's 5-Year Plan</i> , and the County's Transportation Department personnel.
Actual costs and financing sources from fiscal year 1998 through fiscal year 2002	Electronic data files from Pima County's Financial Management System from fiscal year 1998 through fiscal year 2002 at the County's August 3, 2002 close date. Auditors verified that the fiscal year 1998 through fiscal year 2001 system data agreed with the amounts reported in the County's audited <i>Comprehensive Annual Financial Reports</i> for those fiscal years. However, the fiscal year 2002 data lacks several year-end adjustments that will be included in the County's fiscal year 2002 <i>Comprehensive Annual Financial Report</i> .
Original contract amounts, contract amendments, and remaining contract obligations	Contract files maintained by Pima County's Finance Department and the Transportation Department's Field Engineering or Design Engineering unit, and vendor invoices maintained by the Finance Department.
Other County cost estimates and CIP's total project cost estimates	Pima County <i>CIP's 5-Year Plan</i> , prepared on September 9, 2002.
Engineers' cost estimates and design phases	Provided by the Pima County Transportation Department during October 2002. The engineers' cost estimates included actual costs from CIP's database, estimated construction costs from contracted engineering firms when available, and Pima County's estimates of all other project costs.
Future cost financing plan	Pima County <i>CIP's 5-Year Plan</i> , prepared on September 9, 2002.

Completed Projects

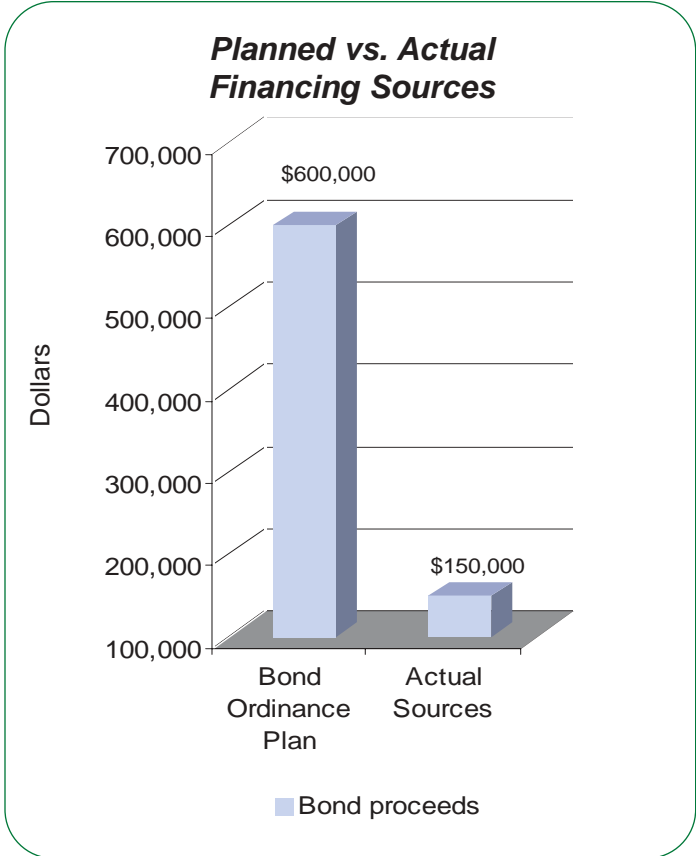
**Abrego Drive:
Drainageway No. 1 box culvert
Bond No. DOT-35**

Status:
Completed

Actual Cost
FY 1997-98 through FY 2001-02

Design*	<u>150,000</u>
Total actual cost	<u><u>\$150,000</u></u>

* The County recorded this cost under the design task; however, it was for both the design and construction of the project and was paid to the Town of Sahuarita.



Project Purpose:

- ◆ Provide monies to construct a box culvert to carry Abrego Drive over Drainageway No. 1 north of existing Duval Road. This will allow connections of Abrego Drive north to Nogales Highway (B-19), which will then allow the existing northbound I-19 frontage road to be relocated or abandoned north of Duval Road.
- ◆ Provide additional monies for the Duval Mine Road interchange and approaches with I-19 and the La Canada drainage project. *However, the County's intergovernmental agreement with the Town of Sahuarita did not indicate that these additional monies were provided.*

***Bond No. DOT-35
Project Contracts***

Town of Sahuarita

Contract No. C-125474

Original contract amount	\$150,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

**Pistol Hill Road:
Colossal Cave Road to Old Spanish Trail
Bond No. DOT-38**

Status:
Completed

**Actual Cost
FY 1997-98 through FY 2001-02**

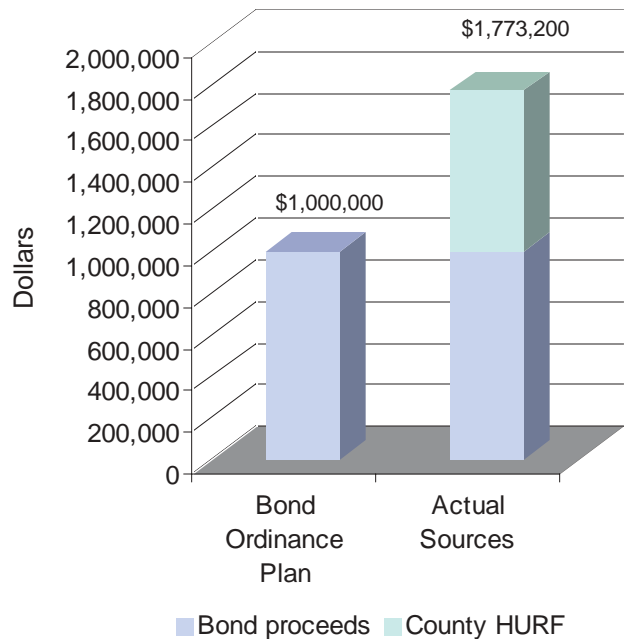
Construction	\$1,302,700
County Transportation Department costs charged to project*	331,700
Design	42,800
Right-of-way	17,500
Administration	15,800
Utility relocation	<u>2,000</u>
Total actual cost	<u>\$1,712,500</u>

* Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ Acquire right-of-way land from the state land department.
- ◆ Construct Pistol Hill Road as a 2-lane road with improved shoulders.
- ◆ Detour traffic around the Colossal Cave Park area to provide an alternate route to the most seriously, geometrically constrained sections of Colossal Cave Road and Old Spanish Trail, which had respective accident rates 3.5 and 2.8 times greater than the system average.
- ◆ Provide for additional connections in the east end of Rincon Valley.

**Planned vs. Actual
Financing Sources**



Actual Financing Sources

Bond proceeds	\$1,000,000
County HURF	<u>773,200</u>
Total actual financing sources	<u>\$1,773,200*</u>

* The County's Financial Management System showed that actual financing sources were reduced by \$60,700, but the County lacked sufficient documentation to identify which source was reduced. The remaining financing sources equaled the total actual cost.

Bond No. DOT-38
Project Contracts

Young & Sons Contracting

Contract No. 125060

Original contract amount	\$1,294,333
Total contract amendments	\$(202)
Percentage added to original contract amount by the amendments	Less than 1%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Add grading penalties because the asphaltic concrete did not meet compaction and mineral aggregate specifications. Add cost for roadway excavation, borrow, asphaltic concrete, and structural concrete overruns. Reduce cost for compaction.	\$ 48,755
✓ Not available.	<u>(48,957)</u>
Total contract amendments	<u>\$ (202)</u>

River Road:

Status:
Completed

La Cholla Boulevard to La Canada Drive

Bond No. DOT-03

Actual Cost
FY 1997-98 through FY 2001-02

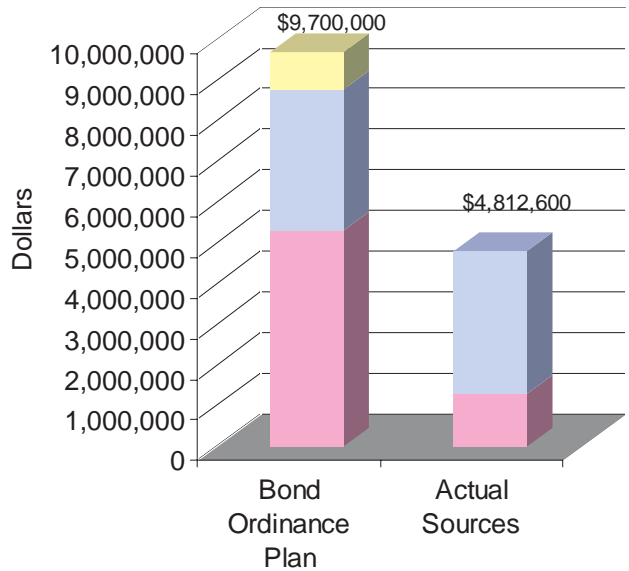
Construction	\$3,858,600
County Transportation Department costs charged to project*	741,100
Administration	17,500
Design	7,300
Planning	4,900
Public art	<u>3,200</u>
Total actual cost	<u><u>\$4,632,600</u></u>

* Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen River Road to a 4-lane divided roadway.**
- ◆ **Lengthen existing box culverts to accommodate the widened cross section.**
- ◆ **Build at least one additional drainage structure east of La Cholla Boulevard to accommodate Citrus Wash drainage.**
- ◆ **Add a raised landscape median, multi-use lanes, outside curbs, storm drains, landscaping, and pedestrian facilities.**
- ◆ **Provide for future expansion to 6 lanes, when warranted.**

Planned vs. Actual Financing Sources



■ Urban-area HURF
 ■ Bond proceeds
 ■ Developer contributions

Bond Ordinance Plan

Urban-area HURF	\$5,300,000
Bond proceeds	3,500,000
Developer contributions	<u>900,000</u>
Total bond ordinance plan	<u><u>\$9,700,000</u></u>

Actual Financing Sources

Bond proceeds	\$3,500,300
Urban-area HURF	<u>1,312,300</u>
Total actual financing sources	<u><u>\$4,812,600*</u></u>

* The County's Financial Management System showed that actual financing sources were reduced by \$180,000, but the County lacked sufficient documentation to identify which source was reduced. The remaining financing sources equaled the total actual cost.

***Bond No. DOT-03
Project Contracts***

KE & G Construction

Contract No. C-125133

Original contract amount	\$3,164,535
Total contract amendments	\$653,495
Percentage added to original contract amount by the amendments	20.7%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Correct grade differential at the River Road and La Cholla Boulevard intersection and lower the existing water line to clear the new storm drain.	\$ 962,159
✓ Add internally illuminated street signs and a sleeve extension for existing sewer line. Revise design of the landscape irrigation system to accommodate the use of effluent water and install a water meter.	47,780
✓ Install sleeves for utility lines as requested by the County's Wastewater Management Department.	19,403
✓ Adjust the unit price for deficient concrete compaction.	(963)
✓ Adjust contract amount for reduced quantities and to agree with actual costs.	<u>(374,884)</u>
Total contract amendments	<u>\$ 653,495</u>

**River Road:
Shannon Road to La Cholla Boulevard
Bond No. DOT-16**

Status:
Completed

**Actual Cost
FY 1997-98 through FY 2001-02**

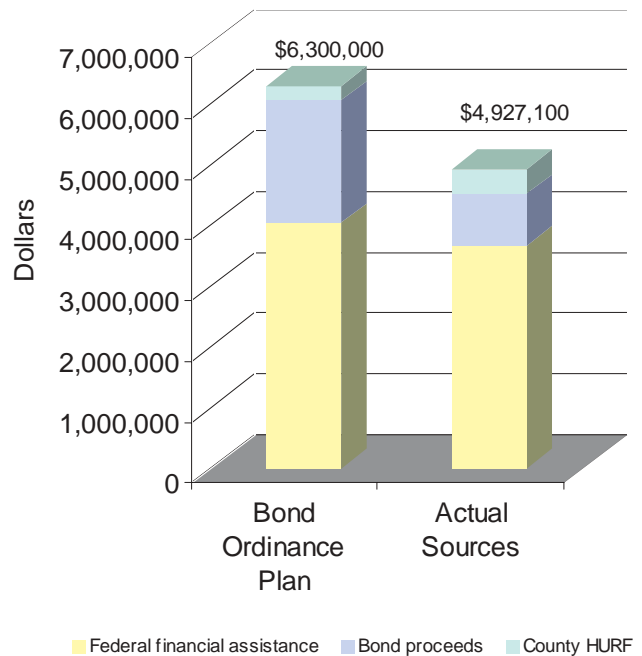
Construction	\$3,991,900
County Transportation Department costs charged to project*	609,600
Utility relocation	60,700
Public art	44,400
Administration	37,300
Design	31,300
Planning	6,100
Right-of-way	3,000
Total actual cost	<u>\$4,784,300</u>

* Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Extend River Road from La Cholla Boulevard to Shannon Road.**
- ◆ **Construct a 4-lane divided roadway with landscape median, multi-use lane, outside curbs, storm drains, landscaping, neighborhood noise mitigation, and box culverts to carry the Nanini Wash drainage under River Road into the Rillito River.**
- ◆ **Provide for future expansion to 6 lanes within the right-of-way, when warranted.**

**Planned vs. Actual
Financing Sources**



Bond Ordinance Plan

Federal financial assistance	\$4,052,000
Bond proceeds	2,000,000
County HURF	248,000
Total bond ordinance plan	<u>\$6,300,000</u>

Actual Financing Sources

Federal financial assistance	\$3,666,200
Bond proceeds	860,900
County HURF	400,000
Total actual financing sources	<u>\$4,927,100*</u>

* The County's Financial Management System showed that actual financing sources were reduced by \$192,600, but the County lacked sufficient documentation to identify which source was reduced. The total actual cost exceeded the remaining financing sources by \$49,800.

***Bond No. DOT-16
Project Contracts***

McGovern, Macvittie, Lodge & Assoc.

Contract No. C-121076

Original contract amount	\$194,812
Total contract amendments	None
Contract obligations at June 30, 2002	None

McGovern, Macvittie, Lodge & Assoc.

Contract No. C-121729

Original contract amount	\$280,188
Total contract amendments	\$45,000
Percentage added to original contract amount by the amendments	16.1%
Contract obligations at June 30, 2002	None

Contract amendment description:

✓ Not available. \$45,000

Sundt Construction Companies

Contract No. C-127115

Original contract amount	\$3,729,920
Total contract amendments	\$347,440
Percentage added to original contract amount by the amendments	9.3%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Design and construct an arch culvert on River Road at Nanini Wash to meet the need for an equestrian crossing as requested by the Pima Trails Association.	\$363,197
✓ Offer incentives to revise design and reduce costs of the storm drain system.	<u>-(15,757)</u>
Total contract amendments	<u>\$347,440</u>

**River Road:
Thornydale Road to Shannon Road
Bond No. DOT-15**

Status:
Completed

**Actual Cost
FY 1997-98 through FY 2001-02**

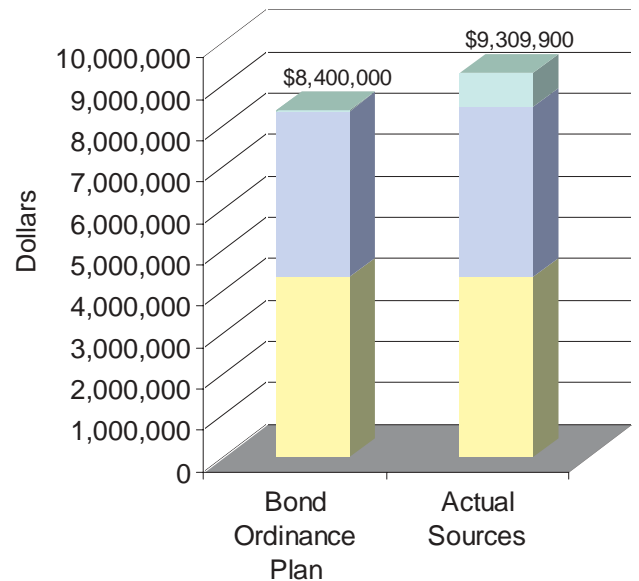
Construction	\$7,873,000
County Transportation Department costs charged to project*	824,700
Design	251,200
Public art	68,500
Utility relocation	38,000
Right-of-way	26,700
Planning	20,500
Administration	20,200
Total actual cost	<u><u>\$9,122,800</u></u>

* Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ Construct a 4-lane divided roadway from La Cholla Boulevard west to Thornydale Road.
- ◆ Construct landscape medians, multi-use lanes, outside curbs, storm drains, landscaping, additional neighborhood noise mitigation, and box culverts to carry the Pegler wash under River Road into the Rillito River.
- ◆ Provide for future expansion to 6 lanes within the right-of-way, when warranted.

**Planned vs. Actual
Financing Sources**



Federal financial assistance Bond proceeds County HURF

Bond Ordinance Plan

Federal financial assistance	\$4,375,000
Bond proceeds	4,000,000
County HURF	25,000
Total bond ordinance plan	<u><u>\$8,400,000</u></u>

Actual Financing Sources

Federal financial assistance	\$4,375,000
Bond proceeds	4,104,900
County HURF	830,000
Total actual financing sources	<u><u>\$9,309,900*</u></u>

* The County's Financial Management System showed that actual financing sources were reduced by \$173,200, but the County lacked sufficient documentation to identify which source was reduced. The remaining financing sources exceeded the total actual cost by \$13,900.

***Bond No. DOT-15
Project Contracts***

Granite Construction Co.

Contract No. C-127745

Original contract amount	\$7,253,255
Total contract amendments	\$85,828
Percentage added to original contract amount by the amendments	1.2%
Contract obligations at June 30, 2002	None

Contract amendment description:

- ✓ Revise design of access ramps.
- ✓ Offer incentives to reduce costs for removing and salvaging pipe and removing soil-cement.
- ✓ Add pipe, asphaltic concrete, reinforced concrete, structural concrete, metal handrail, shotcrete, pedestrian gate, and access gate.
- ✓ Add cost for debris removal overrun.

Total contract amendments \$85,828

Johnson-Brittain & Associates

Contract No. C-121389

Original contract amount	\$267,061
Total contract amendments	\$39,000
Percentage added to original contract amount by the amendments	14.6%
Contract obligations at June 30, 2002	None

Contract amendment description:

- ✓ Not available.

\$39,000

**South Tucson:
6th Avenue and various other locations
Bond No. DOT-42**

Status:
Completed

**Actual Cost
FY 1997-98 through FY 2001-02**

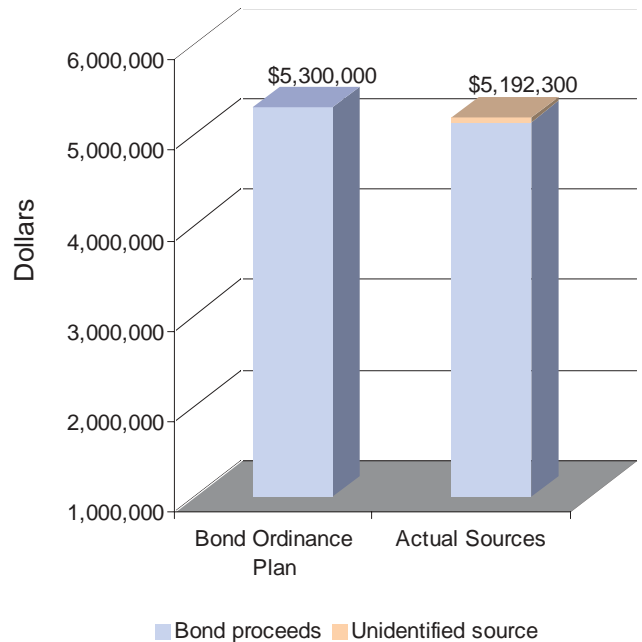
Construction	\$4,782,700
Design	233,400
County Transportation Department costs charged to project*	218,800
Administration	500
Planning	<u>500</u>
Total actual cost	<u><u>\$5,235,900</u></u>

* Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Reconstruct existing roadways, improve area drainage, and improve connections to the 6th Avenue corridor.**
- ◆ **Improve the street frontage to enhance alternate mode use.**
- ◆ **Improve urban design features of the roadway.**

**Planned vs. Actual
Financing Sources**



Actual Financing Sources

Bond proceeds	\$5,146,400
Unidentified source*	<u>45,900</u>
Total actual financing sources	<u><u>\$5,192,300</u></u>**

* The County lacks sufficient documentation to determine the source of the \$45,900 used to complete the project.

** The County's Financial Management System showed that the total actual cost exceeded the actual financing sources by \$43,600.

***Bond No. DOT-42
Project Contracts***

Southern Arizona Paving, Inc.

Contract No. C-125511

Original contract amount	\$2,174,343
Total contract amendments	\$2,286,919
Percentage added to original contract amount by the amendments	105.2%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Mill the full width of the roadway to maintain the existing drainage patterns and capacity of the streets to carry storm water runoff. Reduce crack sealing substantially. Chip seal the alleys requested by the City of South Tucson.	\$ 281,842
✓ Remove concrete curb and remove and replace distressed pavement, concrete curb, concrete driveway apron, and miscellaneous items as requested by the City of South Tucson.	498,719
✓ Remove concrete curb, sidewalks, and driveways; adjust sewer manholes, water valve, water meter boxes, concrete curb, concrete sidewalk, concrete driveway apron, and miscellaneous items; and add asphaltic concrete speed humps with signage as requested by the City of South Tucson.	587,995
✓ Remove concrete curb, sidewalks, driveways, asphaltic concrete pavement, asphaltic concrete overlay, and asphaltic concrete speed hump; relocate miscellaneous utilities; furnish and install temporary traffic control devices, flagging services, signs for speed hump, delineator, concrete curb, concrete sidewalk, concrete driveway apron and miscellaneous items as requested by the City of South Tucson.	532,831
✓ Add asphaltic concrete speed hump, signs for speed hump, delineator, concrete sidewalk, concrete wheelchair ramp, concrete driveway apron and miscellaneous items as requested by the City of South Tucson.	236,562
✓ Add cost overrun for additional work and projected final quantity for miscellaneous items as requested by the City of Tucson.	250,000
✓ Change asphaltic concrete rubber to conventional Pima County/City of Tucson mix as requested by the City of South Tucson. Adjust water meter boxes to measure use and pay the contractor.	<u>(101,030)</u>
Total contract amendments	<u>\$2,286,919</u>

Tetra Tech/Collins Pina

Contract No. C-125478

Original contract amount	\$600,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

**Thornydale Road:
Orange Grove Road to Ina Road
Bond No. DOT-21**

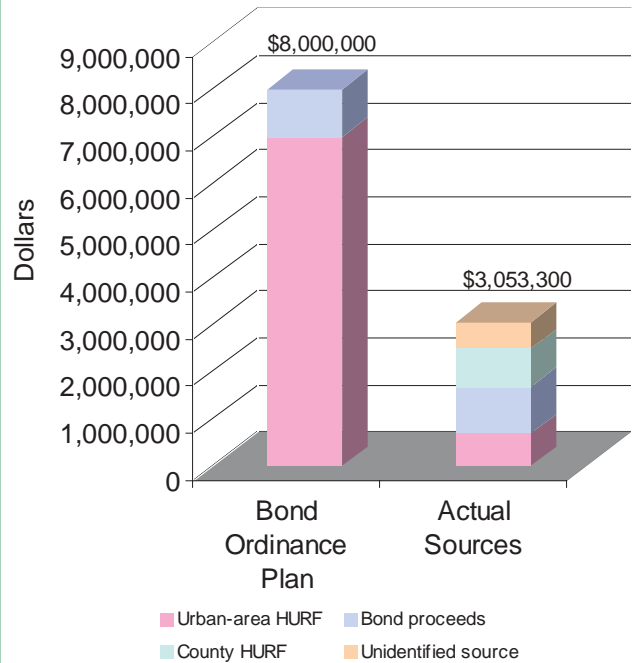
Status:
Completed

**Actual Cost
FY 1997-98 through FY 2001-02**

Construction	\$2,146,100
County Transportation Department costs charged to project*	739,100
Right-of-way	140,400
Administration	23,400
Design	4,300
Total actual cost	<u><u>\$3,053,300</u></u>

* Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Planned vs. Actual
Financing Sources**



Bond Ordinance Plan

Urban-area HURF	\$7,000,000
Bond proceeds	1,000,000
Total bond ordinance plan	<u><u>\$8,000,000</u></u>

Actual Financing Sources

Bond proceeds	\$1,000,000
County HURF	820,700
Urban-area HURF	676,100
Unidentified source*	556,500
Total actual financing sources	<u><u>\$3,053,300</u></u>

* The County lacks sufficient documentation to determine the source of the \$556,500 used to complete the project.

Project Purpose:

- ◆ **Widen Thornydale Road to a 6-lane divided road; however, roadway widened to 4 lanes only.**
- ◆ **Connect to completed bridge over the Canada del Oro Wash.**
- ◆ **Add raised median, multi-use lanes, outside curbs, landscaping, and pedestrian facilities.**
- ◆ **Provide for the existing box culvert carrying the Carmack Wash to be widened.**
- ◆ **Build noise and screening walls adjacent to the residential areas east of the road; however, these walls were never built.**

***Bond No. DOT-21
Project Contracts***

Bison Contracting

Contract No. C-122334

Original contract amount	\$1,223,919
Total contract amendments	\$163,456
Percentage added to original contract amount by the amendments	13.4%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Revise the quantity of reinforced steel to meet the strength requirement.	\$ (969)
✓ Revise design to improve drainage. Extend contract 30 days. Add traffic control devices and flagging services.	153,149
✓ Extend contract 20 working days. Add traffic control devices and flagging services.	6,000
✓ Add an amount to insure final payment to the contractor.	20,000
✓ Adjust contract amount to agree with actual costs.	<u>(14,724)</u>
Total contract amendments	<u>\$163,456</u>

Brown & White Inc.

Contract No. C-120192

Original contract amount	\$70,000
Total contract amendments	\$265,732
Percentage added to original contract amount by the amendments	379.6%
Contract obligations at June 30, 2002	None

Contract amendment description:

✓ Add chain link fences and fencing materials through four separate amendments.	<u>\$265,732</u>
---	------------------

Granite Construction Co.

Contract No. C-124156

Original contract amount	\$2,056,394
Total contract amendments	\$46,714
Percentage added to original contract amount by the amendments	2.3%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Modify design and include traffic signal equipment as requested by the Town of Marana.	\$ 65,442
✓ Reinstate the median opening on Ina Road and add a concrete cap to conduits over the box culvert as requested by the Town of Marana. Remove rear concrete block wall at the TEP trash enclosure. Keep water line operational during construction. Install concrete pipe storm drain across Ina Road.	81,784
✓ Use asphaltic concrete overlay to repair existing pavement cracks.	15,540
✓ Extend the milestone completion date; add incentive bonus and liquidated damages to the contract.	12,000
✓ Remove old pipe only where a conflict with the new installation exists.	(10,660)
✓ Extend contract expiration date and estimate "final, as-built quantities."	(15,696)
✓ Adjust contract amount to agree with actual costs.	<u>(101,696)</u>
Total contract amendments	<u>\$ 46,714</u>

**Valencia Road:
Interstate 19 to South 12th Avenue
Bond No. DOT-39**

Status:
Completed

**Actual Cost
FY 1997-98 through FY 2001-02**

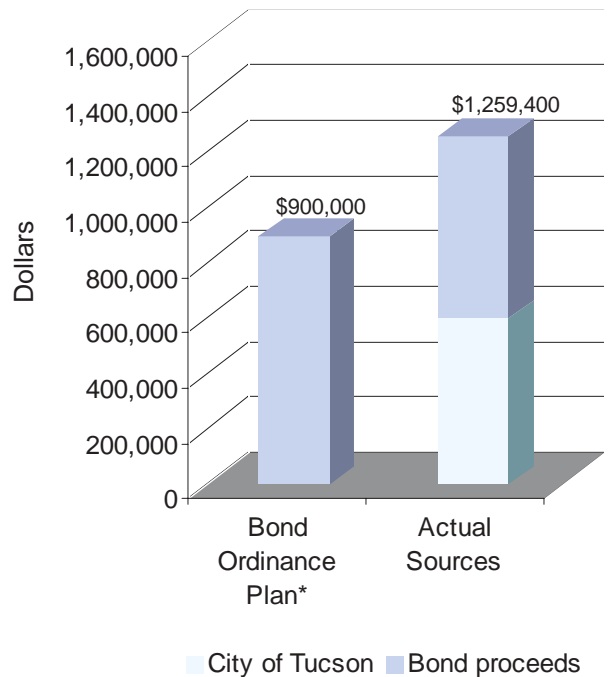
Construction	\$ 927,700
County Transportation Department costs charged to project*	178,900
Design	115,500
Right-of-way	35,800
Administration	3,200
Planning	<u>800</u>
Total actual cost	<u><u>\$1,261,900</u></u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen Valencia Road to 6 lanes.**
- ◆ **Improve the Valencia Road and South 12th Avenue intersection.**
- ◆ **Improve drainage, lighting, sidewalk, and safety.**

**Planned vs. Actual
Financing Sources**



Actual Financing Sources

Bond proceeds	\$ 659,400
City of Tucson	<u>600,000</u>
Total actual financing sources	<u><u>\$1,259,400</u></u> **

* In August 2001, the County amended the Bond Ordinance to state that the City of Tucson would help finance the project by an amount to be specified in an intergovernmental agreement.

**The County's Financial Management System showed that the total actual cost exceeded the actual financing sources by \$2,500.

***Bond No. DOT-39
Project Contracts***

NAC Construction

Contract No. C-128475

Original contract amount	\$824,569
Total contract amendments	\$80,000
Percentage added to original contract amount by the amendments	9.7%
Contract obligations at June 30, 2002	None

Contract amendment description:

✓ Increase quantity of incidental items. \$80,000

Under Construction Projects

Pima County 1997 Transportation Bond Improvement Plan

**12th Avenue:
38th Street to Los Reales Road
Bond No. DOT-43**

Status:
Under Construction
Expected Completion:
FY 2003-04

**Actual Cost
FY 1997-98 through FY 2001-02**

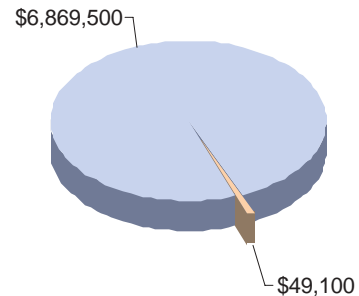
Design	\$1,125,600
Planning	545,500
County Transportation Department costs charged to project*	220,700
Construction	100,000
Public art	53,800
Right-of-way	27,300
Administration	13,500
Total actual cost	<u>\$2,086,400</u>

Estimated Future Cost

Remaining contract obligations	\$3,936,700
Other County cost estimates	<u>2,981,900</u>
Total estimated future cost	<u>\$6,918,600</u>
 Total estimated project cost	 <u>\$9,005,000</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



■ Bond proceeds
■ No financing planned

Cost with planned sources	\$6,869,500
Cost without planned sources	49,100
Total estimated future cost	<u>\$6,918,600</u>

Project Purpose:

- ◆ Improve South 12th Avenue.
- ◆ Improve the efficiency, safety, and drainage of intersecting streets.
- ◆ Improve roadway drainage and streetscape.

**Financing Plan in the
Bond Ordinance**

Bond proceeds \$9,000,000

***Bond No. DOT-43
Project Contracts***

Granite Construction Co.

Contract No. C-130812

Original contract amount	\$3,987,386
Total contract amendments	None
Contract obligations at June 30, 2002	\$3,887,600

Tetra Tech/Collins Pina

Contract No. C-127621

Original contract amount	\$800,000
Total contract amendments	\$59,994
Percentage added to original contract amount by the amendments	7.5%
Contract obligations at June 30, 2002	\$49,100

Contract amendment descriptions:

- ✓ Extend contract termination date and add services. \$59,994

Pima County 1997 Transportation Bond Improvement Plan

**Ajo Way:
Country Club Road to Alvernon Way
Bond No. DOT-13**

Status:
Under Construction
Expected Completion:
FY 2002-03

**Actual Cost
FY 1997-98 through FY 2001-02**

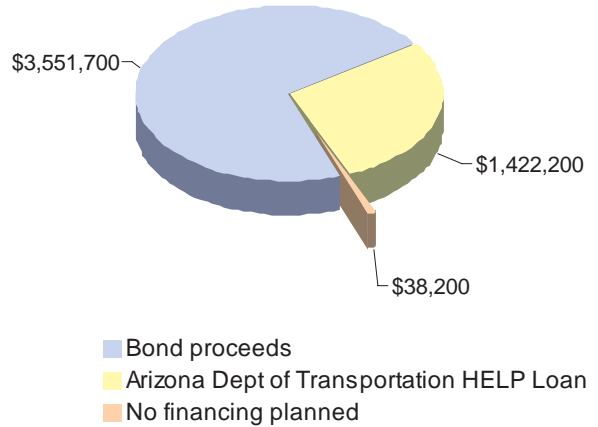
Construction	\$1,087,800
Design	804,600
County Transportation Department costs charged to project*	215,900
Right-of-way	146,500
Planning	126,300
Administration	53,600
Utility relocation	8,300
Public art	5,300
Total actual cost	<u>\$2,448,300</u>

Estimated Future Cost

Remaining contract obligations	\$4,038,400
Other County cost estimates	<u>973,700</u>
Total estimated future cost	<u>\$5,012,100</u>
 Total estimated project cost	 <u>\$7,460,400</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$4,973,900
Cost without planned sources	<u>38,200</u>
Total estimated future cost	<u>\$5,012,100</u>

Project Purpose:

- ◆ Reconstruct Ajo Way to a 6-lane, divided roadway with storm drains, roadside landscaping, pedestrian facilities, and multi-use lanes for alternate modes.
- ◆ Complete the roadway cross section to be similar to Ajo Way, west of Country Club.
- ◆ Landscaped medians.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	<u>\$6,000,000</u>
---------------	--------------------

***Bond No. DOT-13
Project Contracts***

RS Engineering

Contract No. C-125593

Original contract amount	\$800,000
Total contract amendments	\$80,000
Percentage added to original contract amount by the amendments	10%
Contract obligations at June 30, 2002	\$38,200

Contract amendment descriptions:

- ✓ Add services and pay a bonus for early contract completion. \$80,000

Southern Arizona Paving

Contract No. C-130216

Original contract amount	\$4,913,423
Total contract amendments	\$54,378
Percentage added to original contract amount by the amendments	1.1%
Contract obligations at June 30, 2002	\$4,000,200

Contract amendment descriptions:

- ✓ Add 10 working days to contract time. \$54,378
 - Add new drainage facilities and improvements.
 - Change the location of an electric transformer.

**Golf Links Road:
Bonanza Avenue to Houghton Road
Bond No. DOT-55**

Status:
Under Construction
Expected Completion:
FY 2002-03

**Actual Cost
FY 1997-98 through FY 2001-02**

Construction	\$1,942,100
Design	264,400
County Transportation Department costs charged to project*	251,700
Planning	41,600
Right-of-way	32,600
Public art	27,100
Administration	<u>6,400</u>
Total actual cost	<u>\$2,565,900</u>

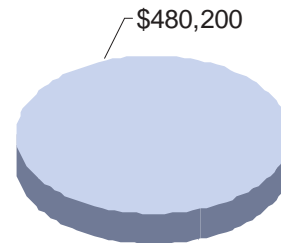
Estimated Future Cost

Remaining contract obligations	\$ 287,200
Other County cost estimates	<u>193,000</u>
Total estimated future cost	<u>\$ 480,200</u>

Total estimated project cost **\$3,046,100**

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Total estimated future cost **\$480,200**

Project Purpose:

- ◆ **Reconstruct Golf Links Road to a 4-lane, divided roadway with a raised landscape median, multi-use lanes, curbs, storm drains, and outside landscaping.**
- ◆ **Link to another project to be built entirely by the City of Tucson.**

**Financing Plan in the
Bond Ordinance***

Bond proceeds **\$2,500,000**

* In August 2001, the County amended the Bond Ordinance to state that the City of Tucson would help finance the project by an amount to be specified in an inter-governmental agreement.

***Bond No. DOT-55
Project Contracts***

Johnson Brittain & Associates

Contract No. C-125588

Original contract amount	\$300,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

NAC Construction

Contract No. C-128922

Original contract amount	\$1,969,958
Total contract amendments	None
Contract obligations at June 30, 2002	\$287,200

Pima County 1997 Transportation Bond Improvement Plan

**Kolb Road:
Sabino Canyon Road
Bond No. DOT-33**

Status:
Under Construction
Expected Completion:
FY 2002-03

**Actual Cost
FY 1997-98 through FY 2001-02**

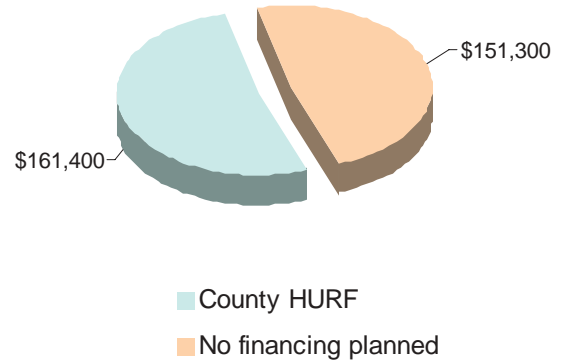
Construction	\$ 4,489,100
County Transportation	
Department costs charged to project*	759,800
Right-of-way	618,100
Design	312,200
Administration	58,800
Utility relocation	50,400
Planning	6,800
Total actual cost	<u>\$ 6,295,200</u>

Estimated Future Cost

Remaining contract obligations	\$ 151,300
Other County cost estimates	161,400
Total estimated future cost	<u>\$ 312,700</u>
 Total estimated project cost	 <u><u>\$ 6,607,900</u></u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$161,400
Cost without planned sources	151,300
Total estimated future cost	<u>\$312,700</u>

Project Purpose:

- ◆ Improve the Ventana Wash Channel to reduce breakout and retain the 100-year flow.
- ◆ Reconstruct the culvert carrying Ventana Wash under Kolb Road north of Sabino Canyon Road.
- ◆ Widen Sabino Canyon Road through the Kolb Road intersection.
- ◆ Widen and realign Kolb Road and Sabino Canyon Road intersection.
- ◆ Install signals at the intersection.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$3,400,000
County HURF	700,000
Total estimate	<u>\$4,100,000</u>

***Bond No. DOT-33
Project Contracts***

The Ashton Company

Contract No. C-128490

Original contract amount	\$3,473,271
Total contract amendments	\$1,126,879
Percentage added to original contract amount by the amendments	32.4%
Contract obligations at June 30, 2002	\$151,300

Contract amendment descriptions:

✓ Replace a concrete single-wing catch basin with a double-wing basin. Add pipe, corrugated metal, and an area inlet structure. Install temporary traffic control devices and concrete; provide flagging services. Furnish and install masonry retaining wall, rip-rap, stucco finish on masonry wall, and incidental items, but decrease the amount of shotcrete. Increase number of miscellaneous utility installations.	\$ 568,689
✓ Relocate waterlines away from the joint utility trench and the area beneath the pavement. Perform work during peak water demand time to minimize construction delays. Install the specialized fittings and valves needed to accommodate the anticipated increased thrust.	461,147
✓ Add a traffic signal mounting assembly, loop detectors for the traffic signals, and a machine-vision detection system.	54,900
✓ Comply with the Native Plant Preservation Plan, including salvaging plants, transporting them to an off-site yard, and then replanting them as directed. Install chain-link fence at the Tucson Equestrian Center.	42,143
Total contract amendments	<u>\$1,126,879</u>

DJA Engineering Corp.

Contract No. C-123305

Original contract amount	\$100,000
Total contract amendments	\$182,000
Percentage added to original contract amount by the amendments	182%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Extend the contract termination date and increase the amount of work.	<u>\$182,000</u>
---	------------------

**La Cholla Boulevard:
River Road to Magee Road
Bond No. DOT-45**

Status:
Under Construction
Expected Completion:
FY 2005-06

**Actual Cost
FY 1997-98 through FY 2001-02**

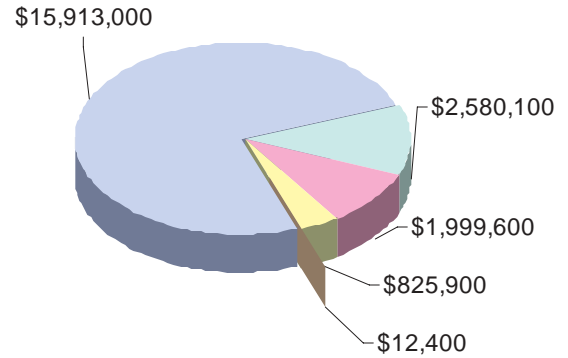
Construction	\$ 1,633,300
Design	1,521,900
Planning	922,700
Right-of-way	859,900
County Transportation Department costs charged to project*	424,000
Public Art	72,800
Utility relocation	32,200
Administration	<u>12,500</u>
Total actual cost	<u>\$ 5,479,300</u>

Estimated Future Cost

Remaining contract obligations	\$ 5,467,100
Other County cost estimates	<u>15,863,900</u>
Total estimated future cost	<u>\$21,331,000</u>
 Total estimated project cost	 <u>\$26,810,300</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Bond proceeds	
County HURF	
Urban-area HURF	
Private contributions	
No financing planned	
 Cost with planned sources	\$21,318,600
Cost without planned sources	<u>12,400</u>
Total estimated future cost	<u>\$21,331,000</u>

Project Purpose:

- ◆ Construct a 6-lane divided roadway with a raised landscape median, multi-use lanes, outside curbs, storm drains, pedestrian facilities, and neighborhood screening and noise mitigation where required.
- ◆ Construct reinforced concrete box culverts or short span bridges at the Nanini Wash and Pegler Wash crossings. Provide for transverse drainage as required.
- ◆ The project is divided into two distinct phases:
 1. La Cholla Boulevard from Magee Road south to Omar Drive, currently under construction.
 2. La Cholla Boulevard from Omar Drive south to River Road, currently in the design phase, which is 90 percent completed.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$18,000,000
Urban-area HURF	10,000,000
Developer contributions	<u>3,000,000</u>
Total estimate	<u>\$31,000,000</u>

***Bond No. DOT-45
Project Contracts***

Barnett & Shore Contractors, LLC

Contract No. C-130347

Original contract amount	\$129,005
Total contract amendments	10,947
Percentage added to original contract amount by the amendments	8.5%
Contract obligations at June 30, 2002	\$5,000

Contract amendment descriptions:

- ✓ Remove drywall joint compound containing asbestos. \$10,947

DJA Engineering/Castro Engineering

Contract No. C-127619

Original contract amount	\$1,015,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

DJA Engineering/Castro Engineering

Contract No. C-127620

Original contract amount	\$1,660,000
Total contract amendments	\$130,000
Percentage added to original contract amount by the amendments	7.8%
Contract obligations at June 30, 2002	\$458,900

Contract amendment descriptions:

- ✓ Accelerate design work. \$130,000

Vicki Scuri

Contract No. C-128492

Original contract amount	\$176,700
Total contract amendments	None
Contract obligations at June 30, 2002	\$110,600

***Bond No. DOT-45
Project Contracts***

Granite Construction Co.

Contract No. C-130510

Original contract amount	\$5,955,051
Total contract amendments	\$275,926
Percentage added to original contract amount by the amendments	4.6%
Contract obligations at June 30, 2002	\$4,892,600

Contract amendment descriptions:

✓ Modify noise abatement provision by adding a wall and decorative elements along the east side of La Cholla Boulevard, south of Ina Road.	\$137,596
✓ Reconstruct sewer manholes and increase quantity of borrow material.	107,050
✓ Add a northbound left-turn median and modify driveways, catch basins, storm drains, and joint-use utility trench; add 5 traffic signal mounting assemblies and 4 service pedestal cabinets; upgrade traffic signal conductors to solid 10 gauge copper wire.	47,579
✓ Change type of pipe to decrease cost per linear foot.	<u>(16,299)</u>
Total contract amendments	<u>\$275,926</u>

**River Road:
First Avenue to Campbell Avenue
Bond No. DOT-01**

Status:
Under Construction
Expected Completion:
FY 2002-03

**Actual Cost
FY 1997-98 through FY 2001-02**

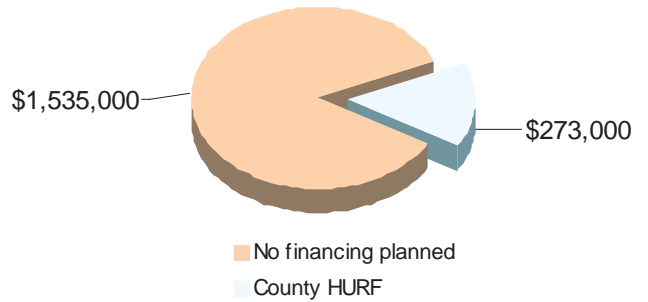
Construction	\$11,277,100
Right-of-way	4,451,100
County Transportation Department costs charged to project*	2,335,000
Design	421,900
Public art	125,000
Administration	109,500
Utility relocation	67,400
Planning	10,700
Total actual cost	<u>\$18,797,700</u>

Estimated Future Cost

Remaining contract obligations	\$ 1,783,000
Other County cost estimates	25,000
Total estimated future cost	<u>\$ 1,808,000</u>
 Total estimated project cost	 <u>\$20,605,700</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$ 273,000
Cost without planned sources	1,535,000
Total estimated future cost	<u>\$1,808,000</u>

Project Purpose:

- ◆ **Reconstruct River Road to a 4-lane, divided roadway with a landscape median, multi-use lanes, outside curbs, storm drains, pedestrian facilities, and additional landscaping.**
- ◆ **Install new culverts and extend existing culverts under River Road to carry drainage from the foothills towards the Rillito River.**
- ◆ **Match a cross section with the previously improved segment of River Road from Oracle Road to First Avenue and reconstruct the intersection of First Avenue and River Road to accommodate the cross section.**
- ◆ **Reconstruct traffic signals at Via Entrada and Campbell Avenue.**
- ◆ **Purchase right-of-way land to support future expansion to 6 lanes, if warranted.**

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$15,500,000
County HURF	2,000,000
Total estimate	<u>\$17,500,000</u>

***Bond No. DOT-01
Project Contracts***

The Ashton Company

Contract No. C-128650

Original contract amount	\$11,279,221
Total contract amendments	\$1,558,527
Percentage added to original contract amount by the amendments	13.8%
Contract obligations at June 30, 2002	\$1,783,000

Contract amendment descriptions:

✓ Add miscellaneous landscaping to comply with the Native Plant Preservation Plan.	\$ 161,118
✓ Increase the number of wall removals, retaining walls, and unconsolidated / rock outcrop fill for architectural finish; stabilize additional soil; furnish and install temporary traffic control devices and provide flagging services.	688,122
✓ Increase the number of utility relocations and quantity of structural concrete, reinforcing steel, shotcrete, and incidental items; add miscellaneous landscaping and post office access.	807,492
✓ Revise design to increase soil nail spacing in grid.	(98,205)
Total contract amendments	<u>\$1,558,527</u>

Safety Improvements

Bond No. DOT-57

Status:
Under Construction
Expected Completion:
After FY 2006-07

Actual Cost
FY 1997-98 through FY 2001-02

Construction	\$ 1,653,500
County Transportation Department costs charged to project*	1,113,500
Design	798,000
Administration	293,600
Planning	113,500
Right-of-way	30,000
Utility relocation	7,500
Total actual cost	<u>\$ 4,009,600</u>

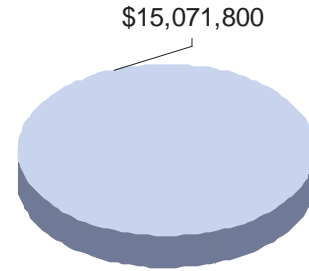
Estimated Future Cost

Remaining contract obligations	\$ 209,500
Other County cost estimates	<u>14,862,300</u>
Total estimated future cost	<u>\$15,071,800</u>

Total estimated project cost **\$19,081,400**

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Total estimated future cost **\$15,071,800**

Project Purpose:

- ◆ Correct offset intersection.
- ◆ Improve horizontal and vertical alignments for sight distance and vehicle control.
- ◆ Install left-turn lanes.
- ◆ Install traffic signals.
- ◆ Install other similar types of specifically targeted safety projects.

The Transportation Department will propose safety projects to the Board of Supervisors bi-annually. The Board will select specific projects for incorporation into the annual Capital Improvement Program.

**Financing Plan in the
Bond Ordinance**

Bond proceeds **\$19,000,000**

***Bond No. DOT-57
Project Contracts***

CS Construction

Contract No. C-130734

Original contract amount	\$103,448
Total contract amendments	None
Contract obligations at June 30, 2002	\$103,400

Falcone Bros. & Assoc., Inc.

Contract No. C-129708

Original contract amount	\$464,147
Total contract amendments	None
Contract obligations at June 30, 2002	\$49,400

NAC Construction

Contract No. C-126321

Original contract amount	\$193,891
Total contract amendments	\$42,759
Percentage added to original contract amount by the amendments	22.1%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Change guardrail and handrail specifications.	\$51,850
✓ Adjust original bid quantities.	<u>(9,091)</u>
Total contract amendments	<u>\$42,759</u>

Pavex Corp.

Contract No. C-128577

Original contract amount	\$143,908
Total contract amendments	None
Contract obligations at June 30, 2002	\$15,200

Pima Paving, Inc.

Contract No. C-128358

Original contract amount	\$227,923
Total contract amendments	None
Contract obligations at June 30, 2002	\$41,500

**Skyline Drive:
Chula Vista to Campbell Avenue
Bond Nos. DOT-08 and DOT-09**

Status:
Under Construction
Expected Completion:
FY 2003-04

**Actual Cost
FY 1997-98 through FY 2001-02**

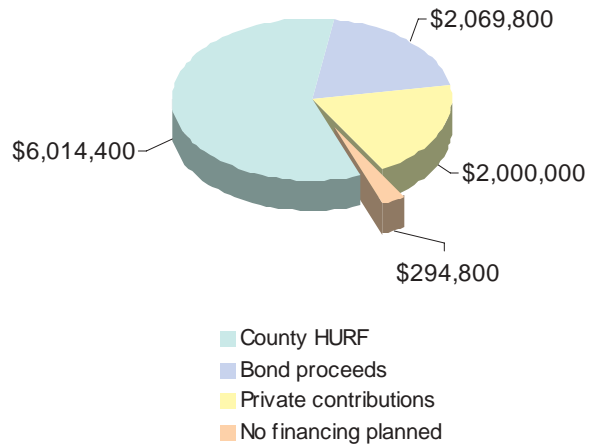
Design	\$ 1,184,500
Planning	239,000
County Transportation Department costs charged to project*	91,000
Construction	8,100
Administration	7,000
Public art	1,000
Total actual cost	<u>\$ 1,530,600</u>

Estimated Future Cost

Remaining contract obligations	\$10,009,400
Other County cost estimates	<u>369,600</u>
Total estimated future cost	<u>\$10,379,000</u>
 Total estimated project cost	 <u>\$11,909,600</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$10,084,200
Cost without planned sources	<u>294,800</u>
Total estimated future cost	<u>\$10,379,000</u>

Project Purpose:

- ◆ Reconstruct Skyline Drive to a 4-lane, divided roadway cross section that enhances safety, level of service, and visual quality.
- ◆ Install a landscaped median, multi-use lanes, outside curbs, storm drains, edge landscaping, pedestrian facilities, and roadway noise mitigation where warranted.
- ◆ Provide multi-use turning lanes at Orange Grove Road.
- ◆ Construct significant improvements at the Skyline and Campbell intersection.
- ◆ Construct additional lanes to accommodate additional traffic from commercial development, if warranted.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$ 3,600,000
County HURF	5,000,000
Developer contributions	<u>2,000,000</u>
Total estimate	<u>\$10,600,000</u>

Bond No. DOT-08 & DOT -09
Project Contracts

Stantec Consulting, Inc.

Contract No. C-128020

Original contract amount	\$488,000
Total contract amendments	None
Contract obligations	None

Sundt Construction Companies

Contract No. C-130716

Original contract amount	\$10,800,000
Total contract amendments	None
Contract obligations	\$10,009,400

Urban Engineering

Contract No. C-127926

Original contract amount	\$488,000
Total contract amendments	None
Contract obligations	None

**Sunrise Drive:
Swan Road to Craycroft Road
Bond No. DOT-02**

Status:
Under Construction
Expected Completion:
FY 2002-03

**Actual Cost
FY 1997-98 through FY 2001-02**

Construction	\$ 5,272,700
Utility relocation	1,076,200
County Transportation Department costs charged to project*	755,400
Design	596,000
Right-of-way	210,000
Planning	108,400
Administration	83,100
Public art	38,100
Total actual cost	<u>\$ 8,139,900</u>

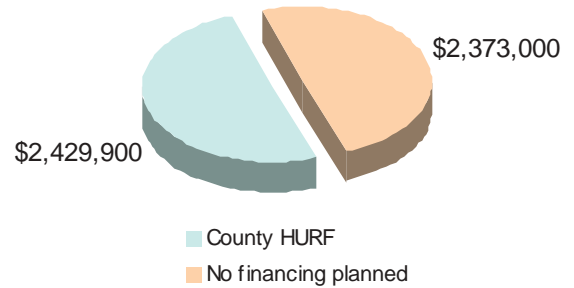
Estimated Future Cost

Remaining contract obligations	\$ 4,801,900
Other County cost estimates	<u>1,000</u>
Total estimated future cost	<u>\$ 4,802,900</u>

Total estimated project cost \$12,942,800

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$2,429,900
Cost without planned sources	<u>2,373,000</u>
Total estimated future cost	<u>\$4,802,900</u>

Project Purpose:

- ◆ Reconstruct Sunrise Drive to a 4-lane roadway with multi-use lanes, outside curbs, storm drains, and landscaping. The median may be a raised landscape median or a 2-way, left-turn lane median, pending further evaluation of local area access and circulation requirements.
- ◆ Install pedestrian facilities and noise barriers where warranted.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$5,000,000
County HURF	<u>1,500,000</u>
Total estimate	<u>\$6,500,000</u>

***Bond No. DOT-02
Project Contracts***

The Ashton Company

Contract No. C-128905

Original contract amount	\$8,154,076
Total contract amendments	\$1,571,241
Percentage added to original contract amount by the amendments	19.3%
Contract obligations at June 30, 2002	\$4,801,900

Contract amendment descriptions:

✓ Revise the design of the slope protection wall by making it vertical.	\$ 255,951
✓ Add more slope protection retaining walls.	615,290
✓ Furnish and install temporary traffic control devices and a temporary concrete barrier; provide temporary flagging services.	<u>700,000</u>
Total contract amendments	<u>\$1,571,241</u>

Catalina Engineering, Inc.

Contract No. C-123739

Original contract amount	\$241,292
Total contract amendments	None
Contract obligations at June 30, 2002	None

Catalina Engineering, Inc.

Contract No. C-125533

Original contract amount	\$400,000
Total contract amendments	\$90,000
Percentage added to original contract amount by the amendments	22.5%
Contract obligations at June 30, 2002	None

Contract amendment description:

✓ Add services and pay a bonus for early contract completion.	<u>\$90,000</u>
---	-----------------

**Thornydale Road:
Ina Road to Cortaro Farms Road
Bond No. DOT-22**

Status:
Under Construction
Expected Completion:
FY 2002-03

**Actual Cost
FY 1997-98 through FY 2001-02**

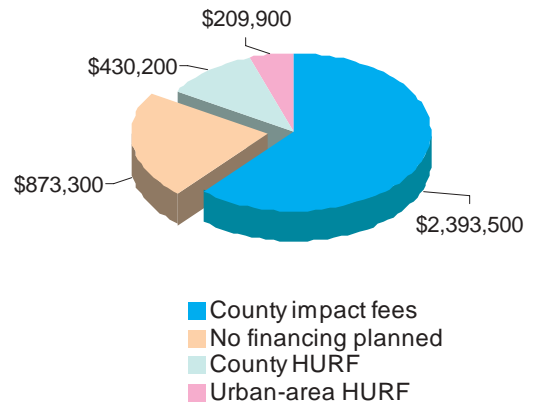
Construction	\$ 8,638,900
Right-of-way	1,586,900
County Transportation Department costs charged to project*	1,274,200
Utility relocation	701,300
Design	508,600
Administration	101,500
Planning	10,400
Public art	3,200
Total actual cost	<u>\$12,825,000</u>

Estimated Future Cost

Remaining contract obligations	\$ 2,790,300
Other County cost estimates	<u>1,116,600</u>
Total estimated future cost	<u>\$ 3,906,900</u>
 Total estimated project cost	 <u>\$16,731,900</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$3,033,600
Cost without planned sources	<u>873,300</u>
Total estimated future cost	<u>\$3,906,900</u>

Project Purpose:

- ◆ Reconstruct and widen Thornydale Road to a 4-lane divided roadway.
- ◆ Add a landscaped median, multi-use lanes, outside curbs, and storm drains.
- ◆ Build culvert structures to carry drainage under Thornydale Road.
- ◆ Allow for future expansion to 6 lanes through the location of storm drains, screen walls, and pedestrian facilities.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$ 1,000,000
County HURF	4,000,000
Urban-area HURF	<u>6,000,000</u>
Total estimate	<u>\$11,000,000</u>

***Bond No. DOT-22
Project Contracts***

Hunter Contracting Co.

Contract No. C-128324

Original contract amount	\$8,941,073
Total contract amendments	\$2,223,543
Percentage added to original contract amount by the amendments	24.9%
Contract obligations at June 30, 2002	\$2,790,300

Contract amendment descriptions:

- ✓ Implement an Interim Habitat Restoration Plan—provide a habitat for the pygmy-owl: supply boxed trees, install irrigation systems, and install trees in the final location. \$ 200,000
- ✓ Haul roadway excavation material from the south end of the project to a site located at Orange Grove Road and I-10. Stockpile and preserve the material until it is needed for the embankment north of Magee. 131,270
- ✓ Implement design modifications based on the EPA’s formal consultation with the U.S. Fish and Wildlife Service: 1,892,273
 - Add the following:
 1. Concrete drainage structure with traffic rated steel grate openings.
 2. New concrete box culvert across the east leg of Cortaro.
 3. Taller culvert headwalls and wigwalls for the revised shorter drainage structures and steeper roadway slopes.
 4. Median with backfilled barrier walls and irrigated trees.
 5. Attenuators at the raised median ends guardrail along the shoulders.
 - Relocate and replace boxed trees along Thornydale to provide a continuing interim habitat during construction.
 - Compensate the contractor for costs incurred during the shutdown period of November 2000-February 2001 and accelerated work at Ina and Thornydale.
 - Have the contractor begin work on the project north of Magee.
 - Increase amounts for traffic control items.

Total contract amendments \$2,223,543

Parsons, Brinckerhoff, Quade & Douglas, Inc.

Contract No. C-122698

Original contract amount	\$650,000
Total contract amendments	\$70,959
Percentage added to original contract amount by the amendments	10.9%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

- ✓ Extend the contract termination date for 8 months and increase funding for additional design modifications. \$70,959

**Wetmore/Ruthrauff Road:
La Cholla Boulevard to Fairview Avenue
Bond No. DOT-14**

Status:
Under Construction
Expected Completion:
FY 2004-05

**Actual Cost
FY 1997-98 through FY 2001-02**

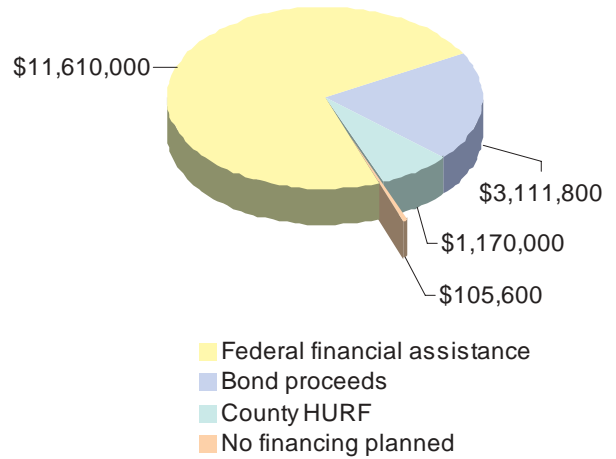
Right-of-way	\$ 6,618,900
Design	950,800
County Transportation Department costs charged to project*	434,800
Construction	298,500
Utility relocation	94,900
Planning	47,100
Public art	37,900
Administration	14,000
Total actual cost	<u>\$ 8,496,900</u>

Estimated Future Cost

Remaining contract obligations	\$ 105,600
Other County cost estimates	15,891,800
Total estimated future cost	<u>\$15,997,400</u>
 Total estimated project cost	 <u>\$24,494,300</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$15,891,800
Cost without planned sources	105,600
Total estimated future cost	<u>\$15,997,400</u>

Project Purpose:

- ◆ **Reconstruct Wetmore/Ruthrauff Road to a 4-lane roadway with multi-use lanes, outside curbs, storm drains, landscaping, and noise mitigation where warranted.**
- ◆ **Construct one or more conveyance channels from Wetmore Road north to the Rillito River.**
- ◆ **Construct a 2-way, left-turn median.**
- ◆ **Complete the roadway cross section to be similar to Ruthrauff Road, west of La Cholla Boulevard.**

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$ 7,800,000
County HURF	1,400,000
Urban-area HURF	3,000,000
County impact fees	400,000
Federal financial assistance	7,400,000
Total estimate	<u>\$20,000,000</u>

***Bond No. DOT-14
Project Contracts***

Contractor's Abatement Services, Inc.

Contract No. C-130076

Original contract amount	\$109,546
Total contract amendments	\$128,173
Percentage added to original contract amount by the amendments	117%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

- ✓ Demolish eight additional structures and remove other features as noted, including vegetation. Clean site and abate dust where structures are located. \$128,173

Formations Landscape Architecture, Inc.

Contract No. C-126826

Original contract amount	\$136,000
Total contract amendments	None
Contract obligations at June 30, 2002	\$103,400

G & G Construction

Contract No. C-128953

Original contract amount	\$57,923
Total contract amendments	None
Contract obligations at June 30, 2002	None

JHK & Associates

Contract No. C-118383

Original contract amount	\$95,126
Total contract amendments	\$328,712
Percentage added to original contract amount by the amendments	345.6%
Contract obligations at June 30, 2002	\$2,200

Contract amendment descriptions:

- ✓ Increase amount of design work. \$ 7,787
 - ✓ Increase funding to complete preliminary design. 135,738
 - ✓ Extend contract. 179,915
 - ✓ Pay for additional miscellaneous compensation. 5,272
- Total contract amendments \$328,712

Tetra Tech / Collins Pina

Contract No. C-125586

Original contract amount	\$990,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

In Design Projects

**Alvernon Way:
Ft. Lowell Road to River Road
Bond No. DOT-05**

Status:
In Design
Expected Completion:
FY 2005-06

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$151,300
County Transportation Department costs charged to project*	49,200
Design	39,200
Administration	4,800
Construction	<u>40</u>
Total actual cost	<u>\$244,540</u>

Estimated Future Cost

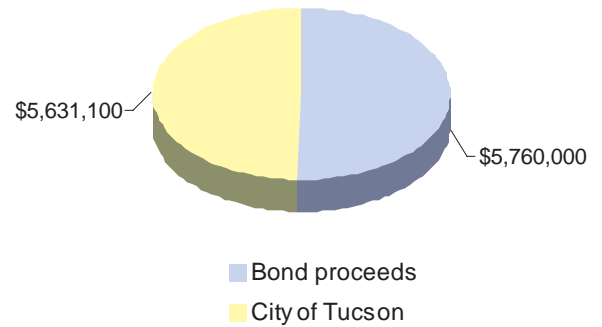
County cost estimates	<u>\$11,391,100</u>
Total estimated future cost	<u>\$11,391,100</u>
 Total estimated project cost	 <u>\$11,635,640</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Extend Alvernon Way to cross the Rillito River and connect to River Road near Dodge Boulevard by adding a new bridge across the Rillito River.**
- ◆ **Include multi-use lanes, outside curbs, storm drains, landscaping, and pedestrian facilities.**
- ◆ **Construct a 4-lane cross section with a median from River Road to south of the Rillito River and a 2-way, left-turn lane cross section with a median north of Ft. Lowell.**
- ◆ **Right-of-way property was previously acquired with proceeds from the 1986 Transportation Bond issue. Those costs are not included in the above actual costs because they were incurred prior to fiscal year 1997-98.**

**Financing Plan for the
Estimated Future Cost**



Total estimated future cost **\$11,391,100**

Engineers' Total Cost Estimate*

Engineers' estimate	\$11,984,100
Percentage of design phase completed	10%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	<u>\$6,000,000</u>
---------------	--------------------

Bond No. DOT-05
Project Contracts

None

**Catalina Highway:
Tanque Verde Road to
Houghton Road
Bond No. DOT-30**

Status:
In Design
Expected Completion:
FY 2004-05

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$ 846,700
County Transportation Department costs charged to project*	116,200
Planning	107,600
Public art	2,600
Right-of-way	2,300
Administration	1,900
Construction	<u>200</u>
Total actual cost	<u>\$1,077,500</u>

Estimated Future Cost

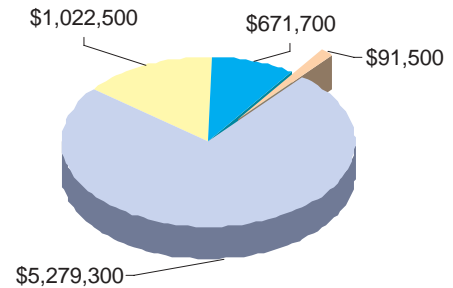
Remaining contract obligations	\$ 57,700
Other County cost estimates	<u>7,007,300</u>
Total estimated future cost	<u>\$7,065,000</u>
 Total estimated project cost	 <u>\$8,142,500</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Construct Catalina Highway to 4 lanes from Tanque Verde Road to Harrison Road and 2 lanes from there to Houghton Road with multi-use lanes and improved roadside drainage. According to the Transportation Department, the Board of Supervisors approved a contract amendment to widen the roadway to 5 and 3 lanes, respectively. However, the additional costs are not included in Capital Improvement Program's cost estimate at September 9, 2002.**
- ◆ **Treat the median to be either a raised landscape median or a 2-way median, left-turn lane, depending on further evaluation of local area access and circulation requirements.**
- ◆ **Incorporate residential neighborhood screening and noise mitigation as required.**

**Financing Plan for the
Estimated Future Cost**



■ Bond proceeds
■ Arizona Dept of Transportation HELP Loan
■ County impact fees
■ No financing planned

Cost with planned sources	\$6,973,500
Cost without planned sources	<u>91,500</u>
Total estimated future cost	<u>\$7,065,000</u>

Engineers' Total Cost Estimate*

Engineers' estimate	\$9,917,500
Percentage of design phase completed	75%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$6,200,000
County impact fees	<u>1,500,000</u>
Total estimate	<u>\$7,700,000</u>

Bond No. DOT-30
Project Contracts

**Castro Engineering Corporation
(DJA Engineering)**

Contract No. C-125551

Original contract amount	\$1,040,000
Total contract amendments	(100,000)
Percentage reduced from original contract amount by the amendments	9.6 %
Contract obligations at June 30, 2002	\$57,700

Contract amendment descriptions:

✓ Revise design for change in scope. \$(100,000)

**Cortaro Farms Road:
Interstate 10 to Thornydale Road
Bond No. DOT-18**

Status:
In Design
Expected Completion:
After FY 2006-07

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$ 792,900
Design	679,300
Right-of-way	600,400
County Transportation Department costs charged to project*	108,800
Public art	16,000
Administration	<u>3,600</u>
Total actual cost	<u>\$2,201,000</u>

Estimated Future Cost

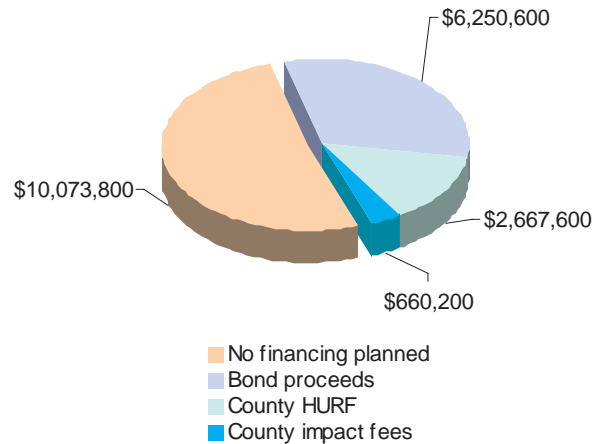
Remaining contract obligations	\$ 1,060,700
Other County cost estimates	<u>18,591,500</u>
Total estimated future cost	<u>\$19,652,200</u>
 Total estimated project cost	 <u>\$21,853,200</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen Cortaro Farms Road to 4 traffic lanes and construct multi-use lanes, outside curbs, storm drains, and landscaping.**
- ◆ **Adjust the horizontal alignment at the railroad approach.**
- ◆ **Correct the grade over the railroad and the adjacent Cortaro-Marana Irrigation District canal.**
- ◆ **Treat the median by raising a landscape median or a median 2-way left-turn lane, pending further evaluation of local area access and circulation needs.**

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$ 9,578,400
Cost without planned sources	<u>10,073,800</u>
Total estimated future cost	<u>\$19,652,200</u>

Engineers' Total Cost Estimate*

Engineers' estimate	\$21,197,000
Percentage of design phase completed	90%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$ 8,200,000
County impact fees	<u>2,000,000</u>
Total estimate	<u>\$10,200,000</u>

***Bond No. DOT-18
Project Contracts***

MMLA Inc.

Contract No. C-127876

Original contract amount	\$2,090,190
Total contract amendments	155,195
Percentage added to original contract amount by the amendments	7.4%
Contract obligations at June 30, 2002	\$921,600

Contract amendment descriptions:

✓ Adjust design task compensation schedule. \$155,195

Nina Borgia-Aberle

Contract No. C-128378

Original contract amount	\$148,800
Total contract amendments	None
Contract obligations at June 30, 2002	\$139,100

**Country Club Road:
36th Street to Irvington Road
Bond No. DOT-12**

Status:
In Design
Expected Completion:
FY 2006-07

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$ 730,900
Planning	261,600
County Transportation Department costs charged to project*	67,100
Administration	<u>40</u>
Total actual cost	<u>\$1,059,640</u>

Estimated Future Cost

Remaining contract obligations	\$ 682,700
Other County cost estimates	<u>5,257,700</u>
Total estimated future cost	<u>\$5,940,400</u>

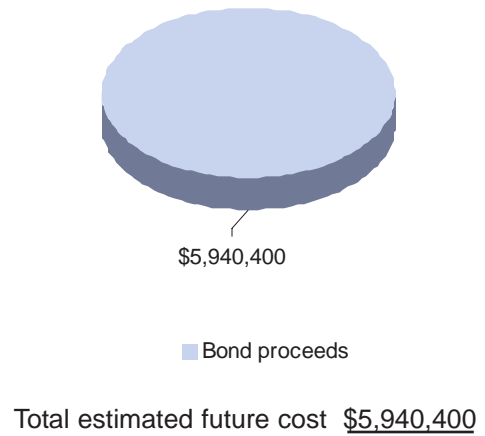
Total estimated project cost **\$7,000,040**

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Reconstruct and widen Country Club road to a 4-lane roadway. The intersection of Country Club Road and Irvington Road was improved in 1996 as part of a joint City of Tucson and Pima County project to widen and reconstruct Irvington Road, Benson Highway to I-10. Country Club road provides access to Kino Hospital, Sam Lena Park, Kino Sports Park, and the Tucson Electric Park.**
- ◆ **Add multi-use lanes, outside curbs, storm drains, and landscaping.**
- ◆ **Construct the median by either a raised landscape median or a 2-way median, left-turn lane to be determined by further study of local access and circulation needs.**

**Financing Plan for the
Estimated Future Cost**



Engineers' Total Cost Estimate*

Engineers' estimate	\$8,624,500**
Percentage of design phase completed	20%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**County management plans to request a reduction in project scope to keep costs within \$7,000,000.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	<u>\$7,000,000</u>
---------------	---------------------------

***Bond No. DOT-12
Project Contracts***

RS Engineering

Contract No. C-127842

Original contract amount	\$1,621,130
Total contract amendments	None
Contract obligations at June 30, 2002	\$682,700

**Craycroft Road:
River Road to Sunrise Drive
Bond No. DOT-46**

Status:
In Design
Expected Completion:
FY 2005-06

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$485,800
Design	288,000
County Transportation Department costs charged to project*	46,000
Public art	3,800
Administration	<u>1,000</u>
Total actual cost	<u>\$824,600</u>

Estimated Future Cost

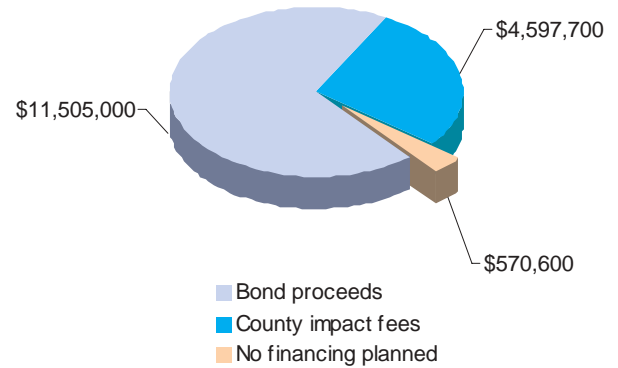
Remaining contract obligations	\$ 942,700
Other County cost estimates	<u>15,730,600</u>
Total estimated future cost	<u>\$16,673,300</u>
 Total estimated project cost	 <u>\$17,497,900</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Reconstruct and widen existing Craycroft Road to a 4-lane, divided roadway with raised landscape median, multi-use lanes, outside curbs, storm drains, landscaping, and neighborhood screening and noise mitigation as required.**
- ◆ **Include new culverts for the Craycroft Wash and other transverse drainage as necessary.**

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$16,102,700
Cost without planned sources	<u>570,600</u>
Total estimated future cost	<u>\$16,673,300</u>

Engineers' Total Cost Estimate*

Engineers' estimate	\$18,086,000
Percentage of design phase completed	20%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$12,000,000
County impact fees	<u>550,000</u>
Total estimate	<u>\$12,550,000</u>

***Bond No. DOT-46
Project Contracts***

Engineering & Environmental Consultants

Contract No. C-127730

Original contract amount	\$1,681,864
Total contract amendments	None
Contract obligations at June 30, 2002	\$942,700

**Kinney Road:
Ajo Way to Bopp Road
Bond No. DOT-50**

Status:
In Design
Expected Completion:
FY 2005-06

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$246,900
County Transportation Department costs charged to project*	62,600
Design	39,800
Administration	900
Utility relocation	<u>500</u>
Total actual cost	<u>\$350,700</u>

Estimated Future Cost

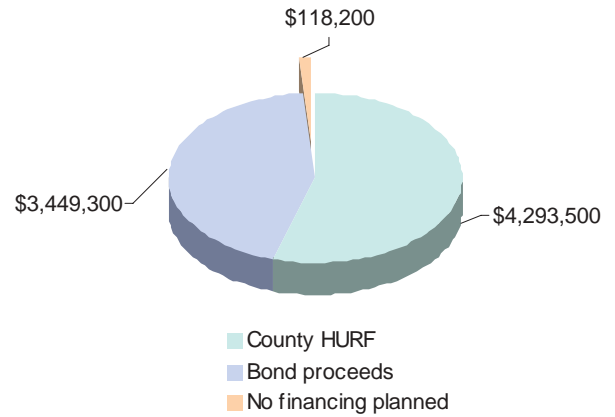
Remaining contract obligations	\$ 350,500
Other County cost estimates	<u>7,510,500</u>
Total estimated future cost	<u>\$7,861,000</u>
 Total estimated project cost	 <u>\$8,211,700</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen Kinney Road to 4 lanes with improved shoulders, roadside drainage, and landscaping.**
- ◆ **Treat the median to be either a raised landscape median or a 2-way median, left-turn lane based on evaluation of local area access and circulation requirements.**

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$7,742,800
Cost without planned sources	<u>118,200</u>
Total estimated future cost	<u>\$7,861,000</u>

Engineers' Total Cost Estimate*

Engineers' estimate	\$8,042,600
Percentage of design phase completed	30%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$3,800,000
County impact fees	<u>200,000</u>
Total estimate	<u>\$4,000,000</u>

***Bond No. DOT-50
Project Contracts***

Transcore/Saic, Inc.

Contract No. C-127800

Original contract amount	\$491,000
Total contract amendments	115,881
Percentage added to original contract amount by the amendments	23.6%
Contract obligations at June 30, 2002	\$350,500

Contract amendment descriptions:

- ✓ Revise design to relocate Kinney Road intersection to Kinney Road and Sarasota Road. \$115,881

**Kolb Road:
Sabino Canyon Road to
Sunrise Drive
Bond No. DOT-32**

Status:
In Design
Expected Completion:
After FY 2006-07

**Actual Cost
FY 1997-98 through FY 2001-02**

Right-of-way	\$ 839,000
Planning	390,400
Design	341,000
County Transportation Department costs charged to project*	95,500
Administration	<u>1,600</u>
Total actual cost	<u>\$1,667,500</u>

Estimated Future Cost

Remaining contract obligations	\$ 726,800
Other County cost estimates	<u>15,300,800</u>
Total estimated future cost	<u>\$16,027,600</u>

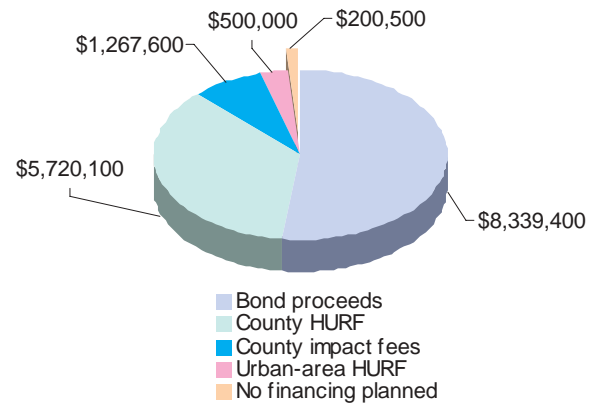
Total estimated project cost **\$17,695,100**

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Reconstruct and widen Kolb Road to a 4-lane roadway with multi-use lanes, curbs, storm drains, outside landscaping, and neighborhood screening and noise mitigation.**
- ◆ **Treat the median to consist of a raised landscape median or a median 2-way, left-turn lane pending further evaluation of local area access and circulation needs.**

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$15,827,100
Cost without planned sources	<u>200,500</u>
Total estimated future cost	<u>\$16,027,600</u>

Engineers' Total Cost Estimate*

Engineers' estimate	\$31,345,000
Percentage of design phase completed	50%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$10,000,000
Urban-area HURF	<u>500,000</u>
Total estimate	<u>\$10,500,000</u>

***Bond No. DOT-32
Project Contracts***

MMLA, Inc.

Contract No. C-128359

Original contract amount	\$1,375,000
Total contract amendments	None
Contract obligations at June 30, 2002	\$726,800

La Canada Drive and Las Quintas Highway Drainage Improvements Bond No. DOT-51

Status:
In Design
Expected Completion:
FY 2003-04

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$52,600
Planning	14,800
County Transportation Department costs charged to project*	8,200
Administration	<u>20</u>
Total actual cost	<u>\$75,620</u>

Estimated Future Cost

Remaining contract obligations	None
Other County cost estimates	<u>\$1,424,400</u>
Total estimated future cost	<u>\$1,424,400</u>

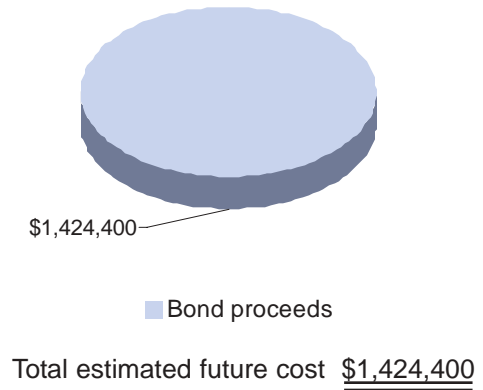
Total estimated project cost **\$1,500,020**

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Improve transverse and parallel drainage along La Canada Drive and Las Quintas to provide improved roadway drainage, to alleviate ponding and drainage diversions within existing neighborhoods, and to increase roadway safety.**

**Financing Plan for the
Estimated Future Cost**



Engineers' Total Cost Estimate

This project's design phase is partially completed. However, information on the percentage of completion or the engineers' total cost estimate for this project was not made available to the auditors.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	<u>\$1,500,000</u>
---------------	---------------------------

***Bond No. DOT-51
Project Contracts***

Cannon & Associates, Inc.

Contract No. C-128090

Original contract amount	\$156,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

**La Canada Drive:
Ina Road to Lambert Lane
Bond No. DOT-10**

Status:
In Design
Expected Completion:
After FY 2006-07

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$1,212,200
Planning	939,700
Right-of-way	889,400
County Transportation Department costs charged to project*	135,300
Public art	58,400
Utility relocation	16,800
Administration	<u>1,300</u>
Total actual cost	<u>\$3,253,100</u>

Estimated Future Cost

Remaining contract obligations	\$ 552,700
Other County cost estimates	<u>18,751,000</u>
Total estimated future cost	<u>\$19,303,700</u>

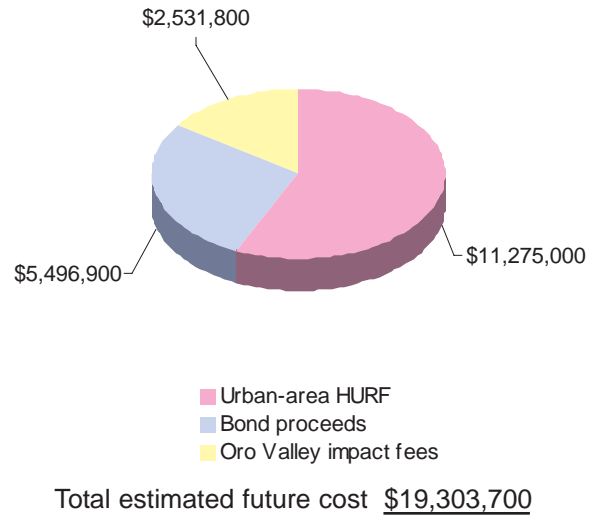
Total estimated project cost **\$22,556,800**

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Reconstruct and widen La Canada Drive to include a raised landscape median, 2 travel lanes in each direction, multi-use lanes for buses and bicycles, outside curbs, and storm drains. According to the Transportation Department, the Board of Supervisors approved a contract amendment to add another intersection. However, the additional costs are not included in Capital Improvement Program's cost estimate at September 9, 2002.**
- ◆ **Improve the right-of-way with outside landscaping and noise mitigation where warranted.**

**Financing Plan for the
Estimated Future Cost**



Engineers' Total Cost Estimate*

Engineers' estimate	\$35,938,000
Percentage of design phase completed	75% to 90%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$ 8,500,000
Urban-area HURF	7,000,000
County impact fees	3,000,000
Oro Valley impact fees	<u>3,000,000</u>
Total estimate	<u>\$21,500,000</u>

***Bond No. DOT-10
Project Contracts***

Johnson-Brittain & Associates, Inc.

Contract No. C-127650

Original contract amount	\$2,670,000
Total contract amendments	None
Contract obligations at June 30, 2002	\$552,700

**Mainsail Boulevard
and Twin Lakes Drive:
27 Wash Vicinity
Bond No. DOT-24**

Status:

In Design

Expected Completion:

After FY 2006-07

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$112,900
County Transportation Department costs charged to project*	55,700
Design	21,300
Right-of-way	9,800
Administration	<u>1,100</u>
Total actual cost	<u>\$200,800</u>

Estimated Future Cost

Remaining contract obligations	None
Other County cost estimates	<u>\$3,031,400</u>
Total estimated future cost	<u>\$3,031,400</u>

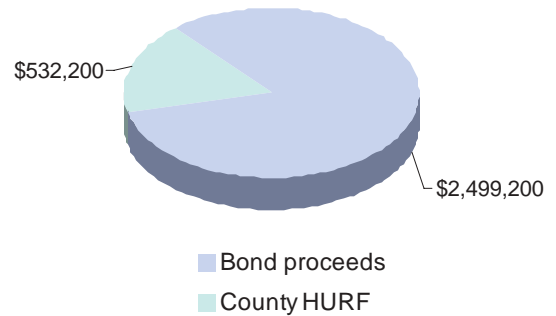
Total estimated project cost **\$3,232,200**

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Construct Mainsail Boulevard as a 2-lane road-way across 27 Wash between Oracle Highway and Twin Lakes Drive/Forecastle Avenue.**
- ◆ **Extend Twin Lakes north of Mainsail to Tortolita Street.**
- ◆ **Add a box culvert structure to carry the wash under the road.**
- ◆ **Improve all-weather access to Catalina and provide alternative access residential streets from existing neighborhoods out to Oracle Highway.**

**Financing Plan for the
Estimated Future Cost**



Total estimated future cost **\$3,031,400**

Engineers' Total Cost Estimate*

Engineers' estimate	\$3,232,200
Percentage of design phase completed	25%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds **\$2,700,000**

***Bond No. DOT-24
Project Contracts***

URS Greiner Woodward Clyde

Contract No. C-128066

Original contract amount	\$281,000
Total contract amendments	None
Contract Obligations at June 30, 2002	None

Neighborhood Transportation Improvement Projects

Bond No. DOT-41

Status:
In Design
Expected Completion:
FY 2006-07

Actual Cost
FY 1997-98 through FY 2001-02

County Transportation Department costs charged to project*	\$ 8,200
Planning	<u>1,900</u>
Total actual cost	<u>\$10,100</u>

Estimated Future Cost

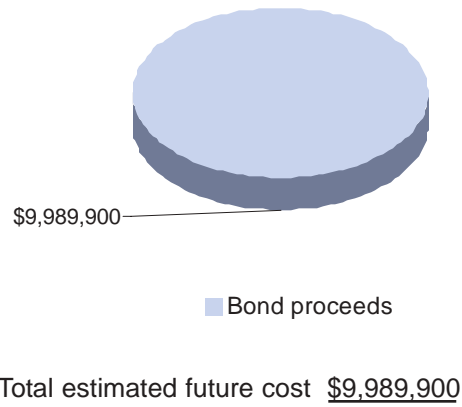
County cost estimates	<u>\$ 9,989,900</u>
Total estimated future cost	<u>\$ 9,989,900</u>
 Total estimated project cost	 <u>\$10,000,000</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Construct improvements to neighborhood streets, including but not limited to sidewalks, street lighting, neighborhood traffic mitigation measures, street paving, and Americans with Disabilities Act pedestrian improvements. In August 2001, the Board of Supervisors amended the Bond Ordinance to change the project scope. Originally, 22nd Street was to be widened, and the City of Tucson was to provide \$7,000,000.**

**Financing Plan for the
Estimated Future Cost**



Engineers' Total Cost Estimate*

Engineers' estimate	\$10,000,000
Percentage of design phase completed	Just started

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance***

Bond proceeds	<u>\$10,000,000</u>
---------------	---------------------

*In August 2001, the County amended the Bond Ordinance to state that matching funds would be provided from other jurisdictions if available.

***Bond No. DOT-41
Project Contracts***

None

**Old Tucson-Nogales Highway:
Summit Neighborhood
Bond No. DOT-53**

Status:
In Design
Expected Completion:
FY 2004-05

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$ 57,600
County Transportation Department costs charged to project*	27,400
Planning	24,800
Administration	<u>80</u>
Total actual cost	<u>\$109,880</u>

Estimated Future Cost

Remaining contract obligations	None
Other County cost estimates	<u>\$ 990,100</u>
Total estimated future cost	<u>\$ 990,100</u>

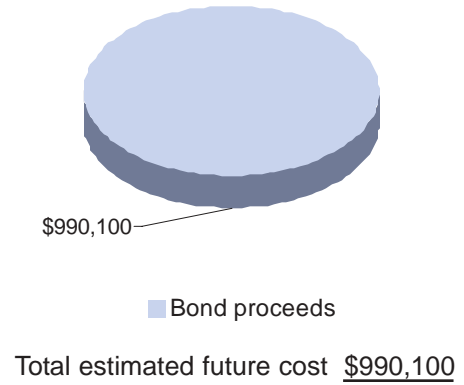
Total estimated project cost **\$1,099,980**

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Reconstruct the intersection of Nogales Highway and Old Tucson-Nogales Highway to eliminate adverse intersection angles.**
- ◆ **Improve the vertical alignment of the Old Tucson-Nogales Highway over the Southern Pacific Railroad crossing and provide upgraded traffic control at the intersection and railroad. The local area is subject to significant drainage problems associated with the roads.**
- ◆ **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.**
- ◆ **Construct small detention facilities east of the Summit-Old Tucson-Nogales neighborhood and McKain Road and Terry Lane intersection to control the magnitude of roadside drainage and to eliminate ponding within these intersections.**

**Financing Plan for the
Estimated Future Cost**



Engineers' Total Cost Estimate*

Engineers' estimate	\$1,171,200
Percentage of design phase completed	35%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	<u>\$1,100,000</u>
---------------	--------------------

***Bond No. DOT-53
Project Contracts***

Steve Corrales Engineering Corporation

Contract No. C-127799

Original contract amount	\$114,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

**Orange Grove Road:
Geronimo Wash
Bond No. DOT-07**

Status:
In Design
Expected Completion:
FY 2003-04

**Actual Cost
FY 1997-98 through FY 2001-02**

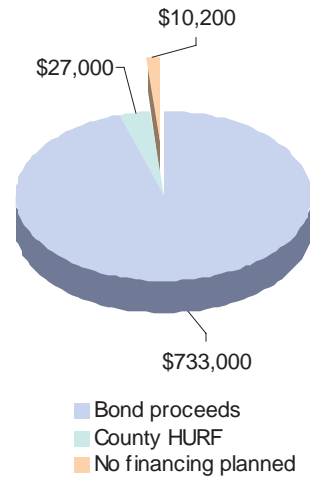
Planning	\$36,800
Design	15,900
County Transportation Department costs charged to project*	13,800
Administration	<u>400</u>
Total actual cost	<u>\$66,900</u>

Estimated Future Cost

Remaining contract obligations	\$ 45,200
Other County cost estimates	<u>725,000</u>
Total estimated future cost	<u>\$770,200</u>
 Total estimated project cost	 <u>\$837,100</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$760,000
Cost without planned sources	<u>10,200</u>
Total estimated future cost	<u>\$770,200</u>

Project Purpose:

- ◆ Reconstruct the drainage crossing carrying Geronimo Wash under Orange Grove Road in the vicinity of Calle de Estevan.
- ◆ Raise Orange Grove Road over the new structure to improve sight distance for local residential streets and for vehicles approaching the Orange Grove Road and First Avenue intersection. Orange Grove Road will be raised on fill dirt.
- ◆ Reinforce a concrete box culvert by sizing it to accommodate a 100-year peak discharge in Geronimo Wash.

Engineers' Total Cost Estimate*

Engineers' estimate	\$1,166,000
Percentage of design phase completed	15%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	<u>\$800,000</u>
---------------	------------------

***Bond No. DOT-07
Project Contracts***

Entranco

Contract No. C-128477

Original contract amount	\$93,000
Total contract amendments	None
Contract obligations at June 30, 2002	\$45,200

**Orange Grove Road:
Thornydale Road to Oracle Road
Bond No. DOT-44**

Status:
In Design
Expected Completion:
After FY 2006-07

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$1,180,600
Design	647,000
Right-of-way	260,200
County Transportation Department costs charged to project*	131,900
Construction	9,000
Administration	<u>2,700</u>
Total actual cost	<u>\$2,231,400</u>

Estimated Future Cost

Remaining contract obligations	\$ 1,996,000
Other County cost estimates	<u>34,315,500</u>
Total estimated future cost	<u>\$36,311,500</u>

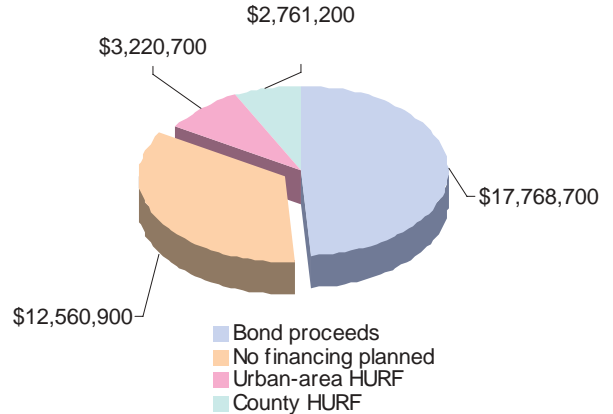
Total estimated project cost **\$38,542,900**

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ Construct 6 lanes from Thornydale Road to La Cholla and 4 lanes from La Cholla Boulevard to Oracle Road with a raised landscape median, multi-use lanes, outside curbs and storm drains, provision for pedestrians, and screening and noise mitigation for adjacent residential areas where required.
- ◆ Construct reinforced box culverts or short span bridges where the Pegler Wash, Casas Adobes Wash, and the Roller Coaster Wash cross Orange Grove Road, along with other transverse drainage as needed.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$23,750,600
Cost without planned sources	<u>12,560,900</u>
Total estimated future cost	<u>\$36,311,500</u>

Engineers' Total Cost Estimate*

Segment 1:	
Engineers' estimate	\$18,300,400
Percentage of design phase completed	75%
Segment 2:	
Engineers' estimate	\$18,328,800
Percentage of design phase completed	30%
Total	
Engineers' estimate	\$36,629,200

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$20,000,000
Urban-area HURF	<u>3,180,000</u>
Total estimate	<u>\$23,180,000</u>

***Bond No. DOT-44
Project Contracts***

Castro Engineering (DJA Engineering)

Contract No. C-128322

Original contract amount	\$1,787,500
Total contract amendments	None
Contract obligations at June 30, 2002	\$648,900

Catalina Engineering, Inc.

Contract No. C-128491

Original contract amount	\$1,581,250
Total contract amendments	188,500
Percentage added to original contract amount by the amendments	11.9%
Contract obligations at June 30, 2002	\$1,167,600

Contract amendment descriptions:

✓ Revise design to comply with Native Plant Preservation Plan.	\$ 15,000
✓ Add predesign surveys and mapping work.	17,500
✓ Increase design work.	135,600
✓ Add project assessment work.	<u>20,400</u>
Total contract amendments	<u>\$188,500</u>

Carrie Seid Barancik

Contract No. C-130904

Original contract amount	\$179,490
Total contract amendments	None
Contract obligations at June 30, 2002	\$179,500

**River Road:
Campbell Avenue to Alvernon Way
Bond No. DOT-04**

Status:
In Design
Expected Completion:
FY 2005-06

**Actual Cost
FY 1997-98 through FY 2001-02**

Right-of-way	\$2,452,300
Planning	230,700
County Transportation Department costs charged to project*	139,200
Design	106,700
Administration	35,100
Construction	22,300
Total actual cost	<u>\$2,986,300</u>

Estimated Future Cost

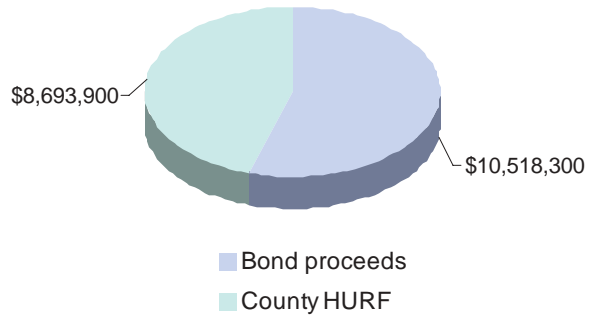
County cost estimates	<u>\$19,212,200</u>
Total estimated future cost	<u>\$19,212,200</u>
 Total estimated project cost	 <u>\$22,198,500</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Acquire an open space and mitigation area between the improved River Road and the Rillito River through the River Bend area. The mitigation area will be incorporated with the Rillito River Linear Park.**
- ◆ **Realign River Road and add 2 through lanes in each direction, with a raised landscape median, multi-use lanes, outside curbs, storm drains, and landscaping.**
- ◆ **Construct a box culvert under River Road and a new outfall channel to the Rillito River.**
- ◆ **Improve drainages as follows: Camino Real and Finger Rock Washes for transverse drainage, increase the channel capacity of Camino Real Wash's east braid, direct the Finger Rock Wash under River Road, and improve other drainages that currently cross River Road.**

**Financing Plan for the
Estimated Future Cost**



Total estimated future cost \$19,212,200

Engineers' Total Cost Estimate*

Engineers' estimate	\$22,732,700
Percentage of design phase completed	10%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$13,500,000
Urban-area HURF	3,000,000
Total estimate	<u>\$16,500,000</u>

Bond No. DOT-04
Project Contracts

None

**Sunrise Drive:
Craycroft Road to Kolb Road
Bond No. DOT-47**

Status:
In Design
Expected Completion:
FY 2004-05

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$730,800
County Transportation Department costs charged to project*	31,300
Administration	8,000
Planning	7,400
Public art	3,800
Utility relocation	<u>1,300</u>
Total actual cost	<u>\$782,600</u>

Estimated Future Cost

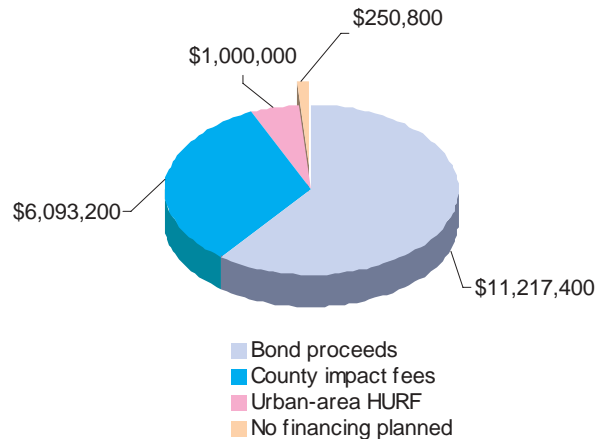
Remaining contract obligations	\$ 486,000
Other County cost estimates	<u>18,075,400</u>
Total estimated future cost	<u>\$18,561,400</u>
 Total estimated project cost	 <u>\$19,344,000</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen Sunrise Drive to 4 lanes with multi-use lanes, drainage improvements, landscaping and neighborhood screening, and noise mitigation as required.**
- ◆ **Treat the median to be a raised landscape median or a median 2-way, left-turn lane pending further evaluation of local area access and circulation requirements.**
- ◆ **Retain the existing outer limits of the cut-and-fill slopes along Sunrise Drive, therefore, will incorporate structural retaining walls as necessary.**
- ◆ **Improve transverse drainage.**

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$18,310,600
Cost without planned sources	<u>250,800</u>
Total estimated future cost	<u>\$18,561,400</u>

Engineers' Total Cost Estimate*

Engineers' estimate	\$21,728,400
Percentage of design phase completed	20%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$12,000,000
Urban-area HURF	<u>1,000,000</u>
Total estimate	<u>\$13,000,000</u>

***Bond No. DOT-47
Project Contracts***

Catalina Engineering Inc.

Contract No. C-127798

Original contract amount	\$1,119,992
Total contract amendments	64,800
Percentage added to original amount by the amendments	5.8%
Contract obligations at June 30, 2002	\$486,000

Contract amendment descriptions:

✓ Add design services.	\$54,900
✓ Add span wire signal design.	<u>9,900</u>
Total contract amendments	<u>\$64,800</u>

**Valencia Road:
Mark Road to Camino De La Tierra
Bond No. DOT-17**

Status:
In Design
Expected Completion:
FY 2005-06

**Actual Cost
FY 1997-98 through FY 2001-02**

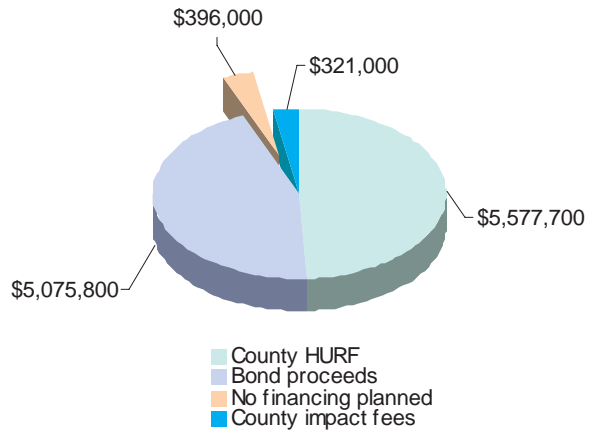
Planning	\$704,800
County Transportation Department costs charged to project*	47,200
Design	44,000
Administration	200
Total actual cost	<u>\$796,200</u>

Estimated Future Cost

Remaining contract obligations	\$ 1,084,500
Other County cost estimates	<u>10,286,000</u>
Total estimated future cost	<u>\$11,370,500</u>
Total estimated project cost	<u>\$12,166,700</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$10,974,500
Cost without planned sources	<u>396,000</u>
Total estimated future cost	<u>\$11,370,500</u>

Engineers' Total Cost Estimate*

Project Purpose:

- ◆ **Widen Valencia Road to increase capacity, enhance safety, and provide for pedestrians.**
- ◆ **Construct 4 travel lanes, multi-use lanes, outside curbs, storm drains, edge landscaping, a raised landscape median, and edge landscaping.**
According to the Transportation Department, the Board of Supervisors approved a contract amendment to extend the project by 1 mile.

Engineers' estimate	\$13,743,100
Percentage of design phase completed	5%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$5,800,000
County impact fees	<u>1,000,000</u>
Total estimate	<u>\$6,800,000</u>

***Bond No. DOT-17
Project Contracts***

Engineering & Environmental Consultants

Contract No. C-128404

Original contract amount	\$1,237,500
Total contract amendments	\$552,796
Percentage added to original contract amount by the amendments	44.7%
Contract obligations at June 30, 2002	\$1,084,500

Contract amendment descriptions:

- ✓ Revise design for scope change to widen an additional mile of Valencia Road. \$552,796

Future Start Date Projects

**Drexel Road:
Tucson Boulevard to
Alvernon Way
Bond No. DOT-11**

Status:
Future start date
Expected Completion:
Unknown

*Actual Cost
FY 1997-98 through FY 2001-02*

None

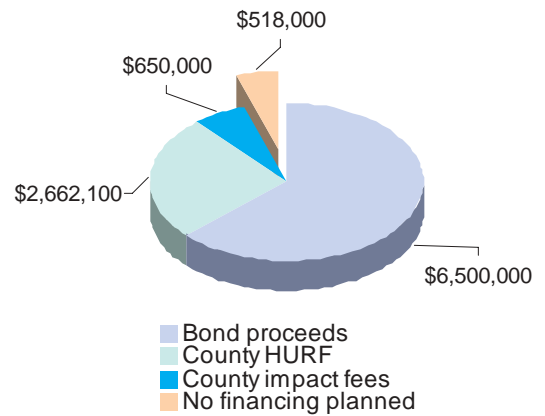
Estimated Future Costs

County cost estimates	<u>\$10,330,100</u>
Total estimated future cost	<u><u>\$10,330,100</u></u>

Project Purpose:

- ◆ **Reconstruct and widen Drexel Road and include 2 traffic lanes in each direction, multi-use lanes, outside curbs, storm drains, landscaping, and neighborhood noise mitigation.**
- ◆ **Raise the roadway median to either a landscape median or a 2-way, left-turn lane to be determined by further study of local access and circulation needs.**
- ◆ **Improve the drainage along the roadway and in the roadway profile where it intersects the north-south street system.**

***Financing Plan for the
Estimated Future Cost***



Cost with planned sources	\$ 9,812,100
Cost without planned sources	518,000
Total estimated future cost	<u><u>\$10,330,100</u></u>

***Financing Plan in the
Bond Ordinance***

Bond proceeds	<u><u>\$6,500,000</u></u>
---------------	---------------------------

Bond No. DOT-11
Project Contracts

None

**La Cholla Boulevard:
Interstate 10 to River Road
Bond No. DOT-20**

Status:
Future start date
Expected Completion:
Unknown

*Actual Cost
FY 1997-98 through FY 2001-02*

None

Estimated Future Costs

County cost estimates	<u>\$25,500,000</u>
Total estimated future cost	<u><u>\$25,500,000</u></u>

***Financing Plan for the
Estimated Future Cost***

The Capital Improvement Program's 5-Year Plan does not contain any future financing plans for the estimated future costs of \$25,500,000 because the project will not begin for the next several years.

Project Purpose:

- ◆ **Construct 6 new traffic lanes as part of improving the entire La Cholla corridor.**
- ◆ **Install a raised landscape median, multi-use lanes, outside curbs, storm drains, and landscaping.**
- ◆ **Incorporate neighborhood noise mitigation in the vicinity of residential areas and the Flowing Wells Schools complex.**
- ◆ **Construct a new interchange at Interstate 10 to serve La Cholla Boulevard, just north of existing Prince Road.**
- ◆ **Construct a new Rillito River Bridge.**

***Financing Plan in the
Bond Ordinance***

Bond proceeds	\$21,000,000
Urban-area HURF	<u>4,500,000</u>
Total bond proceeds	<u><u>\$25,500,000</u></u>

Bond No. DOT-20
Project Contracts

None

**Magee Road:
La Canada Drive to Oracle Road
Bond No. DOT-06**

Status:
Future start date
Expected Completion:
FY 2006-07

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$384,300
Design	253,300
County Transportation Department costs charged to project*	58,700
Right-of-way	18,900
Administration	2,900
Public art	<u>1,800</u>
Total actual cost	<u>\$719,900</u>

Estimated Future Cost

Remaining contract obligations	\$ 397,200
Other County cost estimates	<u>7,873,400</u>
Total estimated future cost	<u>\$8,270,600</u>
 Total estimated project cost	 <u>\$8,990,500</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen Magee Road between La Canada Drive and Oracle Road to a 4-lane cross section.**
- ◆ **Install a raised landscape median, multi-use lanes, outside curbs, storm drains, landscaping, and pedestrian facilities.**
- ◆ **Construct a box culvert to carry Pegler Wash under Magee Road and providing for other transverse drainage.**

**Financing Plan for the
Estimated Future Cost**

The Capital Improvement Program's 5-Year Plan does not contain any future financing plans for the estimated future costs of \$8,270,600 because the project will not begin for the next several years.

Engineers' Total Cost Estimate*

Engineers' estimate	\$9,434,100
Percentage of design phase completed	50%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$3,750,000
County impact fees	<u>2,250,000</u>
Total estimate	<u>\$6,000,000</u>

***Bond No. DOT-06
Project Contracts***

Entranco

Contract No. C-127825

Original contract amount	\$985,000
Total contract amendments	None
Contract obligations at June 30, 2002	\$397,200

**Palo Verde Road:
Interstate 10 to Veterans
Memorial Interchange at
Southern Pacific Railroad
Bond No. DOT-52**

Status:

Future start date

Expected Completion:

Unknown

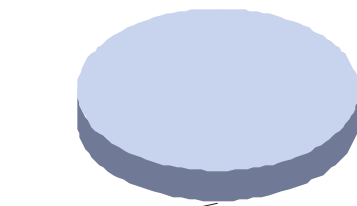
*Actual Cost
FY 1997-98 through FY 2001-02*

None

Estimated Future Costs

County cost estimates	<u>\$4,400,000</u>
Total estimated future cost	<u>\$4,400,000</u>

*Financing Plan for the
Estimated Future Cost*



\$4,400,000

■ Bond proceeds

Total estimated future cost \$4,400,000

Project Purpose:

- ◆ **Widen Palo Verde Road to 6 lanes, adding multi-use lanes, curbs, storm drains, pedestrian facilities, and other urban roadway amenities.**
- ◆ **Treat the median to be either a raised landscape median or a 2-way median, left-turn lane based on evaluation of local area access and circulation needs.**
- ◆ **Increase capacity and safety of the roadway and define better control access to the abutting commercial properties.**

***Financing Plan in the
Bond Ordinance***

Bond proceeds	<u>\$4,400,000</u>
---------------	--------------------

***Bond No. DOT-52
Project Contracts***

None

Contingent on City of Tucson Financing Projects

**Broadway Boulevard:
Euclid Avenue to Campbell Road
Bond No. DOT-56**

Status:
Contingent on City of
Tucson financing
Expected Completion:
Unknown

*Actual Cost
FY 1997-98 through FY 2001-02*

None

Estimated Future Costs

County cost estimates	<u>\$58,960,000</u>
Total estimated future cost	<u><u>\$58,960,000</u></u>

***Financing Plan for the
Estimated Future Cost***

Pima County put the project on hold, pending financing decisions by the City of Tucson. Consequently, the Capital Improvement Program's 5-Year Plan does not contain future financing plans for the estimated future cost of \$58,960,000.

Project Purpose:

- ◆ **Replace the current 5-lane section, which operates with a reversible median lane during peak hours, with a contemporary urban arterial.**
- ◆ **Widen Broadway Boulevard to 8 lanes.**
- ◆ **Include a landscape median, multi-use lanes, storm drains, and other urban arterial features.**

***Financing Plan in the
Bond Ordinance***

Bond proceeds	\$15,000,000
City of Tucson	<u>9,000,000</u>
Total estimate	<u><u>\$24,000,000</u></u>

Bond No. DOT-56
Project Contracts

None

**Grant Road:
Oracle Road to Park Avenue
Bond No. DOT-40**

Status:
Contingent on City of
Tucson financing
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$297,900
County Transportation Department costs charged to project*	35,400
Administration	3,000
Design	<u>1,600</u>
Total actual cost	<u>\$337,900</u>

Estimated Future Cost

Remaining contract obligations	\$ 1,120,600
Other County cost estimates	<u>30,852,100</u>
Total estimated future cost	<u>\$31,972,700</u>
 Total estimated project cost	 <u>\$32,310,600</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen Grant Road to a 6-lane road-way.**
- ◆ **Build a landscaped median, multi-use lanes, storm drains, arterial street lighting, pedestrian facilities, and other urban street amenities.**

**Financing Plan for the
Estimated Future Cost**

Pima County put the project on hold, pending financing decisions by the City of Tucson. Consequently, the Capital Improvement Program's 5-Year Plan does not include future financing plans for the estimated future cost of \$31,972,700.

Engineers' Total Cost Estimate*

Engineers' estimate	\$35,576,900
Percentage of design phase completed	5%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance***

Bond proceeds	<u>\$10,000,000</u>
---------------	---------------------

* The original Bond Ordinance stated that a total cost estimate for this project was not available. In August 2001, the County amended the Bond Ordinance to state that the City of Tucson would help finance the project by an amount to be specified in an intergovernmental agreement.

***Bond No. DOT-40
Project Contracts***

Parsons, Brinckerhoff

Contract No. C-128026

Original contract amount	\$1,412,000
Total contract amendments	None
Contract obligations at June 30, 2002	\$1,120,600

**Houghton Road:
Golf Links Road to Speedway
Boulevard
Bond No. DOT-29**

Status:
Contingent on City of
Tucson financing
Expected Completion:
Unknown

*Actual Cost
FY 1997-98 through FY 2001-02*

None

Estimated Future Costs

County cost estimates	<u>\$22,170,000</u>
Total estimated future cost	<u>\$22,170,000</u>

***Financing Plan for the
Estimated Future Cost***

Pima County put the project on hold, pending financing decisions by the City of Tucson. Consequently, the Capital Improvement Program's 5-Year Plan does not contain future financing plans for the estimated future cost of \$22,170,000.

Project Purpose:

- ◆ **Widen Houghton Road to a 4-lane cross section with multi-use lanes, curbs, storm drains, and outside landscaping.**
- ◆ **Build additional parallel bridge structures over Agua Caliente Wash and Tanque Verde Creek.**

***Financing Plan in the
Bond Ordinance****

Bond proceeds	<u>\$20,000,000</u>
---------------	---------------------

* The Bond Ordinance states the project is within City of Tucson boundaries. However, the Bond Ordinance's financing plan for this project has no indication that the City will help finance it.

***Bond No. DOT-29
Project Contracts***

None

**Speedway Boulevard:
Camino Seco to Houghton Road
Bond No. DOT-28**

Status:
Contingent on City of
Tucson financing
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$502,700
Design	51,500
County Transportation Department costs charged to project*	40,300
Administration	18,200
Right-of-way	<u>7</u>
Total actual cost	<u>\$612,707</u>

Estimated Future Costs

Remaining contract obligations	\$ 716,400
Other County cost estimates	<u>14,507,100</u>
Total estimated future cost	<u>\$15,223,500</u>
 Total estimate project cost	 <u>\$15,836,207</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen Speedway Boulevard to a 4-lane, divided roadway with raised landscape median, multi-use lanes, outside curbs, storm drains, and landscaping.**

**Financing Plan for the
Estimated Future Cost**

Pima County put the project on hold, pending financing decisions by the City of Tucson. Consequently, the Capital Improvement Program's 5-Year Plan does not contain future financing plans for the estimated future cost of \$15,223,500.

Engineers' Total Cost Estimate

Engineers' estimate	\$16,030,900
Percentage of design phase completed	15%

**Financing Plan in the
Bond Ordinance'**

Bond proceeds	<u>\$8,000,000</u>
---------------	--------------------

The Bond Ordinance states the project is within City of Tucson boundaries. However, the Bond Ordinance's financing plan for this project has no indication that the City will help finance it.

Bond No. DOT-28
Project Contracts

Johnson-Brittain & Associates, Inc.

Contract No. C-128389

Original contract amount	\$1,237,500
Contract amendments	None
Remaining contract balance at June 30, 2002	\$716,400

**Tanque Verde Road:
Catalina Highway to Houghton Road
Bond No. DOT-31**

Status:
Contingent on City of Tucson financing
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$352,400
Design	252,200
County Transportation Department costs charged to project*	71,900
Administration	<u>1,400</u>
Total actual cost	<u>\$677,900</u>

Estimated Future Cost

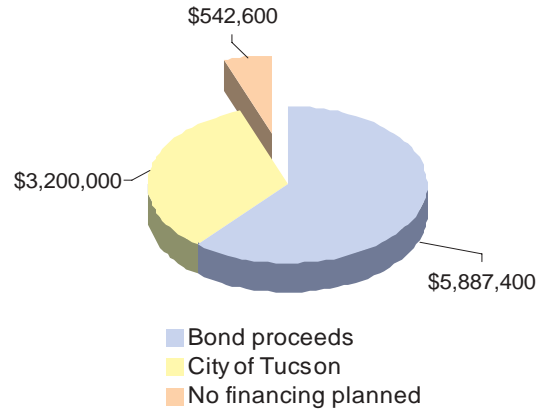
Remaining contract obligations	\$ 435,900
Other County cost estimates	<u>9,194,100</u>
Total estimated future cost	<u>\$ 9,630,000</u>
 Total estimated project cost	 <u>\$10,307,900</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen Tanque Verde Road to 4 lanes with multi-use lanes, improved road-side drainage, landscaping, and neighborhood screening and noise mitigation, where required.**
- ◆ **Include a drainage structure to carry Castle Rock Wash under Tanque Verde Road.**
- ◆ **Construct the median as either a raised landscape median or a median 2-way, left-turn lane, pending further evaluation of local area access and circulation needs.**

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$9,087,400
Cost without planned sources	<u>542,600</u>
Total estimated future cost	<u>\$9,630,000</u>

Pima County put the project on hold, pending financing decisions by the City of Tucson. However, County management stated that design work will continue until the design phase is 75 percent completed.

Engineers' Total Cost Estimate*

Engineers' estimate	\$10,387,900
Percentage of design phase completed	5%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance***

Bond proceeds	<u>\$7,100,000</u>
---------------	--------------------

* The Bond Ordinance states the project is within unincorporated Pima County and Tucson. However, the Bond Ordinance's financing plan for this project has no indication that the City will help finance it.

***Bond No. DOT-31
Project Contracts***

RS Engineering

Contract No. C-128476

Original contract amount	\$1,031,250
Total contract amendments	None
Contract obligations at June 30, 2002	\$435,900

**Valencia Road:
Mission Road to Interstate 19
Bond No. DOT-49**

Status:
Contingent on City of Tucson financing
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$678,600
County Transportation Department costs charged to project*	97,800
Planning	80,300
Public art	27,400
Administration	3,100
Construction	<u>300</u>
Total actual cost	<u>\$887,500</u>

Estimated Future Costs

Remaining contract obligations	None
Other County cost estimates**	<u>146,400</u>
Total estimated future cost	<u>\$ 146,400</u>
Total estimate project cost	<u>\$1,033,900</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**The County has not included estimates for future administration, planning, design, and construction.

Project Purpose:

- ♦ **Widen Valencia Road to a 6-lane roadway and include multi-use lanes, curbs, storm drains, landscaping, and provisions for pedestrians. The Arizona Department of Transportation will widen the interchange as a separate project.**

Financing Plan for the Estimated Future Cost

Pima County put the project on hold, pending financing decisions by the City of Tucson. Consequently, the Capital Improvement Program's 5-Year Plan does not contain future financing plans for the future cost.

Engineers' Total Cost Estimate*

Engineers' estimate	\$6,108,100
Percentage of design phase completed	100%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

Financing Plan in the Bond Ordinance*

Bond proceeds	<u>\$4,000,000</u>
---------------	--------------------

* In August 2001, the County amended the Bond Ordinance to state that the City of Tucson would help finance the project by an amount to be specified in an intergovernmental agreement.

Bond No. DOT-49
Project Contracts

**Stantec Consulting Inc.
(Cella Barr Associates)**

Contract No. C-125623

Original contract amount	\$700,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

On Hold Projects

**Abrego Drive at Interstate 19:
Northbound Frontage Road
Bond No. DOT-26**

Status:
On Hold
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

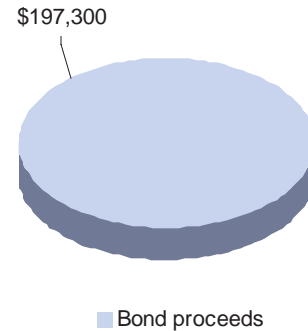
Planning	\$1,900
County Transportation Department costs charged to project*	<u>800</u>
Total actual cost	<u>\$2,700</u>

Estimated Future Cost

County cost estimates	<u>\$197,300</u>
Total estimated future cost	<u>\$197,300</u>
 Total estimated project cost	 <u>\$200,000</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Total estimated future cost \$197,300

Pima County put the project on hold because the Town of Sahuarita and the Arizona Department of Transportation (ADOT) informally requested that it be combined with the Duval Mine Road: La Canada Drive to Abrego Drive project, DOT-48. They also requested that the construction period coincide with ADOT's Duval Mine Road project.

Project Purpose:

- ◆ Extend Abrego Drive south from Nogales Highway (B-19) to Duval Road, connecting with a developer-delegated project.
- ◆ Provide additional funding for the revision of the existing frontage road intersection with Abrego Drive to allow for a greater operational flexibility of the Interstate 19 Duval Mine Road interchange.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	<u>\$200,000</u>
---------------	------------------

Bond No. DOT-26
Project Contracts

None

**Camino del Sol and
West Parkway:
Continental Road to
Duval Mine Road
Bond No. DOT-36**

Status:
On Hold
Expected Completion:
Unknown

*Actual Cost
FY 1997-98 through FY 2001-02*

None

Estimated Future Costs

County cost estimates	<u>\$2,467,000</u>
Total estimated future cost	<u>\$2,467,000</u>

***Financing Plan for the
Estimated Future Cost***

Pima County put the project on hold pending financing decisions and community consensus. According to County management, the project has encountered significant community opposition. Consequently, County management cannot be certain about the project's purpose, cost, and financing sources, and the Capital Improvement Program's 5-Year Plan does not contain future financing plans for the estimated future cost of \$2,467,000.

Project Purpose:

- ◆ **Acquire right-of-way land for the future construction of a Camino del Sol extension/West Parkway on existing state lands west of developed Green Valley. The land acquisitions will be sufficiently wide to accommodate the planned future road, separate pedestrian and bicycle facilities, linear park features, and separation from existing and planned neighborhoods. Exact width will be determined through future study.**

***Financing Plan in the
Bond Ordinance***

Bond proceeds	<u>\$450,000</u>
---------------	------------------

Bond No. DOT-36
Project Contracts

None

**Camino del Sol:
Continental Road to Ocotillo Wash
Bond No. DOT-34**

Status:
On Hold
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Planning	\$ 95,100
Design	68,700
County Transportation Department costs charged to project*	28,000
Right-of-way	2,300
Public art	1,000
Administration	300
Construction	<u>300</u>
Total actual cost	<u>\$195,700</u>

Estimated Future Cost

Remaining contract obligations	None
Other County cost estimates	<u>6,031,100</u>
Total estimated future cost	<u>\$6,031,100</u>
 Total estimated project cost	 <u>\$6,226,800</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Construct a new Camino del Sol/West Parkway, west of the Canoa Land Grant, and widen the project corridor substantially more than that typically required to allow for increased buffering from residential areas east of the roadway and to provide for pedestrian and bicycle facilities off the road.**
- ◆ **Improve and construct Continental Road from the new Camino del Sol intersection east to existing Camino del Sol.**
- ◆ **Construct initially as a 2-lane roadway with capability for future expansion when warranted.**
- ◆ **Allow for future development of a parkway from Ocotillo Wash north to Duval Mine Road.**

**Financing Plan for the
Estimated Future Cost**

Pima County put the project on hold, pending financing decisions and community consensus. According to County management, the project has encountered significant community opposition. Consequently, County management cannot be certain about the project's purpose, cost, and financing sources, and the Capital Improvement Program's 5-Year Plan does not contain future financing plans for the estimated future cost of \$6,031,100.

Engineers' Total Cost Estimate*

Engineers' estimate	\$6,226,800
Percentage of design phase completed	25%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$2,500,000
County impact fees	<u>2,400,000</u>
Total estimate	<u>\$4,900,000</u>

***Bond No. DOT-34
Project Contracts***

MMLA, Inc.

Contract No. C-125633

Original contract amount	\$600,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

**Duval Mine Road:
La Canada Drive to
Abrego Drive
Bond No. DOT-48**

Status:
On Hold
Expected Completion:
Unknown

Actual Cost

FY 1997-98 through FY 2001-02

None

Estimated Future Costs

County cost estimates	<u>\$10,710,000</u>
Total estimated future cost	<u>\$10,710,000</u>

***Financing Plan for the
Estimated Future Cost***

Pima County put the project on hold because the Town of Sahuarita and the Arizona Department of Transportation (ADOT) informally requested that it be combined with the Abrego Drive at Interstate 19 project, DOT-26. They also requested that the construction period coincide with ADOT's Duval Mine Road project. Consequently, the Capital Improvement Program's 5-Year Plan does not contain future financing plans for the estimated future cost of \$10,710,000.

Project Purpose:

- ◆ **Widen and improve Duval Mine Road in the vicinity of the I-19 interchange. Widen the overpass structure at Interstate 19, modifying the ramp geometry, and improving the intersection connections at La Canada Drive and Abrego Drive.**
- ◆ **Provide improved drainage, landscaping, pedestrian and bicycle movements across the freeway, and related elements.**
- ◆ **Treat the median based on evaluation of local area access, circulation needs, and a structural evaluation of the existing overpass.**

***Financing Plan in the
Bond Ordinance***

Urban-area HURF	\$5,500,000
Arizona Department of Transportation	3,000,000
Bond proceeds	2,000,000
County impact fees	<u>1,500,000</u>
Total estimate	<u>\$12,000,000</u>

Bond No. DOT-48
Project Contracts

None

**Hartman Lane:
North of Cortaro Farms Road
Bond No. DOT-19**

Status:
On Hold
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$ 86,700
County Transportation Department costs charged to project*	33,400
Planning	5,300
Administration	<u>1,700</u>
Total actual cost	<u>\$127,100</u>

Estimated Future Cost

Remaining contract obligations	None
Other County cost estimates	<u>\$1,010,400</u>
Total estimated future cost	<u>\$1,010,400</u>
 Total estimated project cost	 <u>\$1,137,500</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**

Pima County put the project on hold, pending financing decisions. Consequently, the Capital Improvement Program's *5-Year Plan* does not contain future financing plans for the estimated future costs of \$1,010,400.

Project Purpose:

- ◆ **Reconstruct Hartman Lane at the Hardy Wash to provide an all-weather crossing, the roadway will remain 2 lanes.**
- ◆ **Replace the existing ford crossing with a box culvert.**
- ◆ **Reconstruct a portion of Hartman Lane on either approach to the box culvert to provide adequate vertical transitions.**

**Financing Plan in the
Bond Ordinance***

Bond proceeds \$600,000

* In August 2001, the County amended the Bond Ordinance to state that the Town of Marana would help finance the project by an amount to be specified in an intergovernmental agreement.

***Bond No. DOT-19
Project Contracts***

Environmental Engineering Consultants, Inc. Contract No. C-125582

Original contract amount	\$75,000
Total contract amendments	\$20,000
Percentage added to original contract amount by the amendments	26.7 %
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Adjust design task compensation schedule. \$20,000

**Interstate 19 Northbound
Frontage Road:
Canoa to Continental
Bond No. DOT-37**

Status:
On Hold
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

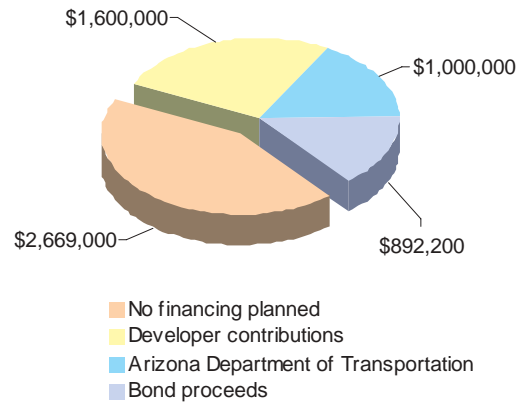
Design	\$6,400
County Transportation Department costs charged to project*	<u>1,400</u>
Total actual cost	<u>\$7,800</u>

Estimated Future Cost

County cost estimates	<u>6,161,200</u>
Total estimated future cost	<u>\$6,161,200</u>
Total estimated project cost	<u>\$6,169,000</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$3,492,200
Cost without planned sources*	<u>2,669,000</u>
Total estimated future cost	<u>\$6,161,200</u>

* Pima County put the project on hold pending financing decisions. Consequently, the Capital Improvement Program's 5-Year Plan does not contain future financing plans for estimated future cost of \$2,669,000.

Project Purpose:

- ◆ Construct and widen 1.2 miles of Frontage Road to a 2-lane road with improved shoulders. This Frontage Road was not built with the original Interstate 19 construction.
- ◆ Build 2 required bridge structures over 2 major drainages: the Demitri and Esperanza Washes.

**Financing Plan in the
Bond Ordinance**

Developer contributions	\$1,600,000
Arizona Department of Transportation	1,000,000
Bond proceeds	<u>900,000</u>
Total estimate	<u>\$3,500,000</u>

Bond No. DOT-37
Project Contracts

None

**Interstate 19 Southbound
Frontage Road:
Continental Road
Bond No. DOT-25**

Status:
On Hold
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$118,000
Planning	45,000
County Transportation Department costs charged to project*	36,500
Administration	<u>1,800</u>
Total actual cost	<u>\$201,300</u>

Estimated Future Cost

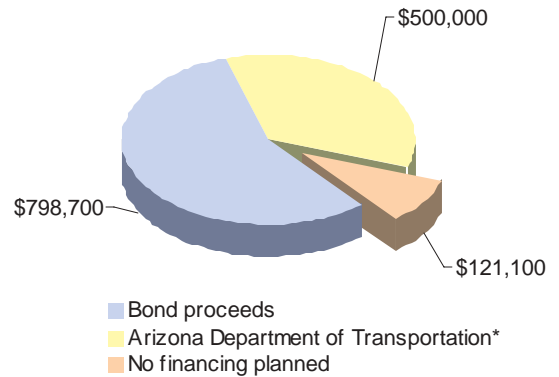
Remaining contract obligations	\$ 121,100
Other County cost estimates	<u>1,298,700</u>
Total estimated future cost	<u>\$1,419,800</u>
 Total estimated project cost	 <u>\$1,621,100</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Realign the southbound Frontage Road to connect with the improved intersection of Continental Road at Continental Plaza.**
- ◆ **Separate the southbound on and off ramps at Interstate 19 from the Frontage Road intersection to improve safety and allow for future signalization of the ramp intersections.**
- ◆ **Construct a new 2-lane road south of Continental Road on new alignment to connect with the existing Frontage Road.**

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$1,298,700
Cost without planned sources	<u>121,100</u>
Total estimated future cost	<u>\$1,419,800</u>

* Pima County put the project on hold pending a financing agreement with the Arizona Department of Transportation.

Engineers' Total Cost Estimate*

Engineers' estimate	\$1,500,000
Percentage of design phase completed	99%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

Bond proceeds	\$1,000,000
Arizona Department of Transportation	<u>500,000</u>
Total estimate	<u>\$1,500,000</u>

***Bond No. DOT-25
Project Contracts***

AGRA Infrastructure, Inc. (AMEC)

Contract No. C-127831

Original contract amount	\$115,000
Total contract amendments	\$135,000
Percentage added to original contract amount by the amendments	117.4%
Contract obligations at June 30, 2002	\$121,100

Contract amendment descriptions:

✓ Extend contract termination date and increase funding. \$135,000

**Mt. Lemmon Shuttle
Bond No. DOT-54**

Status:
On Hold
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Right-of-way	\$101,100
Design	67,500
Planning	50,900
Administration	7,800
County Transportation Department costs charged to project*	<u>7,100</u>
Total actual cost	<u>\$234,400</u>

Estimated Future Cost

County cost estimates	<u>\$1,264,900</u>
Total estimated future cost	<u>\$1,264,900</u>
 Total estimated project cost	 <u>\$1,499,300</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

**Financing Plan for the
Estimated Future Cost**

Pima County put the project on hold pending financing decisions and community consensus. According to County management, the project has encountered significant community opposition. Consequently, County management cannot be certain about the project's purpose, cost, and financing sources, and the Capital Improvement Program's 5-Year Plan does not contain future financing plans for the estimated future cost of \$1,264,900.

Project Purpose:

- ◆ Provide public transit access from the vicinity of the Bear Canyon Library to Mt. Lemmon and Summerhaven and to Sabino Canyon Recreation Area. The Shuttle will link with Sun Tran Route 9 at Bear Canyon. This service will operate four trips, 6 days a week, from Bear Canyon to Summerhaven and from Bear Canyon to Sabino Canyon Recreation Area.
- ◆ Provide for turnouts and other facilities adjacent to the roadways to allow the transit to operate safely along these 2-lane roads.
- ◆ Additional funding in the form of operating subsidies, equipment and vehicle acquisition grants and similar non-highway related expenses will be sought from other sources.

Engineers' Total Cost Estimate

This project's design phase is partially completed. However, information on the percentage of completion or the engineers' total cost estimate was not made available to the auditors.

**Financing Plan in the
Bond Ordinance¹**

Bond proceeds	<u>\$1,500,000</u>
---------------	--------------------

¹The Bond Ordinance originally stated that an unidentified amount of matching funds would be provided from federal and state transit monies.

Bond No. DOT-54
Project Contracts

None

**River Road:
Ventana Canyon Wash
Bond No. DOT-27**

Status:
On Hold
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Design	\$369,900
County Transportation Department costs charged to project*	91,700
Right-of-way	78,700
Planning	14,600
Administration	1,400
Public art	1,400
Construction	<u>100</u>
Total actual cost	<u>\$557,800</u>

Estimated Future Cost

CIP's (Capital Improvement Program) *5-Year Plan* does not contain any future cost estimates.

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Replace the existing bridge carrying River Road over Ventana Wash because it is structurally deficient and functionally obsolete and meets federal requirements for replacement.**
- ◆ **Provide 2 traffic lanes, shoulders, and a pedestrian facility.**
- ◆ **Locate the bridge to allow for widening of River Road in the future when warranted.**

**Financing Plan for the
Estimated Future Cost**

Pima County put the project on hold pending financing decisions. Consequently, the Capital Improvement Program's *5-Year Plan* does not contain future financing plans for this project.

Engineers' Total Cost Estimate*

Engineers' estimate	\$4,686,100
Percentage of design phase completed	100%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

County HURF	\$2,400,000
Bond proceeds	1,900,000
Federal bridge funds	<u>600,000</u>
Total estimate	<u>\$4,900,000</u>

Bond No. DOT-27
Project Contracts

BKS Engineers, Inc.

Contract No. C-121075

Original contract amount	\$181,910
Total contract amendments	95,188
Percentage added to original contract amount by the amendments	52.3%
Contract obligations at June 30, 2002	None

Contract amendment descriptions:

✓ Provide additional topographic mapping.	\$ 9,298
✓ Revise design for hydraulic analysis findings.	73,590
✓ Revise design for hydraulic analysis findings.	<u>12,300</u>
Total contract amendments	<u>\$95,188</u>

**Thornydale Road:
Cortaro Farms Road to
Linda Vista Boulevard
Bond No. DOT-23**

Status:
On Hold
Expected Completion:
Unknown

**Actual Cost
FY 1997-98 through FY 2001-02**

Administration	\$336,400
County Transportation Department costs charged to project*	41,700
Design	21,600
Construction	13,800
Planning	13,000
Right-of-way	<u>2,800</u>
Total actual cost	<u>\$429,300</u>

Estimated Future Cost

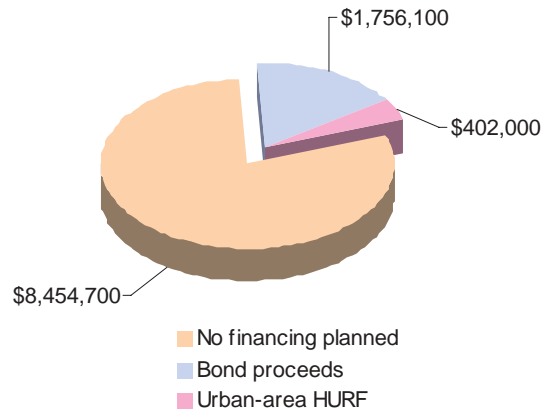
Remaining contract obligations	None
Other County cost estimates	<u>10,612,800</u>
Total estimated future cost	<u>\$10,612,800</u>
 Total estimated project cost	 <u>\$11,042,100</u>

*Includes Transportation Department's costs for payroll, payroll overhead, and County machinery and vehicle use.

Project Purpose:

- ◆ **Widen the existing Thornydale Road to a 4-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.**
- ◆ **Improve access and safety in the vicinity of Arthur Pack Regional Park and Mountain View High School.**
- ◆ **Build a drainage structure to carry Hardy Wash and other transverse drainages under Thornydale Road.**

**Financing Plan for the
Estimated Future Cost**



Cost with planned sources	\$ 2,158,100
Cost without planned sources*	<u>8,454,700</u>
Total estimated future cost	<u>\$10,612,800</u>

* Pima County put the project on hold pending negotiation with the U.S. Fish and Wildlife Service. Consequently, the Capital Improvement Program's 5-Year Plan does not contain future financing plans for the estimated future cost of \$8,454,700.

Engineers' Total Cost Estimate

Engineers' estimate	\$11,623,300
Percentage of design phase completed	100%

* Engineers' estimates may significantly increase or decrease as the design phase progresses or if the County changes the project's scope or specifications.

**Financing Plan in the
Bond Ordinance**

County HURF	\$5,700,000
Bond proceeds	1,000,000
Urban-area HURF	800,000
Total estimate	<u>\$7,500,000</u>

***Bond No. DOT-23
Project Contracts***

Johnson, Brittain & Associates

Contract No. C-122631

Original contract amount	\$700,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

IGA-Marana School District

Contract No. C-119918

Original contract amount	\$350,000
Total contract amendments	None
Contract obligations at June 30, 2002	None

APPENDICES

Appendix A: Total Project Cost Estimates as of September 2002 Compared to Bond Ordinance Estimates for Each Project (Unaudited)

Project Name	Bond Ordinance Project No.	Actual Project Costs from Fiscal Year 1998—Fiscal Year 2002	County Estimated Future Project Costs ¹	Total Project Costs—Actual and Estimated Future Costs	Bond Ordinance Financing Plan	Total Costs Greater (or Less than) the Bond Ordinance
Completed projects						
Abrego Drive: Drainageway No.1 box culvert	DOT-35	\$ 150,000	Not applicable	\$ 150,000	\$ 600,000	\$ (450,000)
Pistol Hill Road: Colossal Cave Road to Old Spanish Trail	DOT-38	1,712,500	Not applicable	1,712,500	1,000,000	712,500
River Road: LaCholla Boulevard to La Canada Drive	DOT-03	4,632,600	Not applicable	4,632,600	9,700,000	(5,067,400)
River Road: Shannon Road to La Cholla Boulevard	DOT-16	4,784,300	Not applicable	4,784,300	6,300,000	(1,515,700)
River Road: Thornydale Road to Shannon Road	DOT-15	9,122,800	Not applicable	9,122,800	8,400,000	722,800
South Tucson: 6 th Avenue and various other locations	DOT-42	5,235,900	Not applicable	5,235,900	5,300,000	(64,100)
Thornydale Road: Orange Grove Road to Ina Road	DOT-21	3,053,300	Not applicable	3,053,300	8,000,000	(4,946,700)
Valencia Road: Interstate 19 to South 12 th Avenue	DOT-39	<u>1,261,900</u>	Not applicable	<u>1,261,900</u>	<u>900,000</u>	<u>361,900</u>
Total completed projects		<u>29,953,300</u>	Not applicable	<u>29,953,300</u>	<u>40,200,000</u>	<u>(10,246,700)</u>
Under construction						
12th Avenue: 38 th Street to Los Reales Road	DOT-43	2,086,400	6,918,600	9,005,000	9,000,000	5,000
Ajo Way: Country Club Road to Alvernon Way	DOT-13	2,448,300	5,012,100	7,460,400	6,000,000	1,460,400
Golf Links Road: Bonanza Avenue to Houghton Road	DOT-55	2,565,900	480,200	3,046,100	2,500,000	546,100
Kolb Road: Sabino Canyon Road	DOT-33	6,295,200	312,700	6,607,900	4,100,000	2,507,900
La Cholla Boulevard: River Road to Magee Road	DOT-45	5,479,300	21,331,000	26,810,300	31,000,000	(4,189,700)
River Road: First Avenue to Campbell Avenue	DOT-01	18,797,700	1,808,000	20,605,700	17,500,000	3,105,700
Safety Improvements	DOT-57	4,009,600	15,071,800	19,081,400	19,000,000	81,400
Skyline Drive: Chula Vista to Campbell Avenue	DOT-08 & 09	1,530,600	10,379,000	11,909,600	10,600,000	1,309,600
Sunrise Drive: Swan Road to Craycroft Road	DOT-02	8,139,900	4,802,900	12,942,800	6,500,000	6,442,800
Thornydale Road: Ina Road to Cortaro Farms Road	DOT-22	12,825,000	3,906,900	16,731,900	11,000,000	5,731,900
Wetmore/Ruthrauff Road: La Cholla Boulevard to Fairview Avenue	DOT-14	<u>8,496,900</u>	<u>15,997,400</u>	<u>24,494,300</u>	<u>20,000,000</u>	<u>4,494,300</u>
Total under construction		<u>72,674,800</u>	<u>86,020,600</u>	<u>158,695,400</u>	<u>137,200,000</u>	<u>21,495,400</u>

continued

Project Name	Bond Ordinance Project No.	Actual Project Costs from Fiscal Year 1998—Fiscal Year 2002	County Estimated Future Project Costs ¹	Total Project Costs—Actual and Estimated Future Costs	Bond Ordinance Financing Plan	Total Costs Greater (or Less than) the Bond Ordinance
In design						
Alvernon Way: Ft. Lowell to River Road	DOT-05	244,600	11,391,100	11,635,700	6,000,000	5,635,700
Catalina Highway: Tanque Verde Road to Houghton Road	DOT-30	1,077,500	7,065,000	8,142,500	7,700,000	442,500
Cortaro Farms Road: I-10 to Thornydale Road	DOT-18	2,201,000	19,652,200	21,853,200	10,200,000	11,653,200
Country Club Road: 36th Street to Irvington Road	DOT-12	1,059,600	5,940,400	7,000,000	7,000,000	0
Craycroft Road: River Road to Sunrise Drive	DOT-46	824,600	16,673,300	17,497,900	12,550,000	4,947,900
Kinney Road: Ajo Way to Bopp Road	DOT-50	350,700	7,861,000	8,211,700	4,000,000	4,211,700
Kolb Road: Sabino Canyon Road to Sunrise Drive	DOT-32	1,667,500	16,027,600	17,695,100	10,500,000	7,195,100
La Canada Drive and Las Quintas Highway Drainage Improvements	DOT-51	75,600	1,424,400	1,500,000	1,500,000	0
La Canada Drive: Ina Road to Lambert Lane	DOT-10	3,253,100	19,303,700	22,556,800	21,500,000	1,056,800
Mainsail Boulevard and Twin Lakes Drive: 27 Wash Vicinity	DOT-24	200,800	3,031,400	3,232,200	2,700,000	532,200
Neighborhood Transportation Improvement Projects	DOT-41	10,100	9,989,900	10,000,000	10,000,000	0
Old Tucson-Nogales Highway: Summit Neighborhood	DOT-53	109,900	990,100	1,100,000	1,100,000	0
Orange Grove Road: Geronimo Wash	DOT-07	66,900	770,200	837,100	800,000	37,100
Orange Grove Road: Thornydale Road to Oracle Road	DOT-44	2,231,400	36,311,500	38,542,900	23,180,000	15,362,900
River Road: Campbell Avenue to Alvernon Way	DOT-04	2,986,300	19,212,200	22,198,500	16,500,000	5,698,500
Sunrise Drive: Craycroft Road to Kolb Road	DOT-47	782,600	18,561,400	19,344,000	13,000,000	6,344,000
Valencia Road: Mark Road to Camino de la Tierra	DOT-17	<u>796,200</u>	<u>11,370,500</u>	<u>12,166,700</u>	<u>6,800,000</u>	<u>5,366,700</u>
Total in design		<u>17,938,400</u>	<u>205,575,900</u>	<u>223,514,300</u>	<u>155,030,000</u>	<u>68,484,300</u>
Future start date						
Drexel Road: Tucson Boulevard to Alvernon Way	DOT-11	0	10,330,100	10,330,100	6,500,000	3,830,100
La Cholla Boulevard: Interstate 10 to River Road	DOT-20	0	25,500,000	25,500,000	25,500,000	0
Magee Road: La Canada Drive to Oracle Road	DOT-06	719,900	8,270,600	8,990,500	6,000,000	2,990,500
Palo Verde Road: Interstate 10 to Veterans Memorial Interchange at Southern Pacific Railroad	DOT-52	<u>0</u>	<u>4,400,000</u>	<u>4,400,000</u>	<u>4,400,000</u>	<u>0</u>
Total future start date		<u>719,900</u>	<u>48,500,700</u>	<u>49,220,600</u>	<u>42,400,000</u>	<u>6,820,600</u>

continued

Project Name	Bond Ordinance Project No.	Actual Project Costs from Fiscal Year 1998—Fiscal Year 2002	County Estimated Future Project Costs ¹	Total Project Costs—Actual and Estimated Future Costs	Bond Ordinance Financing Plan	Total Costs Greater (or Less than) the Bond Ordinance
Contingent on City of Tucson financing						
Broadway Boulevard: Euclid Avenue to Campbell Road	DOT-56	0	58,960,000	58,960,000	24,000,000	34,960,000
Grant Road: Oracle Road to Park Avenue	DOT-40	337,900	31,972,700	32,310,600	10,000,000	22,310,600
Houghton Road: Golf Links Road to Speedway Boulevard	DOT-29	0	22,170,000	22,170,000	20,000,000	2,170,000
Speedway Boulevard: Camino Seco to Houghton Road	DOT-28	612,700	15,223,500	15,836,200	8,000,000	7,836,200
Tanque Verde Road: Catalina Highway to Houghton Road	DOT-31	677,900	9,630,000	10,307,900	7,100,000	3,207,900
Valencia Road: Mission Road to Interstate 19	DOT-49	<u>887,500</u>	<u>146,400</u>	<u>1,033,900</u>	<u>4,000,000</u>	<u>(2,966,100)</u>
Total contingent on City of Tucson financing		<u>2,516,000</u>	<u>138,102,600</u>	<u>140,618,600</u>	<u>73,100,000</u>	<u>67,518,600</u>
On hold						
Abrego Drive at Interstate 19: Northbound Frontage Road	DOT-26	2,700	197,300	200,000	200,000	0
Camino del Sol and West Parkway: Continental Road to Duval Mine Road	DOT-36	0	2,467,000	2,467,000	450,000	2,017,000
Camino del Sol: Continental Road to Ocotillo Wash	DOT-34	195,700	6,031,100	6,226,800	4,900,000	1,326,800
Duval Mine Road: La Canada Drive to Abrego Drive	DOT-48	0	10,710,000	10,710,000	12,000,000	(1,290,000)
Hartman Lane: North of Cortaro Farms Road	DOT-19	127,100	1,010,400	1,137,500	600,000	537,500
Interstate 19 Northbound Frontage Road: Canoa to Continental	DOT-37	7,800	6,161,200	6,169,000	3,500,000	2,669,000
Interstate 19 Southbound Frontage Road: Continental Road	DOT-25	201,300	1,419,800	1,621,100	1,500,000	121,100
Mt. Lemmon Shuttle	DOT-54	234,400	1,264,900	1,499,300	1,500,000	(700)
River Road: Ventana Canyon Wash	DOT-27	557,800	0	557,800	4,900,000	(4,342,200)
Thornycroft Road: Cortaro Farms Road to Linda Vista Boulevard	DOT-23	<u>429,300</u>	<u>10,612,800</u>	<u>11,042,100</u>	<u>7,500,000</u>	<u>3,542,100</u>
Total on hold		<u>1,756,100</u>	<u>39,874,500</u>	<u>41,630,600</u>	<u>37,050,000</u>	<u>4,580,600</u>
Total all projects		<u>\$125,558,500</u>	<u>\$518,074,300</u>	<u>\$643,632,800</u>	<u>\$484,980,000</u>	<u>\$158,652,800</u>

concluded

¹ In total, County estimated future cost includes \$509,166,400 of the County's estimated future costs identified in the Capital Improvement Program's September 9, 2002, *5-Year Plan* plus \$8,907,900 in contract obligations not included in the *5-Year Plan*.

Source: Auditor General staff analysis of Pima County Transportation Bond Improvement Plan Ordinance No. 1997-80, as amended by Ordinance Nos. 1998-59 and 2001-112; electronic data files from Pima County's Financial Management System from fiscal year 1998, through fiscal year 2002, at the County's August 3, 2002 close date; Capital Improvement Program's *5-Year Plan* prepared on September 9, 2002; contract files maintained by Pima County's Finance Department and the Transportation Department's Field Engineering or Design Engineering unit; and vendor invoices maintained by the Finance Department.

Appendix B: Original Contract Amounts, Amendments, and Contract Obligations for Each Project as of September 2002 (Unaudited)

Project Name	Bond Ordinance Project No.	Original Contract Amounts ¹	Total Contract Amendments ¹	Percentage Added to Original Contract Amounts by the Amendments	Remaining Contract Obligations
Completed projects					
Abrego Drive: Drainageway No.1 box culvert	DOT-35	\$ 150,000	\$ 0	0.0%	\$ 0
Pistol Hill Road: Colossal Cave Road to Old Spanish Trail	DOT-38	1,294,333	(202)	0.0	0
River Road: LaCholla Boulevard to La Canada Drive	DOT-03	3,164,535	653,495	20.7	0
River Road: Shannon Road to La Cholla Boulevard	DOT-16	4,204,920	392,440	9.3	0
River Road: Thornydale Road to Shannon Road	DOT-15	7,520,316	124,828	1.7	0
South Tucson: 6 th Avenue and various other locations	DOT-42	2,774,343	2,286,919	82.4	0
Thornydale Road: Orange Grove Road to Ina Road	DOT-21	3,350,313	475,902	14.2	0
Valencia Road: Interstate 19 to South 12 th Avenue	DOT-39	<u>824,569</u>	<u>80,000</u>	9.7	<u>0</u>
Total completed projects		<u>23,283,329</u>	<u>4,013,382</u>	17.2	<u>0</u>
Under construction					
12th Avenue: 38 th Street to Los Reales Road	DOT-43	4,787,386	59,994	1.3	3,936,700
Ajo Way: Country Club Road to Alvernon Way	DOT-13	5,713,423	134,378	2.4	4,038,400
Golf Links Road: Bonanza Avenue to Houghton Road	DOT-55	2,269,958	0	0.0	287,200
Kolb Road: Sabino Canyon Road	DOT-33	3,573,271	1,308,879	36.6	151,300
La Cholla Boulevard: River Road to Magee Road	DOT-45	8,935,756	416,873	4.7	5,467,100
River Road: First Avenue to Campbell Avenue	DOT-01	11,279,221	1,558,527	13.8	1,783,000
Safety Improvements	DOT-57	1,133,317	42,759	3.8	209,500
Skyline Drive: Chula Vista to Campbell Avenue	DOT-08 & 09	11,776,000	0	0.0	10,009,400
Sunrise Drive: Swan Road to Craycroft Road	DOT-02	8,795,368	1,661,241	18.9	4,801,900
Thornydale Road: Ina Road to Cortaro Farms Road	DOT-22	9,591,073	2,294,502	23.9	2,790,300
Wetmore/Ruthrauff Road: La Cholla Boulevard to Fairview Avenue	DOT-14	<u>1,388,595</u>	<u>456,885</u>	32.9	<u>105,600</u>
Total under construction		<u>69,243,368</u>	<u>7,934,038</u>	11.5	<u>33,580,400</u>

continued

Project Name	Bond Ordinance Project No.	Original Contract Amounts ¹	Total Contract Amendments ¹	Percentage Added to Original Contract Amounts by the Amendments	Remaining Contract Obligations
In design					
Alvernon Way: Ft. Lowell Road to River Road	DOT-05	0	0	0.0	0
Catalina Highway: Tanque Verde Road to Houghton Road	DOT-30	1,040,000	(100,000)	-9.6	57,700
Cortaro Farms Road: I-10 to Thornydale Road	DOT-18	2,238,990	155,195	6.9	1,060,700
Country Club Road: 36th Street to Irvington Road	DOT-12	1,621,130	0	0.0	682,700
Craycroft Road: River Road to Sunrise Drive	DOT-46	1,681,864	0	0.0	942,700
Kinney Road: Ajo Way to Bopp Road	DOT-50	491,000	115,881	23.6	350,500
Kolb Road: Sabino Canyon Road to Sunrise Drive	DOT-32	1,375,000	0	0.0	726,800
La Canada Drive and Las Quintas Highway Drainage Improvements	DOT-51	156,000	0	0.0	0
La Canada Drive: Ina Road to Lambert Lane	DOT-10	2,670,000	0	0.0	552,700
Mainsail Boulevard and Twin Lakes Drive: 27 Wash Vicinity	DOT-24	281,000	0	0.0	0
Neighborhood Transportation Improvement Projects	DOT-41	0	0	0.0	0
Old Tucson-Nogales Highway: Summit Neighborhood	DOT-53	114,000	0	0.0	0
Orange Grove Road: Geronimo Wash	DOT-07	93,000	0	0.0	45,200
Orange Grove Road: Thornydale Road to Oracle Road	DOT-44	3,548,240	188,500	5.3	1,996,000
River Road: Campbell Avenue to Alvernon Way	DOT-04	0	0	0.0	0
Sunrise Drive: Craycroft Road to Kolb Road	DOT-47	1,119,992	64,800	5.8	486,000
Valencia Road: Mark Road to Camino de la Tierra	DOT-17	<u>1,237,500</u>	<u>552,796</u>	44.7	<u>1,084,500</u>
Total in design		<u>17,667,716</u>	<u>977,172</u>	5.5	<u>7,985,500</u>
Future start date					
Drexel Road: Tucson Boulevard to Alvernon Way	DOT-11	0	0	0.0	0
La Cholla Boulevard: Interstate 10 to River Road	DOT-20	0	0	0.0	0
Magee Road: La Canada Drive to Oracle Road	DOT-06	985,000	0	0.0	397,200
Palo Verde Road: Interstate 10 to Veterans Memorial Interchange at Southern Pacific Railroad	DOT-52	<u>0</u>	<u>0</u>	0.0	<u>0</u>
Total future start date		<u>985,000</u>	<u>0</u>	0.0	<u>397,200</u>

continued

Project Name	Bond Ordinance Project No.	Original Contract Amounts ¹	Cost of Amendments ¹	Percentage Added to Original Contract Amounts by the Amendments	Remaining Contract Obligations
Contingent on City of Tucson financing					
Broadway Boulevard: Euclid Avenue to Campbell Road	DOT-56	0	0	0.0	0
Grant Road: Oracle Road to Park Avenue	DOT-40	1,412,000	0	0.0	1,120,600
Houghton Road: Golf Links Road to Speedway Boulevard	DOT-29	0	0	0.0	0
Speedway Boulevard: Camino Seco to Houghton Road	DOT-28	1,237,500	0	0.0	716,400
Tanque Verde Road: Catalina Highway to Houghton Road	DOT-31	1,031,250	0	0.0	435,900
Valencia Road: Mission Road to Interstate 19	DOT-49	<u>700,000</u>	<u>0</u>	0.0	<u>0</u>
Total contingent on City of Tucson financing		<u>4,380,750</u>	<u>0</u>	0.0	<u>2,272,900</u>
On hold					
Abrego Drive at Interstate 19: Northbound Frontage Road	DOT-26	0	0	0.0	0
Camino del Sol and West Parkway: Continental Road to Duval Mine Road	DOT-36	0	0	0.0	0
Camino del Sol: Continental Road to Ocotillo Wash	DOT-34	600,000	0	0.0	0
Duval Mine Road: La Canada Drive to Abrego Drive	DOT-48	0	0	0.0	0
Hartman Lane: North of Cortaro Farms Road	DOT-19	75,000	20,000	26.7	0
Interstate 19 Northbound Frontage Road: Canoa to Continental	DOT-37	0	0	0.0	0
Interstate 19 Southbound Frontage Road: Continental Road	DOT-25	115,000	135,000	117.4	121,100
Mt. Lemmon Shuttle	DOT-54	0	0	0.0	0
River Road: Ventana Canyon Wash	DOT-27	181,910	95,188	52.3	0
Thornydale Road: Cortaro Farms Road to Linda Vista Boulevard	DOT-23	<u>1,050,000</u>	<u>0</u>	0.0	<u>0</u>
Total on hold		<u>2,021,910</u>	<u>250,188</u>	12.4	<u>121,100</u>
Total all projects		<u>\$117,582,073</u>	<u>\$13,174,780</u>		<u>\$44,357,100</u>
Percentage added by the amendments				11.2%	concluded

¹ Not all project costs are incurred through project contracts. Other actual project costs include payments made through as-needed contracts that were not considered project specific. Project costs also include Transportation Department project charges for payroll, payroll overhead, and County machinery and vehicle use.

Source: Auditor General staff analysis of contract files maintained by Pima County's Finance Department and the Transportation Department's Field Engineering or Design Engineering unit, and vendor invoices maintained by the Finance Department.

Appendix C: Pima County's Estimated Future Cost Compared to Its Financing Plans for Each Project as of September 2002 (Unaudited)

Project Name	Bond Ordinance Project No.	County Estimated Future Project Cost ¹	Future Financing		Total Future Planned Financing
			Bond Proceeds	Other Sources	
Under construction					
12th Avenue: 38 th Street to Los Reales Road	DOT-43	\$ 6,918,600	\$ 6,869,500	\$ 0	\$ 6,869,500
Ajo Way: Country Club Road to Alvernon Way	DOT-13	5,012,100	3,551,700	1,422,200	4,973,900
Golf Links Road: Bonanza Avenue to Houghton Road	DOT-55	480,200	480,200	0	480,200
Kolb Road: Sabino Canyon Road	DOT-33	312,700	0	161,400	161,400
La Cholla Boulevard: River Road to Magee Road	DOT-45	21,331,000	15,912,900	5,405,700	21,318,600
River Road: First Avenue to Campbell Avenue	DOT-01	1,808,000	0	273,000	273,000
Safety Improvements	DOT-57	15,071,800	15,071,800	0	15,071,800
Skyline Drive: Chula Vista to Campbell Avenue	DOT-08 & 09	10,379,000	2,069,800	8,014,400	10,084,200
Sunrise Drive: Swan Road to Craycroft Road	DOT-02	4,802,900	0	2,429,900	2,429,900
Thornsdale Road: Ina Road to Cortaro Farms Road	DOT-22	3,906,900	0	3,033,600	3,033,600
Wetmore/Ruthrauff Road: La Cholla Boulevard to Fairview Avenue	DOT-14	<u>15,997,400</u>	<u>3,111,800</u>	<u>12,780,000</u>	<u>15,891,800</u>
Total under construction		<u>86,020,600</u>	<u>47,067,700</u>	<u>33,520,200</u>	<u>80,587,900</u>
In design					
Alvernon Way: Ft. Lowell Road to River Road	DOT-05	11,391,100	5,760,000	5,631,100	11,391,100
Catalina Highway: Tanque Verde Road to Houghton Road	DOT-30	7,065,000	5,279,300	1,694,200	6,973,500
Cortaro Farms Road: I-10 to Thornsdale Road	DOT-18	19,652,200	6,250,600	3,327,800	9,578,400
Country Club Road: 36th Street to Irvington Road	DOT-12	5,940,400	5,940,400	0	5,940,400
Craycroft Road: River Road to Sunrise Drive	DOT-46	16,673,300	11,505,000	4,597,700	16,102,700
Kinney Road: Ajo Way to Bopp Road	DOT-50	7,861,000	3,449,300	4,293,500	7,742,800
Kolb Road: Sabino Canyon Road to Sunrise Drive	DOT-32	16,027,600	8,339,400	7,487,700	15,827,100
La Canada Drive and Las Quintas Highway Drainage Improvements	DOT-51	1,424,400	1,424,400	0	1,424,400
La Canada Drive: Ina Road to Lambert Lane	DOT-10	19,303,700	5,496,900	13,806,800	19,303,700
Mainsail Boulevard and Twin Lakes Drive: 27 Wash Vicinity	DOT-24	3,031,400	2,499,200	532,200	3,031,400
Neighborhood Transportation Improvement Projects	DOT-41	9,989,900	9,989,900	0	9,989,900
Old Tucson-Nogales Highway: Summit Neighborhood	DOT-53	990,100	990,100	0	990,100
Orange Grove Road: Geronimo Wash	DOT-07	770,200	733,000	27,000	760,000
Orange Grove Road: Thornsdale Road to Oracle Road	DOT-44	36,311,500	17,768,700	5,981,900	23,750,600
River Road: Campbell Avenue to Alvernon Way	DOT-04	19,212,200	10,518,300	8,693,900	19,212,200
Sunrise Drive: Craycroft Road to Kolb Road	DOT-47	18,561,400	11,217,400	7,093,200	18,310,600
Valencia Road: Mark Road to Camino de la Tierra	DOT-17	<u>11,370,500</u>	<u>5,075,800</u>	<u>5,898,700</u>	<u>10,974,500</u>
Total in design		<u>205,575,900</u>	<u>112,237,700</u>	<u>69,065,700</u>	<u>181,303,400</u>

Project Name	Bond Ordinance Project No.	County Estimated Future Project Cost ¹	Future Financing		Total Future Planned Financing
			Bond Proceeds	Other Sources	
Future start date					
Drexel Road: Tucson Boulevard to Alvernon Way	DOT-11	10,330,100	6,500,000	3,312,100	9,812,100
La Cholla Boulevard: Interstate 10 to River Road	DOT-20	25,500,000	0	0	0
Magee Road: La Canada Drive to Oracle Road	DOT-06	8,270,600	0	0	0
Palo Verde Road: Interstate 10 to Veterans Memorial Interchange at Southern Pacific Railroad	DOT-52	<u>4,400,000</u>	<u>4,400,000</u>	<u>0</u>	<u>4,400,000</u>
Total future start date		<u>48,500,700</u>	<u>10,900,000</u>	<u>3,312,100</u>	<u>14,212,100</u>
Contingent on City of Tucson financing					
Broadway Boulevard: Euclid Avenue to Campbell Road	DOT-56	58,960,000	<u>0</u>	0	0
Grant Road: Oracle Road to Park Avenue	DOT-40	31,972,700	0	0	0
Houghton Road: Golf Links Road to Speedway Boulevard	DOT-29	22,170,000	0	0	0
Speedway Boulevard: Camino Seco to Houghton Road	DOT-28	15,223,500	0	0	0
Tanque Verde Road: Catalina Highway to Houghton Road	DOT-31	9,630,000	5,887,400	3,200,000	9,087,400
Valencia Road: Mission Road to Interstate 19	DOT-49	<u>146,400</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total contingent on City of Tucson financing		<u>138,102,600</u>	<u>5,887,400</u>	<u>3,200,000</u>	<u>9,087,400</u>
On hold					
Abrego Drive at Interstate 19: Northbound Frontage Road	DOT-26	197,300	197,300	0	197,300
Camino del Sol and West Parkway: Continental Road to Duval Mine Road	DOT-36	2,467,000	0	0	0
Camino del Sol: Continental Road to Ocotillo Wash	DOT-34	6,031,100	0	0	0
Duval Mine Road: La Canada Drive to Abrego Drive	DOT-48	10,710,000	0	0	0
Hartman Lane: North of Cortaro Farms Road	DOT-19	1,010,400	0	0	0
Interstate 19 Northbound Frontage Road: Canoa to Continental	DOT-37	6,161,200	892,200	2,600,000	3,492,200
Interstate 19 Southbound Frontage Road: Continental Road	DOT-25	1,419,800	798,700	500,000	1,298,700
Mt. Lemmon Shuttle	DOT-54	1,264,900	0	0	0
River Road: Ventana Canyon Wash	DOT-27	0	0	0	0
Thornycroft Road: Cortaro Farms Road to Linda Vista Boulevard	DOT-23	<u>10,612,800</u>	<u>1,756,100</u>	<u>402,000</u>	<u>2,158,100</u>
Total on hold		<u>39,874,500</u>	<u>3,644,300</u>	<u>3,502,000</u>	<u>7,146,300</u>
Total all projects		<u>\$518,074,300</u>	<u>\$179,737,100</u>	<u>\$112,600,000</u>	<u>\$292,337,100</u>

concluded

¹ In total, County estimated future cost includes \$509,166,400 of the County's estimated future costs identified in the Capital Improvement Program's September 9, 2002, 5-Year Plan plus \$8,907,900 in additional contract obligations not included in the 5-Year Plan.

Source: Auditor General staff analysis of Capital Improvement Program's 5-Year Plan prepared on September 9, 2002; contract files maintained by Pima County's Finance Department and the Transportation Department's Field Engineering or Design Engineering unit; and vendor invoices maintained by the Finance Department.

COUNTY RESPONSE



COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, TUCSON, AZ 85701-1317
(520) 740-8661 FAX (520) 740-8171

C. H. HUCKELBERRY
County Administrator

February 7, 2003

The Honorable Debra K. Davenport
Auditor General
State of Arizona
2910 North 44th Street, Suite 410
Phoenix, Arizona 85018

Re: Response to the Preliminary Draft of the Special Financial Audit of Pima County's 1997 Transportation Bond Program

Dear Ms. Davenport:

My staff and I reviewed the preliminary draft of the Special Financial Audit of Pima County's 1997 Transportation Bond Program. In general, Pima County agrees with the methodology, the results of the analysis, and recommendations in the preliminary draft. We look forward to its publication and dissemination.

When it requested the Special Financial Audit, the Board of Supervisors also directed me to have a professional engineering review of the Transportation Bond Program conducted. That report, prepared by Mr. James Attebery, is completed. Both reports complement each other and, taken together, provide a thorough, independent, and professional assessment of the program. This is exactly the outcome desired by the Board of Supervisors.

On behalf of Pima County, I commend you and your staff, especially Rebecca Rosenberg and Donna Miller, on the hard work, dedication, and objectivity that went into producing this very useful report. I personally thank you for providing me the opportunity to meet with your staff and review this preliminary draft. If you need any assistance in finalizing your report, please call me.

Sincerely,

C. H. Huckelberry
County Administrator

CHH/dr

c: The Honorable Chair and Members, Pima County Board of Supervisors
John Bernal, Deputy County Administrator - Public Works
Carol Bonchalk, Financial and Information Services Director
Kurt Weinrich, Transportation and Flood Control Director
Paul Guerrero, Financial Control and Reporting Manager
Don Spiece, CIP Programming Manager
Jim Barry, Executive Assistant to the County Administrator