



PROJECT CHARTER



Tangerine Road: I-10 to La Cañada DCR TIP ID #86.06

Revision Date: 10/12/2011

Approval of the Project Charter indicates an understanding of and commitment to the Scope, Budget and Schedule described in this document. By signing this document, each individual agrees work should be initiated on this project and necessary resources should be committed as described herein.

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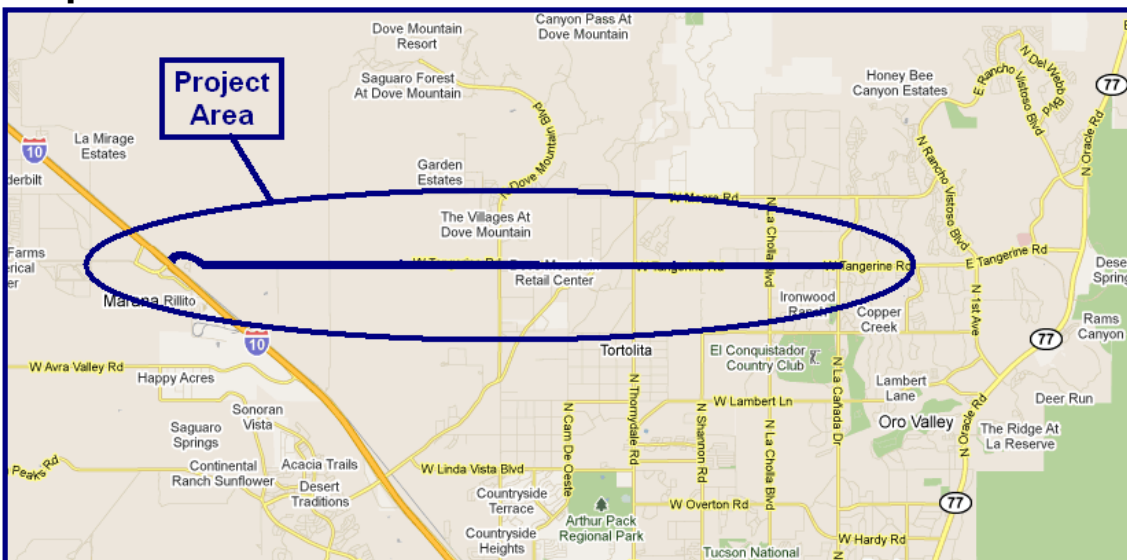
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Project Overview

This Charter sets forth a framework and expectations for the development of plans and specifications for the construction of Tangerine Road: I-10 to La Cañada Drive, TIP ID #86.06. Project plans will be developed in accordance with the policies of the Region and the Towns of Marana and Oro Valley. Commencement of project activities may begin upon approval of this Project Charter and all required Intergovernmental Agreements and identification of the sources of all needed financial resources necessary to execute it by the Project Sponsor. Included in this Project Charter are to be a scope statement; schedule; cost estimate; budget for planning and design; and provisions for public involvement, communications and stakeholder management as required by established regional and Lead Agency policies.

This project is to commence construction in RTA Implementation Period 2.

Map of the Area



Project Scope

The purpose of the Tangerine Road: I-10 to La Cañada Drive project is to plan, design and construct the voter-approved improvements described as: Widen Tangerine Road to a 4-lane desert parkway from Interstate 10 to La Cañada Drive, with 4 travel lanes; landscaped median; and bike lanes in each direction; additional turn lanes and signalization at key intersections; pedestrian (or multi-use path) facilities and new culverts throughout to convey the 100-year peak discharge under the road. This project meets the requirements of the voter-approved RTA Plan. Wildlife crossings to provide connectivity between the Tucson and Tortolita Mountains are also being considered.

Project Background

Tangerine Road is the only corridor north of Cortaro Road/Magee Road that connects I-10 and State Route 77 (Oracle Road). As such, it serves a critical role in providing regional connectivity and public safety/emergency services. The area from La Cañada Drive to Oracle Road was recently improved to a four-lane divided roadway, but the rest of the corridor is a two-lane undivided roadway. Further, because of the numerous dip sections and washes in the area, areas of the roadway can become inundated with water and difficult or impossible to cross.

Project Justification

The projected growth along the Tangerine Road corridor will exceed the existing capacity of the roadway in the near future, but the construction of this project (Tangerine Road as a four-lane roadway) will provide the additional capacity needed to serve the growing volumes. In addition, this project will eliminate the dip crossings and add culverts to convey the 100-year flood waters underneath the roadway which will improve safety and access along the roadway. Further, safety for alternate modes will be improved by providing bike lanes, sidewalk/multi-use path, and ADA-accessible ramps throughout the project.

Project Elements

Check all that apply

Rubberized asphalt <u>X</u>	Sound walls <u>X</u>	Bus pullouts <u>X</u>
Turn lanes <u>X</u>	Striping <u>X</u>	Bridge <u> </u>
Culverts <u>X</u>	Signing <u>X</u>	Drainage Improvements <u>X</u>
Overpass <u> </u>	Underpass <u> </u>	Wildlife crossing <u>X</u>
Signals <u>X</u>	Detection cameras <u>X</u>	Median <u>X</u>
Purchase of property <u>X</u>	Pedestrian lighting <u> </u>	Street lighting <u> </u>
Sidewalks <u>X</u>	Curbs <u>X</u>	Bike lanes <u>X</u>
Multi-use paths <u>X</u>	Art <u>X</u>	Bike racks <u> </u>
Landscaping <u>X</u>	ADA enhancements <u>X</u>	Pavement preservation <u> </u>
Utility relocation <u>X</u>	Guard rails <u>X</u>	Other: <u> </u>

Number of Travel Lanes 4

Other Walls, Type Retaining

Project Budget

The budget for the Tangerine Road: I-10 to La Cañada Drive project is \$74,215,000. It is to be funded through the RTA (\$45,325,000), the Town of Marana (\$21,390,000), the Town of Oro Valley (\$1,000,000), and Pima County (\$6,500,000). It is acknowledged that it shall be the responsibility of the local jurisdictions to identify the source of any additional funds which may be required

to fund any enhancements which are beyond the scope, or for costs which exceed the project budget.

Estimated Costs:	
Administrative	(\$) 3,000,000
Planning	(\$) 2,600,000
Design	(\$) 5,000,000
Right-of-Way	(\$) 6,000,000
Utilities	(\$) 3,500,000
Construction	(\$) 50,000,000
Art Work	(\$) 500,000
<u>Contingency</u>	<u>(\$) 3,615,000</u>
Estimated Total Project Cost:	(\$ total) 74,215,000
REQUESTED AMOUNTS:	
RTA Funds:	\$43,325,000
Local Funds:	\$30,890,000
Regional Funds:	
STP:	\$0
12.6%:	\$0
Other Funds:	\$0

More detailed funding information is contained in the Financial Assessment section.

Project Organization

Project Team

The Project Manager for the Lead Agency, Scott Leska, P.E., is hereby authorized to negotiate for resources, delegate responsibilities within the framework of the project, and communicates with all consultants, outside agencies, permitting authorities, utilities, contractors and management, as required, to ensure successful and timely completion of the project. The Project Manager is responsible for monitoring the schedule, cost and scope of the project during planning, design, implementation and maintaining control over the project by measuring/reporting performance and taking corrective action.

The Town of Oro Valley is a Cooperating Agency on this project, and has responsibility for the area within their town limits, from Shannon Road to La Cañada Drive. The Agency will be represented by Jose Rodriguez, P.E. on this project. Pima County is also a Cooperating Agency on this project, and has responsibility for the area within their limits, between the Town of Marana limits and the Town of Oro Valley Limits. The Agency will be represented by Rick Ellis, P.E. on this project.

The Project Consultant Team is led by Alejandro Angel, PhD, P.E., PTOE of Psomas, and is responsible for directing and coordinating the efforts of the Consultant Team. The Consultant Team commits to adherence to the minimum requirements of the regionally approved Scope of Work and delivery of the most cost effective project it can develop. The Consultant Team further commits to awareness of and adherence to the project schedule and budget. The Consultant Team consists of:

Member's Name: Kevin Thornton, P.E.	Psomas
Role: Quality Assurance/Quality Check	
Responsibility: Perform detailed technical review of project documents to verify conformance with client's standards; solicit feedback from client and incorporate into project documents; help assure on-time submittal.	

Member's Name: Mike Daly, P.E.	Psomas
Role: Roadway Drainage	
Responsibility: Pavement drainage report; address minor roadside drainage issues.	

Member's Name: Brent Bartz, P.E.	Psomas
Role: Roadway Design	
Responsibility: Geometric design plans for Tangerine Road from the west terminus of the project near I-10 to 1,500 feet west of Thornydale Road, including any side street modifications.	

Member's Name: Khang Nguyen, P.E.	Kittelsohn & Associates
Role: Roadway Design	
Responsibility: Geometric design plans for Tangerine Road beginning 1,500 feet west of Thornydale Road through the east terminus of the project near La Cañada Drive, including any side street modifications.	

Member's Name: Darlene Danehy, PE	Psomas
Role: Traffic Engineering and Modeling	
Responsibility: Forecast future travel demand; determine cross-section and intersection needs for the corridor; address needs for alternate modes (bikes, pedestrians, transit); prepare traffic engineering study.	

Member's Name: Kent McRae, P.E.	Psomas
Role: Utility Coordination	
Responsibility: Attend meetings to coordinate with utility companies; utility base maps within project extents; utility conflict memorandum.	

Member's Name: J.O. Teague, RLS	Psomas
Role: Survey	
Responsibility: Mapping using 1:3000 aerial photography (including 1"=40' maps with 1 foot contours and digital orthophotography with 0.25 ft. pixel resolution); culture survey. Preparation of Right-of-Way survey.	

Member's Name: Jim Schoen, P.E.	Kittelson & Associates
Role: Access Management	
Responsibility: Document existing access; conduct access management workshops; develop alternative access and circulation plans; prepare final access management plan; access management report.	

Member's Name: Terry Raddeman	Kittelson & Associates
Role: Land Use Mapping	
Responsibility: Develop a GIS-based land use map; develop and analyze three future build-out lane use scenarios.	

Member's Name: Clint Glass, P.E.	CMG Drainage Engineering
Role: Hydrology, Culvert Hydraulics	
Responsibility: Hydrologic analysis of off-site watersheds; hydraulic design of the cross-drainage structures; drainage report.	

Member's Name: Darlene Showalter, RLA	McGann & Associates
Role: Landscape Architecture	
Responsibility: Visual assessment; irrigation plan; landscape plan.	

Member's Name: Jennifer Christelman	Town of Marana
Role: Environmental Studies	
Responsibility: Supervise the preparation of jurisdictional delineation, biological, cultural, wildlife and other studies by an on-call consultant for the Town of Marana (Westland resources), and coordinate the needs and findings with the Tangerine Road design team.	

Member's Name: Oleg Lysyj, P.E	Terracon
Role: Geotechnical Engineering	
Responsibility: Geotechnical field investigation; geotechnical report; pavement design summary report.	

Member's Name: Nanette Pageau	Kaneen Advertising & Public Relations
Role: Public Involvement	
Responsibility: Coordinate and schedule meetings for access management and with stakeholders; coordinate open houses (location selection and layout, develop, print, and mail notices, develop media release and website update, assist team members before and after the meeting, staff the welcome table and provide support during the meeting); develop and maintain a project website.	

Member's Name: Lori Woods	RECON
Role: Noise Analysis and Habitat Conservation Plan Coordination	
Responsibility: Prepare noise analysis for the project area	

Define Project Assumptions

Assumption:	Access will be carefully controlled to maintain mobility
Implication:	An access management plan will be required, as well as close coordination with property owners to implement shared access
Assumption:	A new Tangerine interchange at I-10 may be constructed in the future by a separate project (most likely north of the existing interchange)
Implication:	Improvements at the I-10 interchange and over the UPRR tracks will be minimized to avoid "throw-away" work
Assumption:	The area west of Thornydale Road will be a high-speed desert parkway.
Implication:	This section will not have curb along the median or outside of the roadway.
Assumption:	No outside curbing will be used anywhere in the project (except perhaps at signalized intersections) to maintain natural flows
Implication:	Very minimal storm drain will be needed

Assumption:	TEP and TRICO have prior rights for their overhead lines
Implication:	The cost of any relocation of overhead lines will be the responsibility of the RTA and local agencies. Design alignment to minimize relocations
Assumption:	The 100-year flood will be conveyed under the roadway per the RTA Administrative Code
Implication:	Large cross-drainage features (box or pipe culverts) may be needed. A major regional drainage solution will be needed at the west end of the project, or the Administrative Code will need to be amended
Assumption:	Wildlife crossings will be pursued to provide connectivity between the Tucson and Tortolita mountains
Implication:	Roadway may have to be raised at those locations. Additional funding will be pursued from RTA's wildlife linkages program.
Assumption:	In undeveloped areas, obtain the 300 ft ROW that both Marana and Oro Valley have been requesting from developers. This will preserve space for frontage roads, drainage needs and potential changes to higher functional classification for the road.
Implication:	Significant ROW acquisitions will be required from the State Land Department
Assumption:	Due to its length and the funding timeline (2 nd and 4 th RTA periods), the project will need to be constructed in more than one phase
Implication:	Team will need to determine logical phasing and account for transitions, traffic control, etc. associated with the phased construction approach.

Define Project Constraints

Constraint:	The TEP 138 kv lines along the south side of Tangerine Road will not be relocated due to cost.
Impact:	The roadway alignment will be located such that the poles can remain in place.
Constraint:	The I-10 interchange will not be reconstructed with this project.
Impact:	Approach and departure lanes at the I-10 westbound ramps will have to tie into the existing geometry at the intersection.
Constraint:	Funding is not available to underground overhead power lines

Impact:	Any relocated power lines will remain overhead
Constraint:	RTA funding is limited to improvements to 4 lanes
Impact:	If projections find that future volumes (2040) will require 6 lanes, local agencies would have to fund the difference. Maximize capacity at intersections to avoid need for 6 lanes.
Constraint:	There is no outlet for the wild burro wash flows near the west end of the project.
Impact:	Project will have to consider a basin and channel system, and/or make provisions for flows to overtop the roadway
Constraint:	
Impact:	
Constraint:	
Impact:	

Assessment of Risks

1. Local Funds Availability							
Probability:	High <input type="checkbox"/>	Med <input checked="" type="checkbox"/>	Low <input type="checkbox"/>	Impact:	High <input checked="" type="checkbox"/>	Med <input type="checkbox"/>	Low <input type="checkbox"/>
Action:	Control <input checked="" type="checkbox"/>		Absorb <input type="checkbox"/>	Avoid <input type="checkbox"/>			
Mitigation Strategy:							
<ul style="list-style-type: none"> Consider local funding availability when identifying an implementation schedule. Work with Pima County early on to clearly identify when, under what conditions and how the County funding will be applied to the project. Develop the project to meet federal requirements in case Federal funding is available to supplement local monies. Apply for program-specific funds from PAG/RTA such as wildlife linkages, STP, 12.6% etc. to supplement roadway funding 							
2. Environmental Permitting							
Probability:	High <input type="checkbox"/>	Med <input type="checkbox"/>	Low <input checked="" type="checkbox"/>	Impact:	High <input checked="" type="checkbox"/>	Med <input type="checkbox"/>	Low <input type="checkbox"/>
Action:	Control <input checked="" type="checkbox"/>		Absorb <input type="checkbox"/>	Avoid <input type="checkbox"/>			
Mitigation Strategy:							
<ul style="list-style-type: none"> Begin environmental permitting and studies early on (404, cultural, biological, PISA, etc.) to avoid surprises. Given that period 2 of the RTA runs until 2016, there is float on the schedule to accommodate some delays in permitting. 							

3. Unforeseen Environmental Restrictions							
Probability:	High <input type="checkbox"/>	Med <input type="checkbox"/>	Low <input checked="" type="checkbox"/>	Impact:	High <input checked="" type="checkbox"/>	Med <input type="checkbox"/>	Low <input type="checkbox"/>
Action:	Control <input type="checkbox"/>		Absorb <input type="checkbox"/>		Avoid <input type="checkbox"/>		
Mitigation Strategy: <ul style="list-style-type: none"> Maintain an environmental expert on the team to know in advance of potential changes in environmental regulations and other restriction. Once potential restrictions/issues are identified, prepare an action plan to resolve them, even before the restriction is implemented or otherwise realized. 							
4. Utility Conflicts							
Probability:	High <input checked="" type="checkbox"/>	Med <input type="checkbox"/>	Low <input type="checkbox"/>	Impact:	High <input checked="" type="checkbox"/>	Med <input type="checkbox"/>	Low <input type="checkbox"/>
Action:	Control <input checked="" type="checkbox"/>		Absorb <input type="checkbox"/>		Avoid <input checked="" type="checkbox"/>		
Mitigation Strategy: <ul style="list-style-type: none"> The critical items are overhead power lines. Relocation of lines will be avoided to the extent possible. Still, it is anticipated that about 2 miles of lines will need to be relocated. The team will verify prior rights claims by utilities and consider which of the two (TRICO or TEP) lines are less expensive to relocate prior to developing the alignment. Begin coordination with utility companies early in the process to find out the type of lines, relocation constraints, seasonal constraints, and relocation costs. 							
5. Other Permits							
Probability:	High <input type="checkbox"/>	Med <input checked="" type="checkbox"/>	Low <input type="checkbox"/>	Impact:	High <input type="checkbox"/>	Med <input type="checkbox"/>	Low <input checked="" type="checkbox"/>
Action:	Control <input checked="" type="checkbox"/>		Absorb <input type="checkbox"/>		Avoid <input type="checkbox"/>		
Mitigation Strategy: <ul style="list-style-type: none"> An ADOT ROW permit and a UPRR permit will likely be needed to tie in at the I-10 interchange. To facilitate permitting in that area, the improvements over the UPRR tracks and in the ADOT ROW will be minimized. 							
6. [RISK – name or description]							
Probability:	High <input type="checkbox"/>	Med <input type="checkbox"/>	Low <input type="checkbox"/>	Impact:	High <input type="checkbox"/>	Med <input type="checkbox"/>	Low <input type="checkbox"/>
Action:	Control <input type="checkbox"/>		Absorb <input type="checkbox"/>		Avoid <input type="checkbox"/>		
Mitigation Strategy:							
7. [RISK – name or description]							
Probability:	High <input type="checkbox"/>	Med <input type="checkbox"/>	Low <input type="checkbox"/>	Impact:	High <input type="checkbox"/>	Med <input type="checkbox"/>	Low <input type="checkbox"/>
Action:	Control <input type="checkbox"/>		Absorb <input type="checkbox"/>		Avoid <input type="checkbox"/>		
Mitigation Strategy:							

Recommendation

Approved Scope

The approved scope of work for this project, from the RTA Administrative code is as follows:

“Widen Tangerine Road to a 4-lane desert parkway from Interstate -10 to La Canada Drive, with 4 travel lanes; raised, landscaped median; and bike lanes in each direction. Additional turn lanes and signalization at key intersections. New culverts throughout to convey the 100-year peak discharge under the road”. Pedestrian (or multi-use path) facilities are also considered an essential part of the project.

The consultant’s scope of work for the Design Concept Report (DCR) stage of the project is provided within the Quality Control Plan for the project, which is an attachment to this document. Please refer to the appendix.

Optional Scope Items

The scope allows for the design of a storm drain system if a curbed roadway section is selected. If an uncurbed section is selected (as anticipated), the scope will be reduced accordingly. The scope also considers the potential implementation of wildlife crossings.

Construction Delivery Method

The construction delivery method has not yet been determined. In the event a delivery method other than design-bid-build is selected, the project charter will be amended and proper justification provided on why the alternative delivery method would be advantageous.

Major Tasks and Milestones

Milestone: Public meeting #1 – present data gathered
Approach: Collect data, including (but not limited to) aerials, survey, traffic counts, and existing drainage; prepare project exhibits; prepare a presentation; determine meeting time and location; submit meeting information to media and post on project website; provide opportunity for attendees to comment at meeting.
Deliverables: Public open house.
Milestone: Submit draft technical reports
Approach: Project team members will collect data, conduct research, and prepare the technical reports for their specialty. Reports will be reviewed internally before submittal to the agency for review and comment.

Deliverables: Geotechnical report, draft drainage report (stage I), draft traffic study, draft land use and access management report, draft noise report, wildlife and 1 st Pygmy Owl survey.
Public meeting #2 – present alternatives
Approach: Develop alternatives with project team; prepare project exhibits; prepare a presentation; determine meeting time and location; submit meeting information to media and post on project website; provide opportunity for attendees to comment at meeting.
Deliverables: Public open house.
Milestone: Submit draft DCR, draft pavement drainage report, 15% plans
Approach: Collect data and conduct research as needed; develop plans based on project team discussions and resolutions; prepare reports.
Deliverables: Draft pavement drainage report, draft DCR with 15% plans. A proposed implementation plan will be included as part of the DCR.
Milestone: Submit revised technical reports
Approach: Incorporate review comments from agencies; discuss and resolve conflicts (if necessary); revise reports and resubmit.
Deliverables: Traffic study, land use and access management report, noise report, pavement drainage report.
Milestone: Public meeting #3 – present design concept
Approach: Develop design concept; prepare project exhibits; prepare a presentation; determine meeting time and location; submit meeting information to media and post on project website; provide opportunity for attendees to comment at meeting.
Deliverables: Public open house.
Milestone: Submit final DCR and 30% plans
Approach: Review comments received from agencies; discuss and resolve conflicts (if necessary); revise DCR; develop plans from 15% to 30% while incorporating comments; prepare final report and plan set.
Deliverables: Final DCR with 30% plans.

At this time, the milestones, deliverables and schedule beyond the pre-design stage have not been identified; as they will depend on the findings of the DCR. Those elements will be developed in conjunction with future project phases.

Public Participation

The primary means of obtaining public input will include a website, individual stakeholder meetings, media releases, and public meetings. A citizen advisory committee will not be established for this project, which is consistent with the undeveloped character of the area and Marana's approach to major CIP projects.

There will be a total of four public meetings at the following stages:

- Meeting 1 – After initial data gathering is complete.
- Meeting 2A – Prior to submittal of the 15% plans (in Marana).
- Meeting 2B – Prior to submittal of the 15% plans (in Oro Valley).
- Meeting 3 – Prior to submittal of the final DCR.

The initial meeting will be to gather ideas and input. Meetings two and three will include a presentation of the corridor alternatives, and the final meeting will present the selected alternative.

At this time, the public participation plan has not been developed beyond the pre-design stage, as the needs will depend on the findings of the DCR. The public participation plan will be amended with future design phases of the project.

Project Schedule

A Gantt chart with a preliminary schedule for the DCR stage is included in the next page. At this time, the schedule has not been developed beyond the pre-design stage; as the timelines will depend on the findings of the DCR and the implementation plan. The project schedule will be amended during the design stage to reflect future project phases.

ID	Task Name	Duration	Start	Finish	5/10	7/10	9/10	11/10	1/11	3/11	5/11	7/11	9/11	11/11	1/12	3/12	5/12	7/12	9/12
1	Tangerine DCR, I-10 - La Cañada	691 days	8/25/10	7/15/12															
2	NTP	0 days	8/25/10	8/25/10			8/25												
3	Continuous QA/QC	549 days	8/25/10	2/24/12															
4	Data Gathering	90 days	8/25/10	11/22/10															
5	Topo Mapping	100 days	8/25/10	12/2/10															
6	Initial ROW Research/Title Reports	350 days	8/25/10	8/9/11															
7	Utility Mapping	60 days	11/3/10	1/1/11															
8	Public Meeting #1 - Present Data Gathered	0 days	4/7/11	4/7/11						4/7									
9	Geotech Report	113 days	10/1/10	1/21/11															
10	Drainage Report - Stage I	176 days	11/23/10	5/17/11															
11	Draft Traffic Study	150 days	3/30/11	8/26/11															
12	Draft Land Use and Access Management	180 days	2/28/11	8/26/11															
13	Draft Noise Report	180 days	3/30/11	9/25/11															
14	Wildlife and 1st Pygmy Owl Survey (MARANA)	340 days	8/25/10	7/30/11															
15	Public Meeting #2 - Present Alternatives	0 days	1/19/12	1/19/12															1/19
16	Draft DCR and 15% Plans	288 days	4/15/11	1/27/12															
17	Draft Pavement Drainage Report	210 days	6/11/11	1/6/12															
18	Agency Review	30 days	1/28/12	2/26/12															
19	Revise Technical Reports	90 days	2/27/12	5/26/12															
20	Public Meeting #3 - Present Design Concept	0 days	6/1/12	6/1/12															6/1
21	Final DCR and 30% Plans	140 days	2/27/12	7/15/12															7/15
22	Complete Project	0 days	7/15/12	7/15/12															

Project: Tangerine Date: 10/27/11	Task		Rolled Up Task		External Tasks	
	Critical Task		Rolled Up Critical Task		Project Summary	
	Progress		Rolled Up Milestone		Group By Summary	
	Milestone		Rolled Up Progress		Deadline	
	Summary		Split			

Quality Control/Interdisciplinary Review

A quality control plan has been developed for this project, and is included as an appendix to this document. Generally, all work will be submitted for an internal review before submittal to the agencies for their review.

Peer Review/Value Engineering Process

The project team will work with the Town of Marana, Pima County, and the Town of Oro Valley to identify project requirements and constraints. With that information, areas where minor modifications can be made that will result in significant savings can be identified. For this project, it is likely that a detailed approach to right-of-way acquisition and utility relocations can provide substantial savings without compromising the safety or functionality of the roadway. Other areas where cost savings have been found on previous projects include pavement design and the use of steel arch structures for drainage and wildlife instead of standard RCBCs.

It is also anticipated that the RTA will perform a value analysis session for the Tangerine Road corridor, tentatively scheduled for late 2011 or early 2012.

Financial Assessment

Financial Schedule

Fiscal year	2010-11	2011-12	2012-13	2014-15	2015-16	RTA Period 4	TOTAL
Administrat	250,000	250,000	250,000	500,000	500,000	1,250,000	3,000,000
Planning	1,000,000	1,600,000	-	-	-	-	2,600,000
Design	-	-	1,500,000	1,500,000	-	2,000,000	5,000,000
Right-of-Wa	-	-	-	3,000,000	3,000,000	-	6,000,000
Utilities	-	-	-	1,500,000	-	2,000,000	3,500,000
Constructio	-	-	-	10,000,000	20,000,000	20,000,000	50,000,000
Art Work	-	-	-	100,000	200,000	200,000	500,000
Contingenc	-	-	-	-	2,000,000	1,615,000	3,615,000
Total	1,250,000	1,850,000	1,750,000	16,600,000	25,700,000	27,065,000	74,215,000



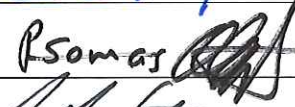




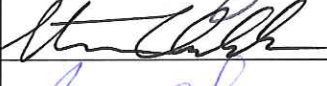

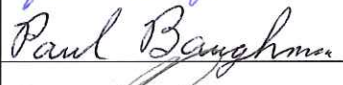


Funding Sources

Funding Summary

Funding Sources		amount	source
A. RTA	61.1%	45,325,000	Roadway element
B. Marana	28.8%	21,390,000	project number
C. Pima County	8.8%	6,500,000	project number
D. Oro Valley	1.3%	1,000,000	project number
		\$ 74,215,000	TOTAL

Acknowledgement and Acceptance

By signing this Project Charter each individual indicates an understanding of and commitment to the Scope, Budget and Schedule described in this document, agrees work should be initiated on this project and to commit the necessary resources described herein.

Name	Signature	Organization
Scott Leska		Town of Marana
Fernando Puel		Town of Marana
Alejandro Angel		Psonas
Jennifer Christelma		Town of Marana
Bill Zimmerman		PCRSO
Cecy Livak		Town of Oro Valley
David Ruiz		" " water ut. lts
STEVE CHESLAK		Town of Marana
Janine A Spence		" "
Paul Baughman		Marana
Rick Ellis		PCDOT
Jim DeSnoo		PAG/RTA

Citizen' Committee Acknowledgement and Acceptance

By signing this Project Charter each individual indicates an understanding of and commitment to the Scope, Budget and Schedule described in this document, and agrees to work productively to develop the highest quality project for the public.

Name	Signature	Organization
<i>NOT APPLICABLE - No Citizen's Committee</i>		