



Meeting Summary

Bond Oversight Commission
March 10, 2015
Ward 6 Council Office
3202 E. 1st St.
Tucson, AZ 85716

The Bond Oversight Commission (BOC) meeting summaries provide a brief descriptive overview of the discussions, decisions and actions taken at the meetings. The summary comprises the official minutes of the Bond Oversight Commission until they are voted upon at the next meeting. Meeting summaries are available at the City Clerk’s web page at:

<http://cms3.tucsonaz.gov/clerks/boards?board=114>

MEETING RESULTS

1. Call to Order and Roll Call

The BOC Chair, Ramon Gaanderse, called the meeting to order at 5:30 pm and quorum was established.

Bond Oversight Commission Members

Present		Absent
Steve Pageau	Jesse Lugo	Ian Johnson
Lorraine Morales	Daniel Castro	
Dale Calvert	Ramon Gaanderse	
Ricky Hernandez	Steve Taylor	
Melvin Cohen	Bruce Burke	

2. Introduction of 2012 Bond Oversight Commission

The BOC and project team introduced themselves.

3. Review and Approval of Meeting Summary from February 23, 2015.

The BOC reviewed and approved the Meeting Summary from February 23, 2015.

4. Based upon BOC suggested revisions at the February 23rd meeting, review 2014 BOC Annual Report

TDOT staff incorporated the revisions from the February 23, 2015 BOC meeting. The revised report was then sent to the Chair who then provided final approval. The report was submitted to the City Clerk’s office.

5. Bond Road Restoration Projects: TDOT and Procurement Department Presentations

APPROVED JULY 13, 2015

a. ***Present Road Recovery Scenarios of Major and Local Streets based on \$40M funding surplus***

Genna Dreier, on behalf of TDOT, provided the BOC with a presentation outlining the current status of the Roadway Recovery Program, the additional budget capacity scenarios for arterial and residential streets, and the roadway selection process.

At the February 23, 2015 meeting, the BOC approved the staff recommended \$37M scenario. From the additional budget capacity, \$37M will be allocated to the arterial roadway system and \$3M will be allocated to the residential program. Of the \$37M allocated for arterials, \$4.5M will be allocated to maintaining and preserving our roads as a practice of good pavement preservation. The arterial and residential scenarios presented to the BOC depicted the additional roadways that would be improved measured by centerline miles and the roadway selection process.

Arterial Roadway Selection Process

For the arterial roadway system, the BOC was provided with a map and a list of roadways that were recommended to be improved. The roadways selected were reviewed for the overall condition index and prioritized through a scoring methodology. The 'score' incorporated the functional classification, overall condition index, engineer's recommendation, Downtown Core, Airport Area, bus route, and bike boulevard or route. Additionally, the BOC was provided with two lists of alternate roadways that could be improved if there continues to be additional budget capacity.

The BOC approved the arterial and alternate roadways recommended by TDOT (\$37M scenario) with the incorporation of moving Camp Lowell to the alternate list that will take precedence in the event of additional budget capacity.

***Please note: BOC Vice Chair, Jesse Lugo, opposed the motion. Mr. Lugo was in favor of the \$34M scenario presented at the February 23, 2015 meeting that allocated \$34M to the arterial system and \$6M to the residential roadways.*

Residential Roadway Selection Process

At the February 23, 2015 BOC meeting, TDOT provided a 'Worst First' recommendation for residential roadways. Two scenarios were provided – 'worst first' city-wide as represented in *Scenario A* and 'worst first' with an attempt to balance centerline miles per ward as represented by *Scenario B*. The BOC moved to adopt *Scenario A* with the redistribution of a polygon in Ward 6 to Ward 1. (Originally, the BOC approved a residential scenario that incorporated local street improvements in Ward 1. These roadways did not get improved due to private ownership of the streets. Councilmember Regina Romero provided a Memo to the BOC regarding ward equity.)

TDOT identified potential polygons that could be reallocated from Ward 6 to Ward 1 for equality through the review of the available Ward 6 polygons overall condition

indexes. Polygons in Ward 6 that included bicycled boulevards were not considered. The new reallocated Ward 1 polygon aligns with the available funds that are now eliminated from Ward 6. Additionally, the new Ward 1 polygon selected has more density in square yards than what was originally approved by the BOC in a past meeting.

The BOC approved the staff's recommendation of Scenario A with the incorporation of the swapped polygon from Ward 6 to Ward 1.

***Please note: BOC Vice Chair, Jesse Lugo, opposed the motion. Mr. Lugo was in favor of the \$34M scenario presented at the February 23, 2015 meeting that allocated \$34M to the arterial system and \$6M to the residential roadways.*

The presentation provided at the March 10, 2015 meeting will be provided to Mayor and Council. Additionally, the approved arterial and residential roadways will be recommended to Mayor and Council.

b. Update on Bond Financial Report and Program Status

Daryl Cole, TDOT Director, provided the BOC with a program status update. The BOC discussed future coordination and communication with the utilities and contractors. Mr. Cole explained that all of the maintenance funds for our streets come from the HURF funds. TDOT does not receive General Fund money for streets. Out of the HURF fund, TDOT has programmed ADA compliance improvements.

6. Call to the Audience

No members of the public addressed the BOC.

7. Future Meeting and Agenda items

TDOT is hoping to present this information to Mayor and Council in April. BOC members will be invited to attend that meeting. No future BOC meetings are scheduled at this time.

8. Adjournment

7:00 pm