

ANNUAL REPORT
JULY 2018

BOND OVERSIGHT COMMISSION



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2012 Bond Oversight Commission

July 1, 2018

Roger W. Randolph
City Clerk
City of Tucson

Dear Mr. Randolph,

In accordance with Resolution 21945 and Resolution 22704 adopted by Mayor and Council on August 7, 2012, and January 10, 2017, respectively, I am providing the accompanying document as the Bond Oversight Commission's 2018 Annual Report to the Mayor and Council and the Citizens of the City of Tucson.

The report describes the activities and recommendations of the 2012 Bond Oversight Commission during its fifth year of existence.

The BOC member attendance record is also included within the report. Please forward the BOC 2018 Annual Report to the appropriate City officials and post the report on the City Clerk's website for Boards and Commissions.

Sincerely,

Steve Pageau
BOC Chair

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In accordance with Resolution 21945 and Resolution 22704 adopted by Mayor and Council on August 7, 2012, and January 10, 2017, respectively, please consider this document the Bond Oversight Commission's annual report to the Mayor and Council and Citizens of the City of Tucson.

Introduction

The 2012 Bond Oversight Commission (BOC) was established by the City Manager and the Tucson Mayor and City Council. The BOC was established to monitor the progress of road improvement projects to ensure that bond funds were used only as approved by the voters and to select local streets to resurface following recommendations from the Tucson Department of Transportation (TDOT).

In 2017, the Mayor and Council voted to hold a special election in May 2017 asking voters to consider a five-year ½-cent sales tax increase to fund street repair and maintenance and public safety needs. The voters approved the tax increase, and the BOC's scope was extended to monitor street improvement projects funded by the sales tax and select local streets for repair under the program.

In accordance with Resolution 21945 and Resolution 22704 adopted by Mayor and Council on August 7, 2012, and January 10, 2017, respectively, please consider this document the BOC's Annual Report to the Mayor and Council and the Citizens of the City of Tucson.

Executive Summary

The promise to voters during the Proposition 409 campaign in 2012 was that the City of Tucson would expend \$100 million over five consecutive years to improve City roadways. In adopting Proposition 409, City residents approved spending \$85 million on a package of specified arterial roadways to be improved and \$15 million on residential streets to be determined by a BOC. Now in its fifth and final year, the City's Road Recovery Program has improved more roads than had been promised to voters, within its original budget and ahead of schedule.

Because of the TDOT's conservative road repair estimates and a favorable bidding environment resulting from lower material costs, the BOC was able to recommend, and the Mayor and Council approved, an expanded list of arterial and residential road repair projects. As of July 2018, the Road Recovery Program has improved 829.04 lane miles of arterial roadway (143.69 centerline miles) and 283.42 lane miles of local streets (104.69 centerline miles), with more to come.

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The public can see the progress that has been made in improving Tucson's roadways by looking at TDOT's user-friendly interactive map. The map allows the public to view both major streets and residential street segments that have been improved, segments that are currently under reconstruction or maintenance, and street segments that are planned for improvement. That map can be viewed at www.tucsonaz.gov/street-bonds.

The 2012 Bond Funds that were approved for a five-year period will be exhausted in 2018.

Despite the fact that TDOT made great strides to improve the City's roadway infrastructure through the bond program, the City's unmet roadway needs continue to be great and far exceed current bond and other budgeted revenues.

In January 2017, the Mayor and Council voted to hold a special election in May 2017 asking voters to consider a five-year ½-cent sales tax increase to fund street repair and maintenance and public safety needs. The tax is expected to raise approximately \$250 million in that five-year period, of which approximately \$100 million would be dedicated to repairing and maintaining City streets. Of that, \$60 million would be used for repair and maintenance of major streets in the City and \$40 million would be used for repair and maintenance of Tucson's local streets.

The BOC's scope has been extended to provide citizen oversight of the expenditure of the sales tax funds in the same way it has done for the bond funds that were approved by voters in 2012. With support from TDOT, the BOC has been working to select local streets for repair under the program.

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Bond Oversight Commission Membership And Attendance

The following is a list of the Commission members with their respective roles and appointers.

2012 Bond Oversight Commission Members:

Member	Role	Appointed By
Mr. Bruce Burke	Chair (2016)	City Manager
Mr. Dale Calvert	Co-Chair (2014)	City Manager
Mr. Daniel Castro	Chair (2017)	Ward 1
Mr. Melvin Cohen	Member	Mayor
****		City Manager
Ms. Cynthia Harper-Ayala*	Member	City Manager
Mr. Ian Johnson	Member	Ward 3
Mr. Al Wiruth**	Member	Ward 4
Mr. Jesse Lugo	Co-Chair (2015)	Ward 5
Mr. Steve Pageau	Chair (2014 & 2018)	Ward 6
Mr. Ned Beman***	Member	Ward 2

* Cynthia Harper-Ayala was appointed by the City Manager in August 2017.

** Al Wiruth was appointed to represent Ward 4 in August 2017.

*** Ned Beman was appointed to represent Ward 2, replacing Daniel Porzio, who attended the May, August and September 2017 meetings before resigning.

**** Ramon Gaanderse resigned from BOC on April 23, 2018.

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2012 Bond Oversight Commission Attendance Summary 2017-18

The BOC met nine times in FY 2017-18. The Commission oversaw the expenditure of funds on arterial and local street improvements.

Name	Appointed by:	5/22/2017	8/30/2017	9/18/2017	1/8/2018	2/12/2018	3/12/2018	4/24/2018	5/15/2018	6/25/2018
Bruce Burke	City Manager	X	X	X	X	X	X	X	X	X
Dale Calvert	City Manager	X	X	X	X	X	X	X	X	X
Daniel Castro	Ward 1	X	X	X	X	X	X	X	X	X
Melvin Cohen	Mayor	X		X	X	X	X	X	X	X
Ramon Gaanderse****	City Manager	X	X	X						
Cynthia Harper Ayala*	City Manager		X	X	X		X	X		X
Ian Johnson	Ward 3	X	X	X	X	X	X	X	X	X
Al Wiruth**	Ward 4				X	X	X	X	X	X
Jesse Lugo	Ward 5	X	X	X	X	X	X	X	X	X
Steve Pageau	Ward 6		X	X	X	X	X	X	X	X
Ned Beman***	Ward 2				X	X	X	X	X	X

* Cynthia Harper-Ayala was appointed by the City Manager in August 2017.

** Al Wiruth was appointed to represent Ward 4 in August 2017.

*** Ned Beman was appointed to represent Ward 2, replacing Daniel Porzio, who attended the May, August and September meetings before resigning.

**** Ramon Gaanderse resigned from the BOC on April 23, 2018.

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Meeting Highlights

MAY 22, 2017

Proposition 409 Road Recovery Bond Program

TDOT staff reported on the progress being made on Fiscal Year 2017 and 2018 arterial and local street packages.

TDOT staff noted that overall total Proposition 409 Road Recovery Bond Program expenses for 2014-18 were expected to exceed bond and interest revenue by about \$187,000. If expenses exceed revenue, Highway User Revenue Funds would be used to make up the difference.

Proposition 101 Tucson Delivers Safer Streets Program

TDOT staff reported on the results of the May 16 Proposition 101 election. Nearly 62 percent of those voting approved the five-year, half-cent sales tax for street improvements and public safety equipment and facility improvements. Collections of the additional half-cent sales tax were to begin July 1, 2017. The proposition called for the BOC to oversee the allocation of the anticipated \$100 million for road repairs over the next five years.

During the Call to the Audience, representatives of the Reddington Hills neighborhood,

near Escalante and Houghton roads, and of the Lamar City Acres neighborhood, south of Ajo Way and west of Interstate 19, spoke about the poor condition of their streets and asked the BOC to include their neighborhoods in plans for future improvements.

Pima County Road Repair

The BOC discussed a proposed Pima County 25-cent property tax increase to pay for road repairs and improvements. (The Board of Supervisors approved a tentative budget on May 23 that included the property tax increase.) The revenue will be spent only for repair and resurfacing of local, or residential, streets – but not sidewalks. The tax is expected to generate about \$8 million annually for five years for work inside the Tucson city limits. TDOT staff said conversations about the County's work within the City limits were ongoing.

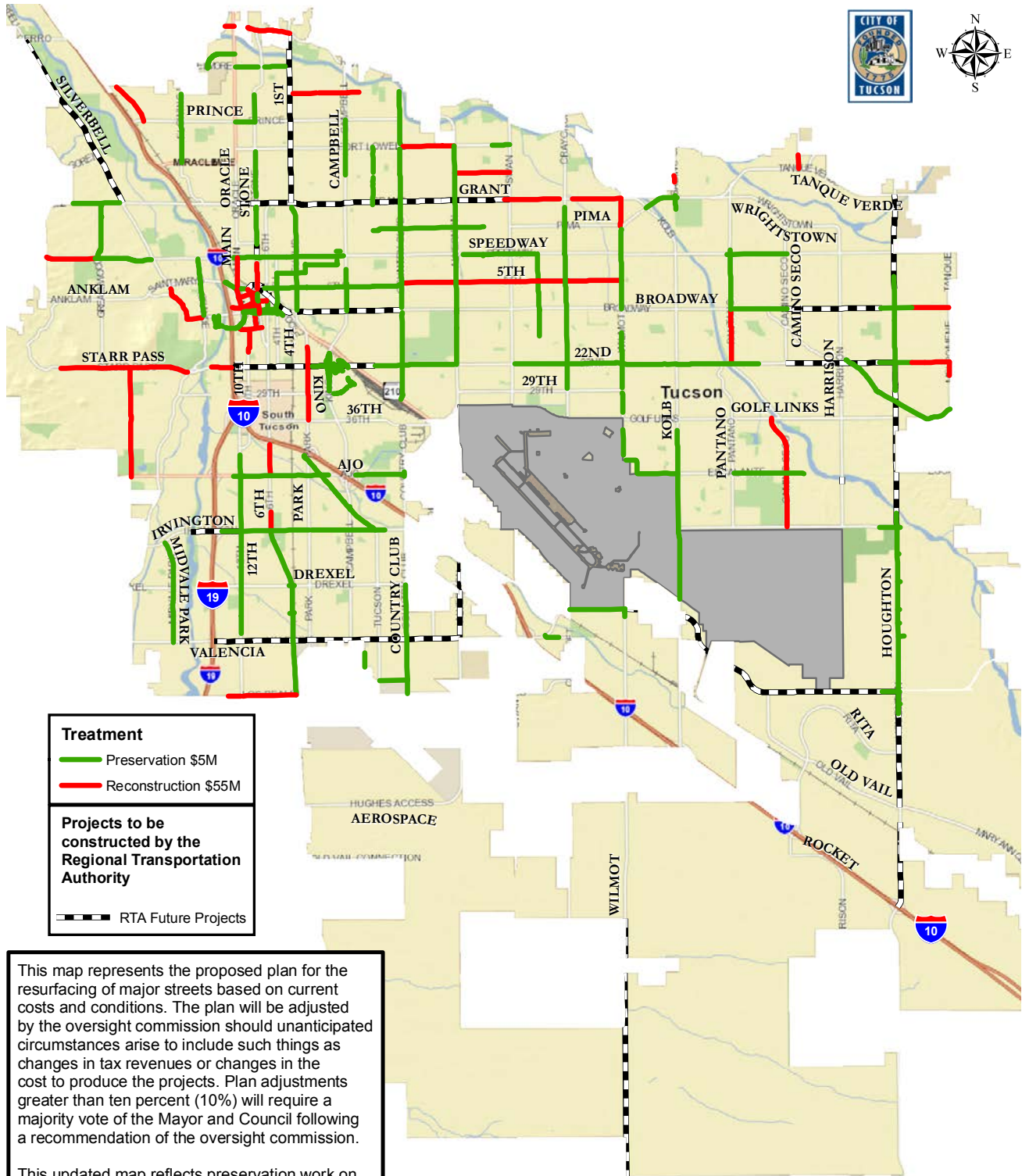
August 30, 2017

City Manager Mike Ortega attended the BOC meeting, thanked the BOC members for their oversight of the Proposition 409 Road Recovery Bond Program and said their successful effort contributed to voter approval of the Proposition 101 sales tax increase for road improvements.

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Proposition 101

Road Repair Plan – Major Streets



This map represents the proposed plan for the resurfacing of major streets based on current costs and conditions. The plan will be adjusted by the oversight commission should unanticipated circumstances arise to include such things as changes in tax revenues or changes in the cost to produce the projects. Plan adjustments greater than ten percent (10%) will require a majority vote of the Mayor and Council following a recommendation of the oversight commission.

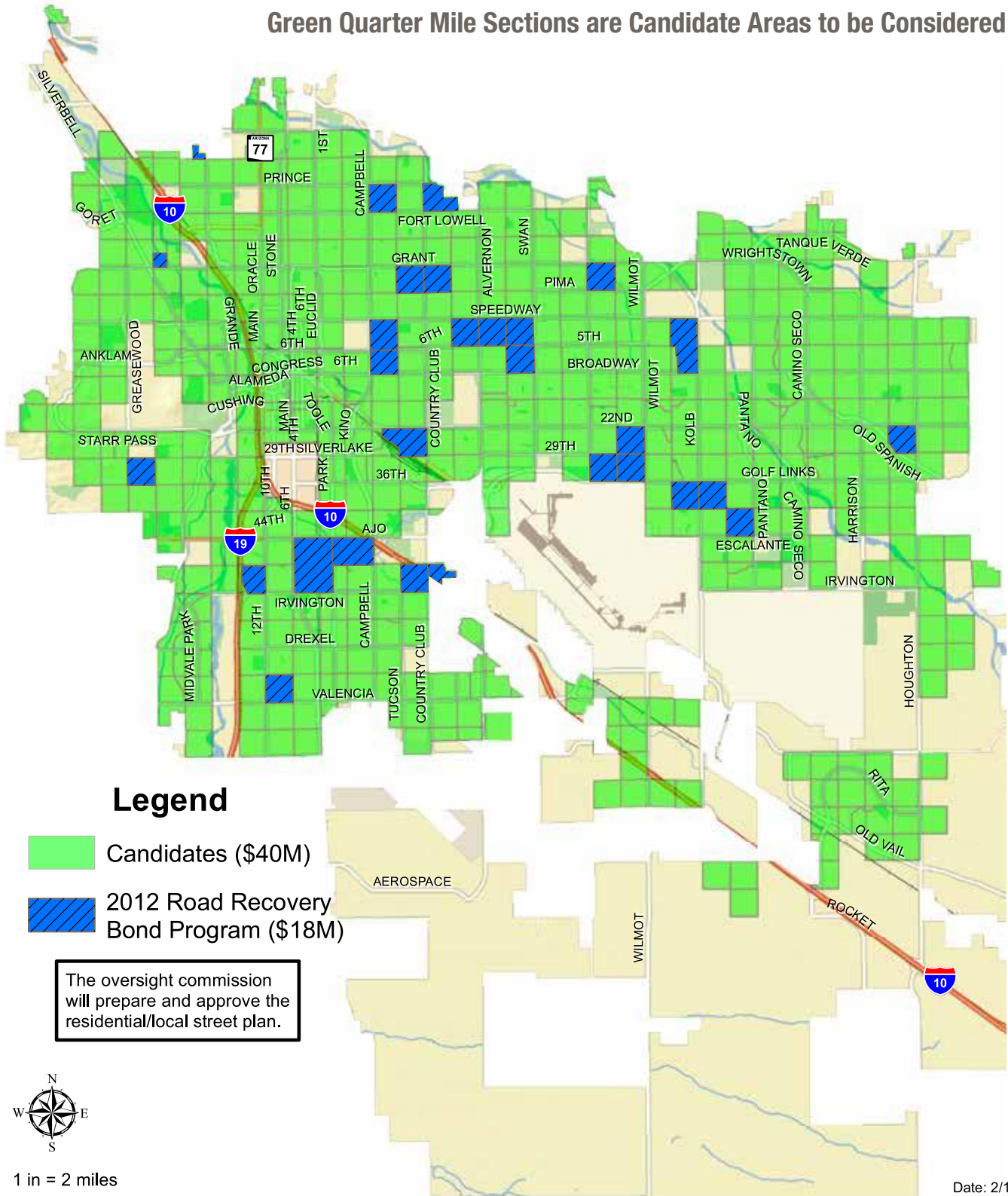
This updated map reflects preservation work on Country Club Road south of Drexel Road and Corona Road west of Country Club Road.

1 in = 2 miles

Date: 1/17/2017

Proposition 101 Road Repair Plan – Local Streets (Candidates)

Green Quarter Mile Sections are Candidate Areas to be Considered



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Meeting Highlights

He told them that they would now be tasked with:

- 1) Oversight of Prop 409 projects during its fifth and final year
- 2) Oversight of Prop 101 projects for the next five years
- 3) Recommending to the Pima County Transportation Advisory Committee (PCTAC) street improvement projects within the City limits that could be addressed with funds raised from the County's property tax increase.

The City's share of the County funds was estimated to be about \$8 million a year. Mr. Ortega encouraged the BOC to identify \$16 million to \$20 million in priority City projects to give the County committee some choice over the projects the County will address.

TDOT staff told the BOC that the PCTAC wanted a recommendation of City street improvement projects from the BOC by Oct. 10. Staff said TDOT would develop a number of scenarios, with different types of recommended treatments and estimated costs, for presentation to the BOC at its next meeting.

The BOC selected Steve Pageau to be Chair of the BOC for FY 2017-2018 and Ian Johnson to be Vice Chair.

Proposition 409 Road Recovery Bond Program

TDOT staff reported that all Proposition 409 Road Recovery Bond Program FY 2014 and FY 2015 project packages were completed. All FY 2016 project packages would be complete

when cooler weather allows the completion of one unfinished package. FY 2017 project packages were in various stages of completion. Contracts for FY 2018 project packages are expected to go out by the end of 2017.

TDOT staff presented the process that TDOT uses to improve streets, which includes design, cost estimating, the bid process, scheduling and quality control and assurance. Staff told the BOC that TDOT discovered that many of the streets it targeted for improvement lacked the subgrade or base needed to make surface treatment effective and long-lasting. Staff explained that because the pavement layers were often so thin, TDOT learned that micro-milling to smooth the existing road surface before applying a seal layer caused less damage (requiring patching) and was more effective than grinding or milling. TDOT also learned that a chip seal provided a longer-lasting surface in many cases than other seal types.

Proposition 101

Tucson Delivers Better Streets Program

TDOT Public Information Officer Mike Graham distributed a summary overview of the Aug. 24 Tucson Delivers – Better Streets Open House and an Excel spreadsheet of 88 comments from the open house. More than 110 people attended. Of the five sections of the City shown on maps at the open house, the Northwest section (northwest of Broadway and Alvernon) generated the most (35) comments, followed by the Southwest section (southwest of Broadway and Alvernon) with 23.

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Meeting Highlights

During the Call to the Audience, a representative of the Reddington Hills HOA asked the BOC to improve the streets in her neighborhood. Paul Polito of Tucson Asphalt Contractors asked the BOC to consider using the Green Asphalt product he has developed for local street improvements. Kylie Walzak, lead program manager for Living Streets Alliance, thanked the BOC for bicycle and pedestrian improvements in Prop 409 projects and encouraged the BOC to continue to consider bicycle and pedestrian improvements for Prop 101 projects. She also asked that a member of the Tucson-Pima County Bicycle Advisory Committee be added to the BOC.

September 18, 2017

Pima County Transportation Advisory Committee

TDOT Director Daryl Cole told the BOC that he would go before the PCTAC on Oct. 10 to

present City of Tucson's recommended local streets to be improved using County property tax funds. He presented maps showing five possible scenarios for the BOC to review. He said that TDOT had compiled an Overall Conditions Index (OCI) for all the local streets to determine which were in the worst condition. He said TDOT based its recommendation to the BOC on improving the worst streets first within the financial constraints imposed by the County.

He said TDOT based its scenario cost estimates on what it would cost to perform a 2½-inch mill and overlay on the identified streets. He asked the BOC to choose two of the five scenarios to be funded over two years and a third that would give the County some options as it determined actual costs and feasibility of improvements and would provide additional projects for improvement if funds become available.



More than 100 people attended the Tucson Delivers Better Streets Open House on August 24, 2017.

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Meeting Highlights

TDOT ranked the five scenarios according to which had the worst streets, with Scenario 1 being worst, Scenario 2 being next worst and so on, and recommended them in that order to the BOC for recommendation to Pima County.

The BOC voted to recommend Scenario 1 to the PCTAC for improvements in the first year of its program, Scenario 2 for improvements in the second year of its program and Scenario 3 as an alternate, should additional funds become available or project exchanges become necessary.

Proposition 101 Tucson Delivers Better Streets Program

During Call to the Audience, two residents near Wrightstown Road and Tanque Verde

Road asked the BOC to repair Green Acres Drive and other neighborhood streets.

Other

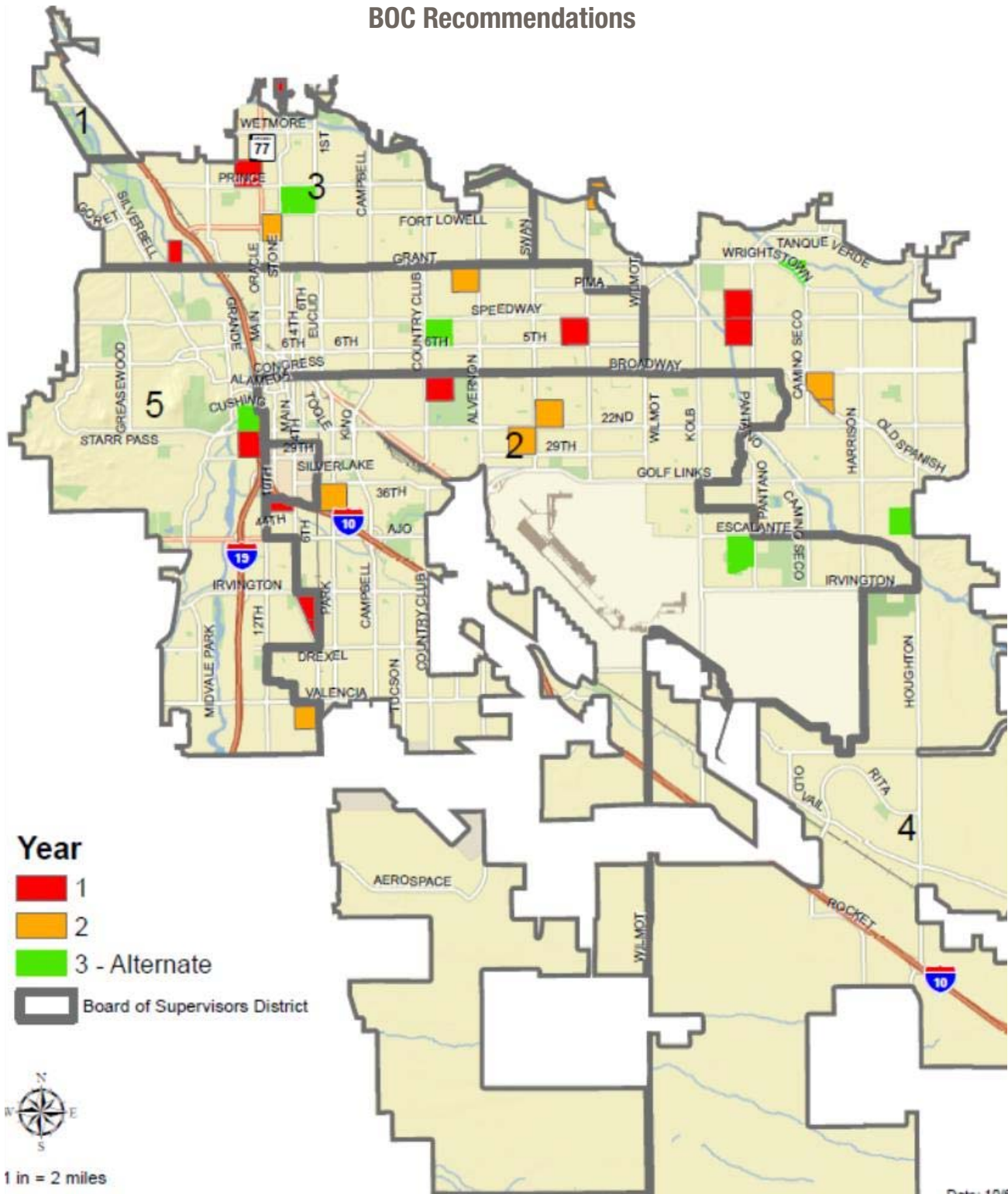
City Engineer Fred Felix told the BOC that Green Asphalt is a proprietary product that TDOT had tried out when it recently resurfaced Silverbell Terrace, near Grant Road and Silverbell Road. He said that the product looks good and rides “pretty smooth” but that it was too early to tell how well it would hold up. He said he expected to be able to report on that in a few years. He said it cost more than chip seal but less than a mill-graded mix. Joe Herrick, representing Tucson Asphalt Contractors, the developer of Green Asphalt, was in attendance and said the product had been used on 28 projects, the earliest in 2006. BOC Chair Steve Pageau invited Mr. Herrick to make a presentation at a future BOC meeting.



TDOT Streets and Traffic Maintenance Division Administrator Alfred Zuniga talks with a resident at the Tucson Delivers Better Streets Open House.

Pima County Regional Local Road Repair Program

BOC Recommendations



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Meeting Highlights

January 8, 2018

BOC Chair Steve Pageau welcomed Ned Beman and Al Wiruth to their first BOC meeting.

Proposition 409 Road Recovery Bond Program

TDOT staff reported that all Road Recovery rehabilitation and residential street projects through FY 2017 had been completed and that the program is expected to finish on budget and on schedule.

TDOT staff reported that the two remaining arterial packages are moving toward completion in FY 2018, the fifth and final year of the Road Recovery Program, and that all voter-approved arterials and the additional list of alternate projects approved by the Mayor and Council will be completed under the program. Staff also reported that two remaining residential packages are moving toward completion in FY 2018.

Proposition 101 Tucson Delivers Better Streets Program

Proposition 101 Tucson Delivers Program Manager Amber Kerwin reviewed the BOC's responsibilities under the sales tax-funded road improvement program. As occurred with the Road Recovery Program, the local streets to be improved will be selected by the BOC. TDOT Director Daryl Cole asked the BOC to provide some guidelines or metrics that it would use to select local streets for improvement and said that would allow TDOT to put

together some scenarios that the BOC could choose from. Mr. Cole said variables the BOC could consider include:

1. Selecting polygons or neighborhood grids for improvement instead of individual local streets
2. Selecting "worst first" streets for improvement instead of or in addition to employing pavement management practices that attempt to keep good roads in good condition rather than allowing them to fail before improving them
3. Combining "worst first" with some distribution by ward as Wards 2 and 4 would benefit substantially less from a strictly citywide "worst first" evaluation.

BOC member Ian Johnson asked the BOC to consider bike boulevards as a metric to increase a street's chances for improvement because bike boulevards get more use than residential streets that are not heavily used by bicyclists.

During Call to the Audience, representatives of the Reddington Hills HOA, Colonia Solana, Mortimer Addition, Jefferson Park Neighborhood Association, Pie Allen Neighborhood, Broadway Village, Catalina Vista, and Civano asked the BOC to consider using Proposition 101 (Tucson Delivers) sales tax revenue to improve their streets. BOC member Daniel Castro read a memo from Tucson City Councilor Regina Romero about the condition of streets in Ward 1.

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Meeting Highlights

Pima County Transportation Advisory Committee

Mr. Cole reported that the BOC's recommendation for residential improvements by Pima County in the City of Tucson during the first year and a possible second year of Pima County's program – plus a third group of alternate neighborhoods – was presented to the PCTAC, approved by that body and subsequently approved by the Pima County Board of Supervisors. He said that the first year of projects was going out to bid and that the PCTAC would probably revisit the proposed second-year projects. He said the BOC may want to bring the alternate neighborhoods presented to PCTAC back into the Tucson Delivers program as they may be considered for improvements sooner under Tucson Delivers than under the Pima County program.

Mr. Castro, who is also a PCTAC member, said there is a good chance that there won't be a second year for the Pima County program as Supervisor Steve Christie had proposed a County sales tax that would raise \$70 million a year for road improvements.

Other

Joe Herrick of Tucson Asphalt Contractors presented and distributed materials about Tucson Asphalt's Green Asphalt product. He said the product uses polymers and totally melted rubber (from tires), eliminates the need to remove old asphalt, and is more durable and economical than conventional asphalt. He also said the Arizona Department of Transportation has awarded a JOC contract

for the use of Green Asphalt by Tucson Asphalt Contractors. Fred Felix (TDOT) said that TDOT was evaluating the product, which was used in the Silverbell Terrace neighborhood in August 2017, and that TDOT was not permitted to test the product because it is proprietary.

February 12, 2018

Proposition 409 Road Recovery Bond Program

TDOT staff reported that Road Recovery Program expenses for all arterial rehabilitation projects were projected to total \$81,698,236, or 81 percent of program revenue, and \$18,799,726, or 19 percent of program revenue, for all residential projects.

During Call to the Audience, residents of the Palo Verde neighborhood spoke about their dissatisfaction with the double chip seal treatment their neighborhood streets received.

Fred Felix (TDOT) said that the treatment the Palo Verde neighborhood streets received – double chip seal – is the industry standard. To improve the streets more would have required replacing the pavement, which would have depleted the program's budget and kept TDOT from planned improvements to other neighborhood streets, he said.

Interim TDOT Director Robin Raine said that double chip seal is stronger than slurry seal, which is smoother but more likely to crack.

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Meeting Highlights

BOC Chair Steve Pageau said no residential streets in Tucson have had anything but chip seal or slurry seal applied in the past 10 years.

BOC member Ian Johnson asked about the more than \$700 million cost estimate for fixing all of Tucson's streets. Todd Kessler (TDOT) said that was the estimated cost to bring all Tucson streets to very good condition.

Proposition 101 Tucson Delivers Better Streets Program

City of Tucson Bicycle and Pedestrian Program Coordinator Andy Bemis shared a presentation on the City's Bicycle Boulevard Master Plan. Bicycle boulevards are residential streets with cross-town connectivity that have been modified with traffic calming, safer intersection crossings, signs, pavement markings and other amenities to prioritize the safety, comfort and convenience of people biking and walking. Third Street/University Boulevard and Fourth Avenue/Fontana Avenue are the City's first two bike boulevards.

The plan identifies a priority list of eight additional bike boulevards in Wards 1, 3, 5 and 6 for which some funding has been obtained. The estimated cost of resurfacing the nine existing and in-progress bicycle boulevards is approximately \$10.8 million.

Ms. Raine asked the BOC to provide some guidance on variables that the BOC wanted TDOT to use to develop some scenarios or

alternatives for improving local streets under the new program. She noted that the BOC previously selected polygons or neighborhood grids instead of individual local streets, and "worst first" streets for improvement, and also considered ward equity, in either lane miles improved or funds spent on improvements.

Mr. Johnson proposed that 10 percent of the sales tax funds for local street repair be used to improve bike boulevards with the remaining funds going to other street improvements.

BOC member Jesse Lugo proposed that the funds be distributed equally to each ward and that the worst streets in each ward be improved. He also suggested that the City consider using Green Asphalt, which the vendor said would cost \$8-9/square yard compared to the \$11/square yard that double chip seal costs.

BOC member Mel Cohen asked about the possibility of including some maintenance in the Tucson Delivers local streets plan to keep recently improved streets from deteriorating.

BOC member Daniel Castro suggested the funds be split equally among wards with 50 percent of the funds in each ward devoted to improving "worst first" streets, 25 percent to keeping poor streets from failing, 15 percent to keeping good streets good and 10 percent for bicycle improvements.

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Meeting Highlights

Ms. Raine said TDOT could report back to the BOC about what improvements could be accomplished on bike boulevards with different percentages of Tucson Delivers local street repair revenue.

Mr. Pageau then suggested that the remaining local street repair funds be split equally by ward and asked for TDOT to report on what it would cost to maintain the previous five years of Road Recovery residential projects.

Ms. Raine reminded the BOC that unlike Road Recovery bonds, Tucson Delivers sales tax funds must also address ADA improvements in the selected locations.

BOC member Bruce Burke reiterated the importance of managing the level of resident expectations, given the need for improvements and the limited funds.

Mr. Pageau noted that the Tucson Delivers Better Streets program would be able to spend twice as much on residential street improvements as the Proposition 409 Road Recovery program had. He also said that while the BOC had recommended to the Mayor and Council what local streets should be improved, it left the selection of treatment to TDOT; and he suggested that continue.

March 12, 2018

Proposition 409 Road Recovery Bond Program

TDOT staff reported that Road Recovery Program expenditures were expected to exceed the budget by \$108,134, which would be charged to Highway User Revenue Funds.

Proposition 101 Tucson Delivers Better Streets Program

Interim TDOT Director Robin Raine distributed and reviewed three scenarios for using the \$40 million that the Tucson Delivers Better Streets sales tax is expected to generate over five years. She said that the ward equity shown in the scenarios would not be achieved until the full five years of the program.

She also said that the street repair treatment would be reconstruction, replacing old pavement with new pavement.

- Scenario 1 allocates 10 percent of the funds to priority bike boulevard segments and distributes remaining funds by ward to repair worst streets polygons first.
- Scenario 2 distributes funds evenly by ward, gives polygons containing priority bike boulevards preference and then selects worst streets polygons by ward.

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- Scenario 3 distributes 5.5 percent of the funds to priority bike boulevard segments, then 6.5 percent of the funds to preservation of streets in fair condition/not yet failing, then distributes remaining funds by ward to repair worst streets polygons first.

BOC member Bruce Burke said the scenario maps need to differentiate between the projects Pima County approved for repair during the first year of its property tax-funded program and the TDOT projects submitted for year 2 or as alternates – as it appears unlikely that those projects will be undertaken by Pima County.

Jesus Garcia (TDOT) said neighborhoods improved through the Road Recovery Program (Proposition 409) are not eligible for maintenance or preservation under Proposition 101 because the map provided to voters showed the areas outside of Road Recovery Program neighborhoods as the ones that could be improved under Proposition 101.

BOC member Dale Calvert asked whether any of the scenarios were improving streets that residents had come to BOC meetings to request. Mr. Garcia said it would be difficult to base the selection of streets to be improved on the appearance of individuals or groups at BOC meetings. BOC member Ian Johnson pointed out that it would be unfair to select streets for improvement as a result of residents coming to BOC meetings because not all residents have the time or resources to actively participate in such meetings.

Mr. Johnson reviewed the bike boulevards proposed for improvement in Scenario 1 and said bike boulevards get a lot of use, especially from the larger population of cyclists who live near them – some of whom do not have cars – as well as cars. He also said that bike boulevards serve more than just the residents of the ward in which they are located. They connect wards to each other and are not a benefit only to the ward they are located in.



An asphalt milling machine removes the top layer of asphalt on Wilmot Road north of Golf Links.

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Meeting Highlights

BOC member Cynthia Harper-Ayala asked whether TDOT could provide a map showing where the calls and emails on the Citizen Request Log came from.

BOC Chair Steve Pageau pointed out that the BOC's selection of streets for improvements has been based on engineering considerations and actual street conditions. While the BOC respects the input it has received from Tucson residents and has a responsibility to listen to that input, the number of calls, emails and complaints should not be a criteria, he said.

During Call to the Audience, residents of the Catalina Vista neighborhood and the Rolling Hills neighborhood and the chair of the Winterhaven Festival of Lights spoke about the poor condition of their streets and asked the BOC to consider them for improvement. TDOT staff also distributed to the BOC a letter from an advocate for improved bike boulevards,

and an email requesting improvements to Treat Avenue south of Speedway.

April 24, 2018

Proposition 409 Road Recovery Bond Program

Priscilla Lane (TDOT) reported that bids on two local street improvement packages had come in about \$800,000 less than the engineer's estimate and that, as a result, the five-year Road Recovery Bond Program could end with a \$207,533 surplus.

Proposition 101 Tucson Delivers Better Streets Program

During Call to the Audience, a resident of the Catalina Vista neighborhood spoke about the poor condition of the neighborhood's streets and asked the BOC to consider them for improvement. Steve Arnquist, senior aide to Ward 1 City Councilor Regina Romero,



Asphalt paving is applied on Wilmot Road.

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Meeting Highlights

encouraged the BOC to devote more funds to repairing more streets in Ward 1 than the three current scenarios presented by TDOT call for to remedy what he called the history of disinvestment in the ward.

Michael Graham (TDOT) showed the BOC the Tucson map upon which he plotted the Road Recovery Program Citizen Request Log entries from the past 4½ years along with the polygons where local streets would be improved under the three possible scenarios TDOT prepared for the Tucson Delivers Better Streets sales tax program. He said it appeared that the polygon and bike boulevard improvements proposed in the scenarios coincide with the polygon and bike boulevard conditions addressed in the Citizen Request Log.

- Scenario 1: Of the 23 polygons and six bike boulevards proposed for improvement, improvements of 13 polygons and six bike boulevards were requested in the Citizen Request Log.
- Scenario 2: Of the 20 polygons proposed for improvement, improvements of 14 were requested in the Citizen Request Log.
- Scenario 3: Of the 40 polygons proposed for improvement and preservation and four bike boulevards proposed for improvement, improvements to 18 polygons and four bike boulevards were requested in the Citizen Request Log.

BOC member Jesse Lugo said that some of the scenario polygons designated for improvement are industrial areas, not neighborhoods; that the industrial area streets were not in as bad a shape as some neighborhood streets; and that he believed the Better Streets program should improve only neighborhood streets.

Mr. Graham explained that in addition to improvements to arterials, the Tucson Delivers ordinance refers to local streets, which are streets that are not arterials and which include streets in industrial areas.

BOC member Daniel Castro acknowledged that the BOC chose to repair the worst local streets first under the 2012 Proposition 409 Road Recovery Bond Program and disregarded ward equity. He distributed a breakdown of residential lane miles improved by ward under the bond program that showed that only 7.18 percent of the residential lane miles improved were in Ward 1. He asked the BOC to consider a “Scenario 4” that would improve more streets addressed in the Citizen Request Log and would focus on residential streets. He said he hoped that at the close of the five-year Better Streets program, there would be a more level result by ward.

BOC member Al Wiruth said he was concerned that the Tucson Delivers ordinance does not mention bike boulevards and that a BOC recommendation for local street repair that includes bike boulevard improvements is

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Meeting Highlights

a change that could require Mayor and Council approval. He expressed support for a plan that was based on ward equity but that did not single out bike boulevards for improvement.

BOC Chair Steve Pageau said that not all wards are created equal and that not all local streets in each ward needed treatment. He pointed out that the BOC did not have public input when they started the bond program and questioned how the BOC should weigh the public input it has received. He also questioned whether ward equity applied to lane miles improved per ward or funds spent per ward.

Interim TDOT Director Robin Raine said that TDOT did not have a breakdown of funds spent per ward for the bond program and that developing that now would be very challenging.

BOC member Dale Calvert said he thought that pursuing ward equity for local street repair as an end all was like chasing a rainbow. Ward 4 may have more streets than other wards but it also has more newer streets. The streets in Midvale Park are newer than many in his home ward, Ward 2, but Midvale Park has soil problems that have contributed to street problems.

BOC member Bruce Burke said the more the BOC tries to remedy past injustices, the more complicated its local street improvement recommendation process becomes.

Tucson Delivers Program Manager Amber Kerwin reported that more than \$18 million in Proposition 101 sales tax revenue was projected to be received by the end of the fiscal year (June 30), of which 40 percent would go to local streets.

Ms. Raine pointed out that the \$40 million provided by the 5-year Tucson Delivers sales tax to improve local streets will only address a small part of the estimated \$650 million in improvements that are needed to bring local Tucson streets up to standards. She said TDOT plans to mill and replace with 3 inches of asphalt any local streets designated for improvement (not preservation or maintenance) under the Better Streets program.

Mr. Pageau suggested that BOC members consult with their Council member about what they would like to see done with the No. 3 polygons submitted to Pima County that are unlikely to be improved by Pima County.

Mr. Lugo moved that the BOC choose Scenario 2. Mr. Burke seconded the motion.

Mr. Calvert said he would choose Scenario 3 because it is the only one that includes maintenance or preservation of pavement that was not yet failing. New asphalt will become old asphalt sooner without maintenance, he said.

Mr. Burke said that he thought the City budget should provide for maintenance.

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Meeting Highlights

Mr. Pageau said that if the BOC made a recommendation to the Mayor and Council, the Mayor and Council could change it as they had with the BOC's bond program recommendations.

Ms. Kerwin pointed out that under the Tucson Delivers ordinances, the BOC recommendation does not have to be submitted to the Mayor and Council for approval. The BOC needs to request Mayor and Council approval only if its recommendation changes the allocation or expenditure of funds by 10 percent or more.

Mr. Lugo withdrew his motion and said he wanted to give Council members more time to consider the scenarios before the BOC voted. Mr. Pageau tabled Mr. Lugo's motion until the next meeting.

May 15, 2018

Proposition 101 Tucson Delivers Better Streets Program

During Call to the Audience, members of the Barrio Santa Cruz Neighborhood Association and Enchanted Hills Neighborhood Association; Steve Arnquist, senior aide to Ward 1 City Councilor Regina Romero and a Ward 3 resident; a community organizer for Tierra Y Libertad Organization; and residents of Ward 1 spoke about the poor and unsafe conditions of streets in their neighborhoods and asked the BOC to improve their streets and to divide Proposition 101 funds among the wards to achieve ward equity for both the Proposition 409 and Proposition 101 street improvement programs.

A Rincon Heights neighborhood resident also speaking for the Pie Allen neighborhood advocated for improvements to turn



Plumer Avenue before repaving.

JULY 2018

Meeting Highlights

Ninth Street into a bike boulevard that would connect the Sam Hughes neighborhood to downtown.

A representative of the Country Club-Glenn Neighborhood Association (Ward 3) asked the BOC to improve 1) streets between Grant Road and Mabel Street between Mountain Avenue and Euclid Avenue; 2) Treat Avenue between Grant and Glenn Street; 3) East Cooper Street between Wilson and Campbell avenues, and Plumer, Olsen and Norton avenues; and 4) Lester, Waverly, Elm and other streets in the Jefferson Park neighborhood.

BOC member Jesse Lugo advocated for a 4th Scenario (besides the three presented by TDOT) that would allocate more Proposition 101 funds for Wards 1 and 5.

BOC member Daniel Castro referred to a memo from Ward 1 City Councilor Regina Romero in January about the poor conditions in a number of neighborhoods in Ward 1 and also advocated

for a 4th Scenario. He also spoke about the Tucson street improvement projects that the BOC had submitted to Pima County but that were unlikely to be carried out.

BOC Chair Steve Pageau said he shared Mr. Castro's concern about the City street projects that Pima County is not expected to get to and suggested that they be included among the projects that the BOC will consider for improvement under Proposition 101.

Mr. Castro asked TDOT to create a 4th Scenario that would include the Tucson local street projects left unfinished by Pima County.

BOC member Ned Beman suggested that TDOT use Scenario 2 as a base for incorporating the Tucson local street projects unfinished by Pima County. Scenario 2 distributes funds evenly by ward, gives polygons containing priority bike boulevards preference and then selects worst streets polygons by ward for improvement.



Plumer Avenue after repaving.

JULY 2018

Meeting Highlights

Mr. Lugo renewed his motion from the April 24 BOC meeting that the BOC vote to choose Scenario 2 as its plan to improve local streets under Proposition 101. Mr. Burke seconded the motion.

Mr. Castro proposed an amendment to Mr. Lugo's motion that TDOT use Scenario 2 as a base to create a Scenario 4 for the BOC's consideration that would include all Tucson local street projects submitted to but left unfunded by Pima County. His amendment was accepted by Mr. Burke, who had seconded Mr. Lugo's motion.

The BOC voted unanimously (9-0) by a show of hands to approve Mr. Lugo's motion with Mr. Castro's amendment.

June 25, 2018

Proposition 101 Tucson Delivers Better Streets Program

Members of the Barrio Santa Cruz Neighborhood Association in Ward 1 and the Desert Shadows Neighborhood Association in Ward 5 talked about the poor conditions of streets in their neighborhoods during Call to the Audience and asked the BOC to improve their streets with Proposition 101 funds.

Tucson Delivers Program Manager Amber Kerwin distributed a financial update on Tucson Delivers Better Streets and pointed out that as of May 31, the City had collected

\$17,095,943 in sales tax for arterial and local street improvements. Of that, \$119,645 had been expended for design services for the first package of arterials, which includes Silverbell Road, Congress Street and Speedway. An additional \$295,091 was encumbered to pay for those design services. Ms. Kerwin said that the City projects that it would collect \$18.9 million for Better Streets by June 30, the end of the fiscal year.

Letters from Mayor Jonathan Rothschild and Council members Regina Romero and Paul Durham and a packet of the original three scenarios along with new Scenario 4 and new Scenario 5 was distributed to the BOC.

Interim TDOT Director Robin Raine explained that Scenario 4, as requested by the BOC at its May 15 meeting, was based on Scenario 2 but added back in the projects that the BOC had recommended to Pima County for improvement with its property tax increase but that Pima County was not expected to complete. Scenario 2 distributes funds evenly by ward, gives polygons containing priority bike boulevards preference and then selects worst streets polygons by ward for improvement.

Ms. Raine also pointed out that any polygons that were 50 percent or more business or industrial streets were removed.

She explained that Scenario 5 was requested by the City Manager and attempted to allocate Proposition 101 sales tax funds to the wards in such a way that the costs of local

JULY 2018

Meeting Highlights

street improvements under Proposition 409 and Proposition 101, taken together, would ultimately be about equal for each ward. Under Scenario 5, the streets or polygons Councilor Romero requested in her memo would be improved in Ward 1 (under this scenario, the funds allocated to Ward 1 were not sufficient to include all neighborhoods listed in Ward 1's memo). For the other five wards, polygons containing priority bike boulevards would be given preference and then worst streets polygons by ward would be selected for improvement. Scenario 5 takes under consideration the projects that Pima County is not expected to complete, but does not necessarily add them back in to each ward's polygons for improvement.

Ms. Raine also said that the Overall Condition Index (OCI) of some of the streets listed in Councilor Romero's letter were higher (and therefore in better condition) than some of the polygons that would have been included under a "worst first" standard. However, she added that all the streets in the Councilor's letter were failed streets.

BOC member Bruce Burke said that the BOC needed to be conscious of public perception because public support will be key to raising more funds for street improvements in the future. The funds expended under Proposition 409 and Proposition 101, taken together, should be more equal by ward than the previous scenarios proposed, he said. However, he said that the BOC should still apply objective street condition criteria in all wards to select

streets for improvement, instead of allowing a ward office or City Council member to request specific streets.

BOC member Jesse Lugo said that the streets improved in Ward 5 under Proposition 409 did not receive long-lasting treatment. He moved that Green Asphalt, Tucson Asphalt Contractors' proprietary product made of recycled tires, be used on one project in each ward under Proposition 101. He said it would cost less than the mill and replace treatment TDOT anticipates using.

Ms. Raine said Green Asphalt's estimates didn't include subgrade prep and work or installing the pedestrian ramps that the ADA requires under Proposition 101 and that setting aside projects for Green Asphalt would keep other contractors from bidding.

BOC member Cynthia Ayala-Harper seconded Mr. Lugo's motion.

Mr. Burke objected to requiring Green Asphalt be used because its proprietary nature prevented the City from knowing the ingredients and testing the product; and also prevents competitive bidding. BOC member Ned Beman also expressed concern about the City's inability to test the product.

Ms. Raine said the City already had a Green Asphalt test project in Silverbell Terrace. The project is showing reflective cracking and so far is not exhibiting the self-healing property that Tucson Asphalt Contractors claimed for it.

JULY 2018

Meeting Highlights

Mr. Lugo's motion failed 4-6, with he, Ms. Ayala-Harper, BOC member Daniel Castro and BOC chairman Steve Pageau voting for it and BOC members Ian Johnson, Dale Calvert, Al Wiruth and Mel Cohen; and Mr. Burke and Mr. Beman voting against it.

Returning to the discussion of possible scenarios, Mr. Wiruth said he would not support Scenario 5 because it did not include many projects in Ward 4.

Mr. Castro said Proposition 101 gave the BOC an opportunity to improve on Proposition 409 by allocating funds more equitably across the wards. Such a distribution would generate more voter support for Pima County's road-repair bond election in the fall. He summarized that Scenario 5 provided ward equity by taking Proposition 101 and Proposition 409 expenditures together, reflected feedback from residents, and gave some preference to bike boulevards; and he moved that the BOC choose Scenario 5 as the local street improvement plan for Proposition 101. Mr. Lugo seconded the motion.

Mr. Burke offered an amendment to the motion that would strike the use of the Ward 1 memo list of streets from the criteria used to determine local streets for improvement under Scenario 5, instead applying the worst first criteria used in the other five wards. Mr. Castro and Mr. Lugo both agreed to the amendment.

Mr. Castro's Scenario 5 motion, as amended by Mr. Burke, passed 8-2, with Mr. Wiruth and Mr. Cohen voting against and Mr. Castro, Mr. Burke, Mr. Lugo, Mr. Johnson, Mr. Calvert, Ms. Ayala-Harper, Mr. Beman and Mr. Pageau voting for.

The Commission directed that TDOT develop this scenario based on the revised criteria. Provided the scenario and changes within Ward 1 comply with the above direction, it was not necessary for the Commission to reconvene to review and approve the map. TDOT Public Information Officer Mike Graham said that TDOT would be able to provide a wrap-up of Proposition 409 in the fall. Although the arterial projects are done, not all the invoices are in. Local street improvement at Wilmot and Golf Links is delayed by a Tucson Water project in the area.

The BOC agreed to schedule its next meeting on Monday, October 15.

JULY 2018

Road Recovery Financial Status

CITY OF TUCSON
 PROPOSITION 409
 ROAD RECOVERY PROGRAM OVERVIEW
 As of March 31, 2018



Package Type	Pkg No.	Engineer's Estimate	Actual Bid	Awarded To	Actual Contractor Construction Cost	Actual Other Incidental Costs	Actual Total Costs To Date	Encumbered	Center-line Miles	Project Status
GO STREET BONDS, SER 2013 (FY 2014 Projects)										
Fund 040										
Fogseal	1	\$480,803	\$519,264	So. Az. Paving	\$870,370	\$4,829	\$875,199		16.71	100% Compl
Seal Coat	1	\$3,149,345	\$2,995,088	So. Az. Paving	\$2,794,994	\$67,320	\$2,862,313		15.17	
Crackseal	1	\$449,000	\$453,500	So. Az. Paving	See above	See above	See above			
Mill & Overlay	1	\$485,213	\$454,786	So. Az. Paving	\$541,682	\$58,224	\$599,906		0.8	
Mill & Overlay	2	\$3,871,572	\$3,202,602	Granite Construction	\$3,700,404	\$206,681	\$3,907,085		5.15	
Mill & Overlay	3	\$773,645	\$650,998	So. Az. Paving	\$745,769	\$34,449	\$780,218		2.72	
Mill & Overlay	4	\$320,174	\$300,689	Granite Construction	\$258,834	\$29,142	\$287,976		0.75	
Mill & Overlay	5	\$1,779,192	\$1,693,232	So. Az. Paving	\$1,507,439	\$136,425	\$1,643,864		2.7	
Mill & Overlay	6	\$2,300,000	\$2,381,386	So. Az. Paving	\$2,379,885	\$159,912	\$2,539,797		4.68	
Reconstruct	1	\$1,423,628	\$1,353,099	Granite Construction	\$1,383,018	\$117,412	\$1,500,431		1.48	
Reconstruct	2	\$2,562,916	\$1,963,628	So. Az. Paving	\$2,160,403	\$167,460	\$2,327,863		2.94	
Residential	1	\$677,176	\$637,428	So. Az. Paving	\$727,070	\$49,784	\$776,854		3.85	
Residential	2	\$964,488	\$848,000	So. Az. Paving*	\$646,794	\$6,417	\$653,211		5.57	
Residential	3	\$566,384	\$505,380	So. Az. Paving	\$611,198	\$20,681	\$631,880		4.13	
Residential	4	\$628,768	\$599,779	So. Az. Paving	\$767,323	\$37,669	\$804,992		3.83	
Fogseal (FY15)	1				\$0	\$5,063	\$5,063			
Reconstruct (FY15)	1				\$0	\$1,761	\$1,761			
		\$20,432,304	\$18,558,859		\$19,095,183	\$1,103,229	\$20,198,412		70.48	
GO STREET BONDS, SER 2014 (FY 2015 Projects)										
Fund 041										
Mill & Overlay (FY14)	6			So. Az. Paving	\$78,511	\$1,196	\$79,707	\$0		100% Compl
Reconstruct (FY14)	1				\$0	\$372,395	\$372,395	\$0		
Reconstruct (FY14)	2				\$0	\$16,548	\$16,548	\$0		
Residential (FY14)	2	* See above	* See above	So. Az. Paving	\$231,524	\$8,164	\$239,688	\$0	* See above	
Fogseal	1	\$536,597	\$493,896	So. Az. Paving	\$707,031	\$49,718	\$756,749	\$0	11.54	
Rehabilitation (FY15)	4	\$5,030,000	\$4,991,691	So. Az. Paving*	\$2,300,184	\$176,404	\$2,476,588	\$0	1.75	
Rehab	1	\$13,906,400	\$10,899,500	Sunland Asphalt	\$10,379,223	\$868,560	\$11,247,783	\$0	16.69	
Reconstruct	1	\$2,026,303	\$1,763,816	So. Az. Paving	\$2,278,721	\$33,332	\$2,312,053	\$0	6.94	
Residential	1	\$2,900,000	\$2,417,417	Intermountain Slurry*	\$2,515,865	\$115,469	\$2,631,334	\$0	19.96	
		\$24,399,300	\$20,566,320		\$18,491,059	\$1,641,786	\$20,132,845	\$0	56.88	

JULY 2018

Road Recovery Financial Status



Package Type	Pkg No.	Engineer's Estimate	Actual Bid	Awarded To	Actual Contractor Construction Cost	Actual Other Incidental Costs	Actual Total Costs To Date	Encumbered	Center-line Miles	Project Status
GO STREET BONDS, SER 2017 (FY 2018 Projects)										
										Fund 044
Rehab/Resi Incid Costs		\$480,000	\$0		\$0	\$0	\$0	\$0		
Rehabilitation (FY16)	2	*See above	*See above	Borderland	\$3,907,320	\$0	\$3,907,320	\$0		*See above
Residential (FY16)	4	*See above	*See above	So. AZ. Paving	\$0	\$5,400	\$5,400	\$0		*See above
Rehabilitation (FY17)	1	*See above	*See above	So. AZ Paving	\$0	\$21,467	\$21,467	\$0		*See above
Residential	3	*See above	*See above	So. AZ Paving	\$6,142	\$920	\$7,062	\$0		*See above
Residential	4	*See above	*See above	So. AZ Paving	\$391,010	\$9,537	\$400,547	\$0		*See above
Rehab. (Mill/Ov)	1	\$5,761,526	\$5,637,374	So. AZ Paving	\$2,159,243	\$77,405	\$2,236,648	\$3,478,131	7.06	
Rehabilitation	2	\$3,775,939	\$3,913,818	So. AZ Paving	\$545,586	\$323	\$545,909	\$3,913,818	5.06	
Residential	3	\$3,140,210	\$2,313,977	Sunland Asphalt	\$0	\$34,168	\$34,168	\$31,295	16.82	
Residential	4	\$1,937,691	\$1,813,020	VSS International	\$0	\$4,153	\$4,153	\$0	11.87	
		\$15,095,366	\$13,678,189		\$7,009,301	\$153,372	\$7,162,673	\$7,423,244	40.81	

PROGRAM SUMMARY

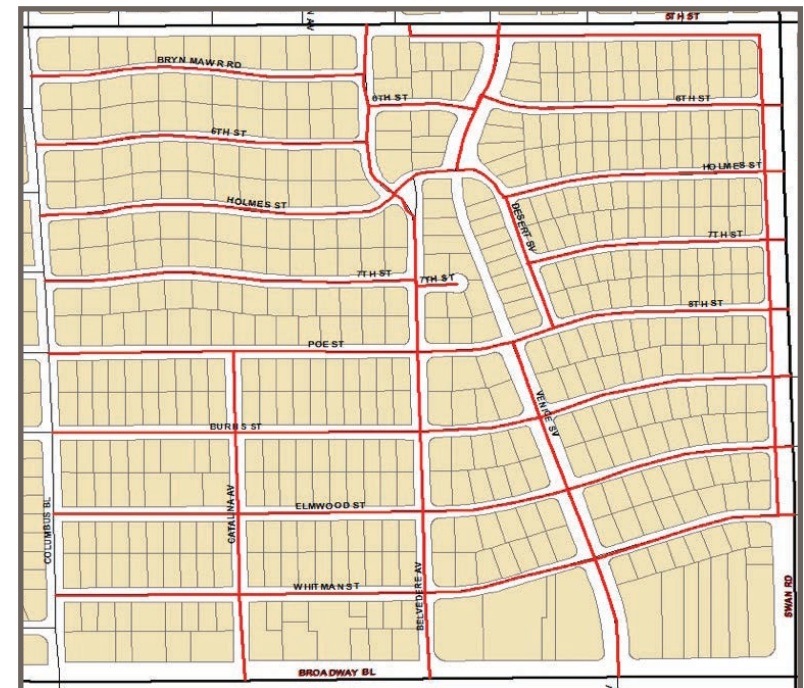
	Project Totals	Completed	Residential	Rehabilitation	Costs/Enc to date	Remaining Engineer's Est	Proj Bal	
FY 2014-Fund 040	\$20,198,412	Completed			\$100,127,682	\$0	\$100,127,682	
FY 2015-Fund 041	\$20,132,845	Completed			\$18,094,245	\$0	\$18,094,245	18%
FY 2016-Fund 042	\$20,003,958	Completed			\$82,033,437	\$0	\$82,033,437	82%
FY 2017-Fund 043	\$20,599,553	Closing-out						
FY 2018-Fund 044	\$19,192,914	Includes Eng Estimates						
	\$100,127,682							
		Expense						
	<u>Bond/Int Rev</u>	<u>(Actual/Projected)</u>		<u>Variance</u>				
FY 2014-Fund 040	\$20,198,412	\$20,198,412		\$0				
FY 2015-Fund 041	\$20,132,845	\$20,132,845		\$0				
FY 2016-Fund 042	\$20,003,958	\$20,003,958		\$0				
FY 2017-Fund 043	\$20,000,000	\$20,599,553		(\$599,553)	Balance to Fund 044			
FY 2018-Fund 044	\$20,000,000	\$19,192,914		\$807,086				
	\$100,335,215	\$100,127,682		\$207,533				

JULY 2018

5 Year G.O. Bond Local Streets - Fiscal Year 2018 Project Locations

Poets Square (5th St & Swan Rd)

Route	From	To
7th St	Columbus Bl	Belvedere Av
10th St	Belvedere Av	Swan Rd
Holmes St	Desert Sv	Swan Rd
Bryn Mawr Rd	Columbus Bl	Belvedere Av
Holmes St	Columbus Bl	Desert Sv
5th St (South Frontage Rd)	5th St	Swan Rd (West Frontage Rd)
Whitman St	Columbus Bl	Belvedere Av
Swan Rd (West Frontage Rd)	5th St (South Frontage Rd)	10th St
6th St	Columbus Bl	Belvedere Av
8th St	Venice Sv	Swan Rd
Venice Av	8th St	Broadway Bl
Burns St	Columbus Bl	Swan Rd
Belvedere Av	5th St	Broadway Bl
Desert Sv	5th St	8th St
9th St	Belvedere Av	Swan Rd
Catalina Av	Poe St	Broadway Bl
6th St	Belvedere Av	Swan Rd
Elmwood St	Columbus Bl	Belvedere Av
Poe St	Columbus Bl	Venice Sv
7th St	Desert Sv	Swan Rd

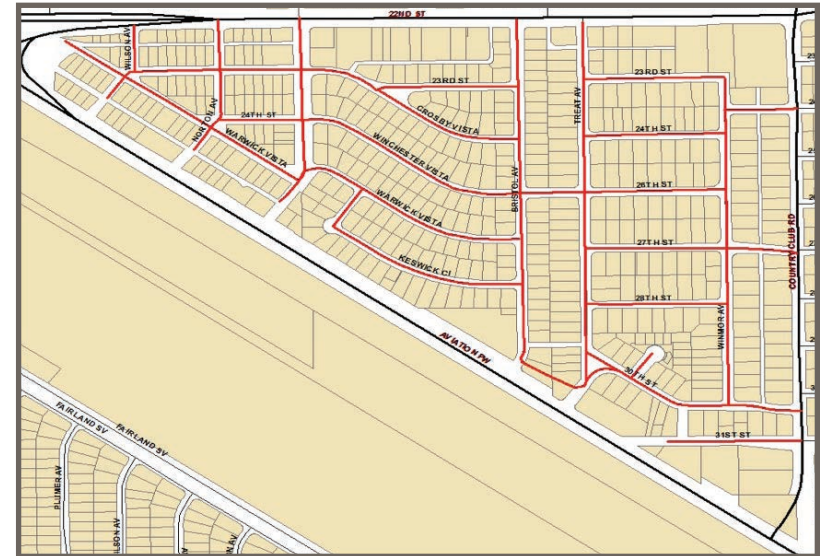


JULY 2018

5 Year G.O. Bond Local Streets - Fiscal Year 2018 Project Locations

Barrio Centro (22nd St & Country Club Rd)

Route	From	To
Treat Av	22nd St	30th St
26th St	Bristol Av	Winmor Av
28th St	Treat Av	Winmor Av
Keswick Ci	Warwick Vista	Bristol Av
24th St	Winmor Av	Country Club Rd
Crosby Vista	23rd St	Bristol Av
23rd St	Treat Av	Winmor Av
30th Pl	30th St	30th St
23rd St	Wilson Av	Bristol Av
30th St	Treat Av	Country Club Rd
Wilson Av	22nd St	23rd St
30th St	Treat Av	30th St
Bristol Av	22nd St	30th St
Winchester Vista	Tucson Bl	Bristol Av
Winmor Av	23rd St	30th St
Warwick Vista	Wilson Av	Bristol Av
31st Pl	Country Club Rd	Country Club Rd

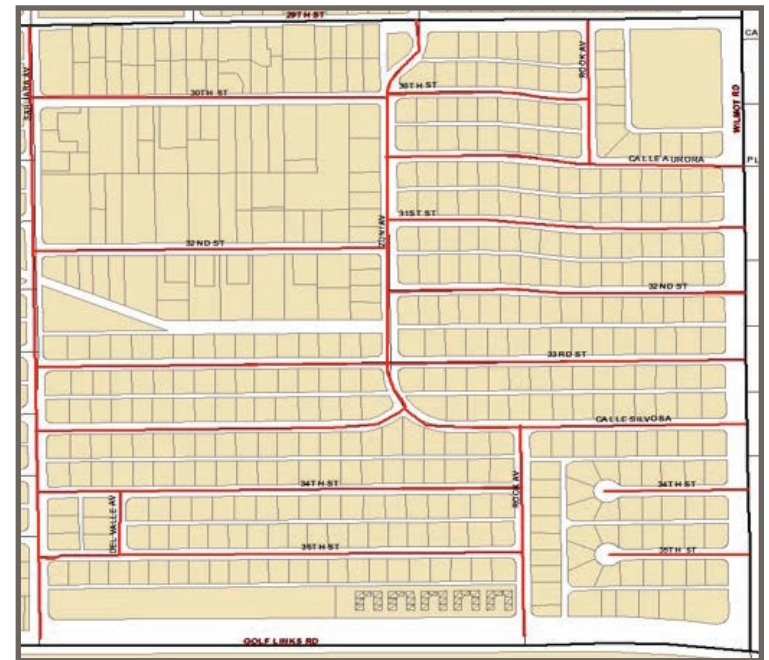


JULY 2018

5 Year G.O. Bond Local Streets - Fiscal Year 2018 Project Locations

29th St & Wilmot Rd

Route	From	To
Sahuara Av	29th St	Golf Links Rd
31st St	Zuni Av	Wilmot Rd
32nd St	Sahuara Av	Zuni Av
Rook Av	29th St	Calle Aurora
33rd St	Sahuara Av	Zuni Av
33rd St	Zuni Av	Wilmot Rd
Zuni Av	29th St	Calle Silvosa
Rook Av	Calle Silvosa	Golf Links Rd
35th St	Wilmot Rd	Wilmot Rd
Calle Silvosa	Sahuara Av	Zuni Av
30th St	Zuni Av	Rook Av
Calle Aurora	Zuni Av	Wilmot Rd
32nd St	Zuni Av	Wilmot Rd
34th St	Wilmot Rd	Wilmot Rd
35th St	Sahuara Av	Rook Av
30th St	Sahuara Av	Zuni Av
Del Valle	34th St	35th St
34th St	Sahuara Av	Rook Av
Calle Silvosa	Zuni Av	Wilmot Rd



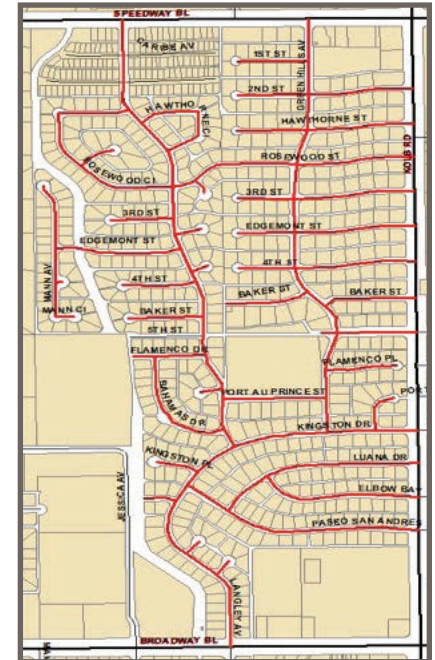
JULY 2018

5 Year G.O. Bond Local Streets - Fiscal Year 2018 Project Locations

Speedway Bl & Kolb Rd

Route	From	To
Mann Av (eyebrow #1)	Mann Av	Mann Av
4th St	Kolb Rd	Kolb Rd
Hawthorne St	Green Hills Av	Kolb Rd
Edgemont St	Mann Av	Caribe Av
4th St	Green Hills Av	Kolb Rd
Elbow Bay Dr	Luana Dr	Kolb Rd
4th St	Caribe Av	Caribe Av
2nd St	Kolb Rd	Kolb Rd
Kingston Ct	Kolb Rd	Kolb Rd
Caribe Pl	Caribe Av	Caribe Av
Baker St	Caribe Av	Caribe Av
Flamenco Dr	Bahamas Dr	Caribe Av
Green Hills Av	Speedway Bl	5th St
Caribe Av	Speedway Bl	5th St
Edgemont St	Kolb Rd	Kolb Rd
Rosewood Pl	Rosewood Ci	Rosewood Ci
Green Hills Av	5th St	Kingston Dr
Langley Av (cul-de-sac #2)	Langley Av	Langley Av
Caribe Av	5th St	Kingston Dr
Placita Caribe	Caribe Av	Caribe Av
Hawthorne Ci	Caribe Av	Caribe Av
Port Au Prince St	Caribe Av	Green Hills Av
Paseo San Andres	Langley Av	Kolb Rd
Kingston Ct	Kingston Dr	Kingston Dr

Route	From	To
1st St	Green Hills Av	Green Hills Av
Langley Av	Paseo San Andres	Broadway Bl
Baker St	Green Hills Av	Green Hills Av
5th St	Kolb Rd	Kolb Rd
Kingston Pl	Kingston Dr	Kingston Dr
Luana Dr	Paseo San Andres	Kolb Rd
Bahamas Dr	Flamenco Dr	Caribe Av
Elbow Bay Dr	Kolb Rd	Kolb Rd
Paseo San Andres	Langley Av	Langley Av
Kingston Dr	Paseo San Andres	Kolb Rd
Flamenco Pl	Green Hills Av	Green Hills Av
3rd St	Green Hills Av	Kolb Rd
Rosewood St	Rosewood Ci	Kolb Rd
Paseo San Andres	Kolb Rd	Kolb Rd
Mann Av	Edgemont St	Mann Ci
Baker St	Kolb Rd	Kolb Rd
Rosewood Ci	Caribe Av	Rosewood St
Baker St	Green Hills Av	Kolb Rd
Rosewood St	Kolb Rd	Kolb Rd
Edgemont Pl	Caribe Av	Caribe Av
Mann Ci	Mann Av	Mann Av
Hawthorne St	Kolb Rd	Kolb Rd
5th St	Green Hills Av	Kolb Rd
Langley Av (cul-de-sac #1)	Langley Av	Langley Av

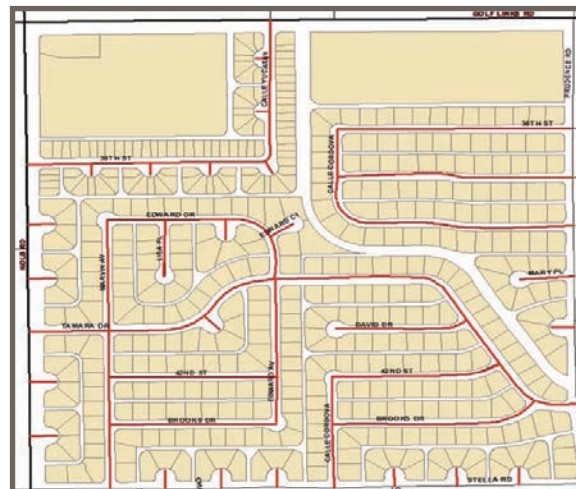


5 Year G.O. Bond Local Streets - Fiscal Year 2018 Project Locations

Golf Links Rd & Prudence Rd

Route	From	To
Edward Dr (cul-de-sac #1)	Edward Dr	Edward Dr
Kolb Rd (eyebrow #1)	Kolb Rd	Kolb Rd
Edward Dr	Marvin Av	Tamara Dr
Calle Yucatan (eyebrow #1)	50W Calle Yucatan	Calle Yucatan
Kolb Rd (eyebrow #2)	Kolb Rd	Kolb Rd
Stella Rd (eyebrow #6)	86N Stella Rd	Stella Rd
Stella Rd (eyebrow #1)	Stella Rd	Stella Rd
Calle Cordova	38th St	Lurlene Dr
42nd St	Calle Cordova	Tamara Dr
Calle Yucatan (eyebrow #2)	Calle Yucatan	Calle Yucatan
Edward Ci	Edward Dr	Edward Dr
Tamara Dr	Kolb Rd	Edward Av
David Dr	Tamara Dr	Tamara Dr
38th St (eyebrow #2)	38th St	38th St
42nd St	Marvin Av	Edward Av
Stella Rd (eyebrow #5)	Stella Rd	Stella Rd
Mary Pl	Prudence Rd	Prudence Rd
38th St (eyebrow #3)	38th St	38th St
Brooks Dr	Marvin Av	Edward Av
Edward Av	Tamara Dr	Brooks Dr
38th St	Calle Cordova	Prudence Rd
Prudence Rd (eyebrow #1)	Prudence Rd	Prudence Rd
Stella Rd (eyebrow #3)	Stella Rd	Stella Rd
Tamara Dr	Edward Av	Prudence Rd

Route	From	To
Lurlene Dr	Calle Cordova	Prudence Rd
Tamara Dr (cul-de-sac #1)	Tamara Dr	Tamara Dr
39th St	Calle Cordova	Prudence Rd
Calle Yucatan	Golf Links Rd	38th St
38th St	Kolb Rd	Calle Yucatan
Kolb Rd (eyebrow #3)	Kolb Rd	Kolb Rd
Calle Cordova	42nd St	Stella Rd
Stella Rd (eyebrow #2)	Stella Rd	Stella Rd
Kolb Rd (eyebrow #4)	Kolb Rd	Kolb Rd
Lisa Pl	Edward Dr	Edward Dr
Brooks Dr	Calle Cordova	Tamara Dr
Stella Rd (eyebrow #4)	Stella Rd	Stella Rd

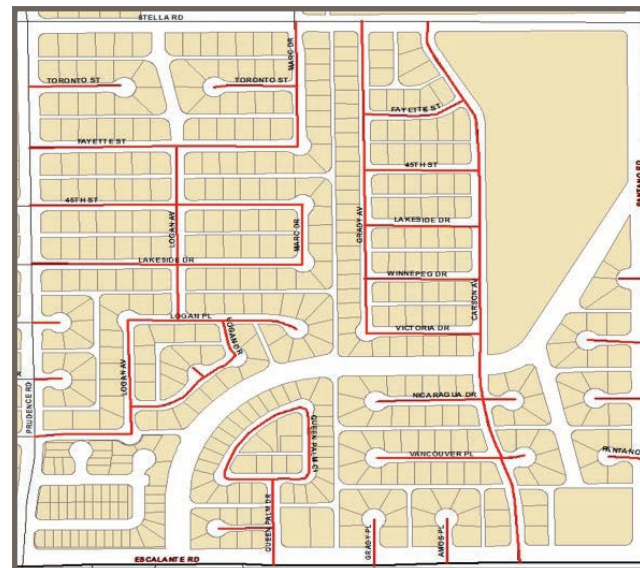


5 Year G.O. Bond Local Streets - Fiscal Year 2018 Project Locations

Stella Rd & Pantano Rd

Route	From	To
Carson Av	Winnepeg Dr	Vancouver Pl
Logan Av	Logan Pl	Vancouver Dr
Fayette St	Prudence Rd	Marc Dr
Victoria Dr	Pantano Rd	Pantano Rd
Queen Palm Dr	Queen Palm Ci	Escalante Rd
Vancouver Dr	Prudence Rd	Logan Av
Toronto St	Prudence Rd	Prudence Rd
Logan Dr (eyebrow #1)	Logan Dr	Logan Dr
Prudence Rd (cul-de-sac #2)	Prudence Rd	Prudence Rd
Logan Dr	Logan Av	Logan Pl
Vancouver Dr	Prudence Rd	Logan Av
Winnepeg Dr	Grady Av	Carson Av
Marc Dr	45th St	Lakeside Dr
Fayette St	Grady Av	Carson Av
Carson Av	Vancouver Pl	Escalante Rd
45th St	Prudence Rd	Marc Dr
Prudence Rd (cul-de-sac #1)	Prudence Rd	Prudence Rd
Queen Palm Ci	Queen Palm Dr	Queen Palm Dr
Nicaragua Dr	Pantano Rd	Pantano Rd
Pantano Rd (eyebrow #1)	Pantano Rd	Pantano Rd
Victoria Dr	Grady Av	Carson Av
Queen Palm Pl	Queen Palm Dr	Queen Palm Dr
Nicaragua Dr	Carson Av	Carson Av
Marc Dr	Stella Rd	Fayette St

Route	From	To
Toronto St	Marc Dr	Marc Dr
Logan Av	Lakeside Dr	Logan Pl
Carson Av	Stella Rd	Winnepeg Dr
Grady Pl	Escalante Rd	Escalante Rd
Lakeside Dr	Grady Av	Carson Av
Logan Av	Fayette St	Lakeside Dr
Grady Av	Stella Rd	Victoria Dr
Vancouver Pl	Carson Av	Carson Av
Amos Pl	Escalante Rd	Escalante Rd
45th St	Grady Av	Carson Av



JULY 2018

Major Streets FY17 and FY18 Completed Projects

Treatment	Ward(s)	Route	Begin	End
Mill & Overlay	1,5	Valencia Rd	12th Ave	Alvernon Way
Mill & Overlay	1,5	12th Ave	44th St	Santa Paula St
Mill & Overlay	5	Plumer Ave	Elvira Rd	Medina Rd
Mill & Overlay	6	Alvernon Way	Speedway Blvd	22nd St
Mill & Overlay	6	Pima St	Country Club Rd	Columbus Blvd
Mill & Overlay	5	Country Club Rd	Grant Rd	29th St
Mill & Overlay	2,6	Wilmot Rd	Pima St	Broadway Blvd
Mill & Overlay	2,6	Wilmot Rd	Park Place Dr	29th St
Mill & Overlay	2,4	Wilmot Rd	29th St	Golf Links Rd
Mill & Overlay	4	Wilmot Rd	Golf Links Rd	Nicaragua Dr
Mill & Overlay	2	Tanque Verde Rd	Kolb Rd	Sabino Canyon Rd
Mill & Overlay	1	Midvale Park Rd	Irvington Rd	Valencia Rd
Mill & Overlay	6	Country Club Rd	Speedway Blvd	Grant Rd
Mill & Overlay	3	Country Club Rd	Grant Rd	Tucson Racquet & Fitness Club
Mill & Overlay	2,4	22nd St	Avenida Conalea	Avenida Los Reyes

Financial Update



City of Tucson TUCSON DELIVERS Better Streets OVERVIEW Fiscal Year 2018 May

Cash Received Since Program Inception

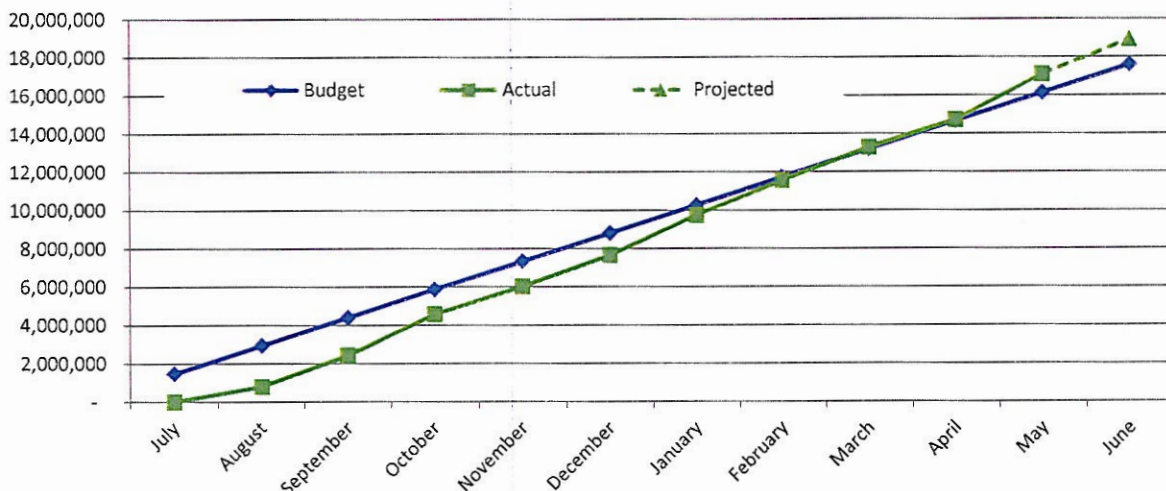
40% of 1/2¢ Tax

Streets - Local	\$ 6,838,377
Streets - Arterial	10,257,566
Total	\$ 17,095,943

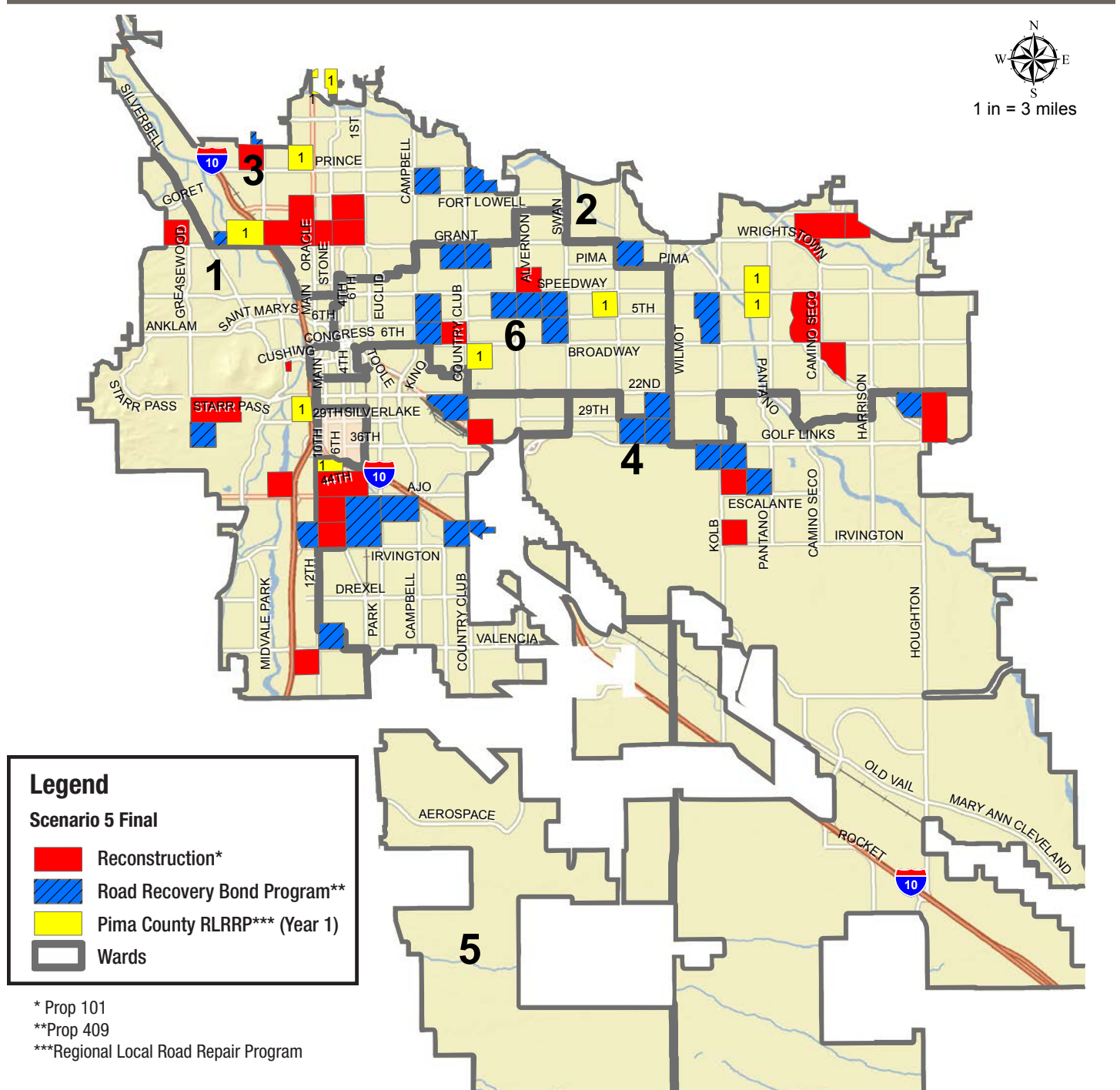
BUDGET TO ACTUAL PROGRAM AREA

	5 Year Program Budget	Program Expenditures	Program Encumbrances	Balance
Streets - Local	\$ 40,000,000	\$ -	\$ -	\$ 40,000,000
Streets - Arterial	60,000,000	119,645	295,091	59,585,264
Streets Total	\$ 100,000,000	\$ 119,645	\$ 295,091	\$ 99,585,264

Tucson Delivers: Better Streets
Revenue Collected and Revenue Projected vs Adjusted Budget



Road Repair Plan – Local Streets



Legend

Scenario 5 Final

- Reconstruction*
- Road Recovery Bond Program**
- Pima County RLRRP*** (Year 1)
- Wards

* Prop 101

**Prop 409

***Regional Local Road Repair Program

Scenario 5 Final - \$40M Five Year Program

1. Prop 409 & Prop 101 Ward Equity
2. Select Polygons Containing Local Roads Also Designated as Bike Boulevards (Considers PC RLRRP Years 2 & 3)
3. Select Polygons Worst First per Ward (Considers PC RLRRP Years 2 & 3, >50% Residential)

JULY 2018

Road Repair Plan – Local Streets

Scenario 5 Final

Criteria	
1	Prop 409 & Prop 101 Ward Equity
2	Select Polygons Containing Local Roads Also Designated as Bike Boulevards (Considers PC RLRRP Years 2 & 3)
3	Select Polygons Worst First per Ward (Considers PC RLRRP Years 2 & 3, >50% Residential)

Scenario 5 Final Projection

Ward	Centerline Mi	Lane Mi	Total
1	18.29	47.24	\$8,299,021
2	16.03	44.25	\$7,774,597
3	16.48	46.70	\$8,203,721
4	11.82	31.45	\$5,525,373
5	12.84	37.09	\$6,515,493
6	7.28	19.50	\$3,425,967
Total	82.74	226.23	\$39,744,170

Total Projected	82.74	226.23	\$39,744,170
Contingency			\$255,830

7/9/2018

JULY 2018

Road Repair Plan – Local Streets

Proposition 101 • Scenario 5 Final Projection Selected Candidate Areas – Projected Mileage

Ward	Length [Centerline]	Area [Lane Mi]	% of the Program [Lane Mi]
1	18.29	47.24	20.88%
2	16.03	44.25	19.56%
3	16.48	46.70	20.64%
4	11.82	31.45	13.90%
5	12.84	37.09	16.39%
6	7.28	19.50	8.62%
Total	82.74	226.23	100.00%

* Revised 7/9/2018