

Ward 6 Staff



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Ward 6 Newsletter

TUCSON FIRST

August 8, 2016

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This week's half-staff flag is in respect of the seven victims of the serial killer who is still at large in Phoenix. Since March the suspect has shot nine Phoenix residents, killing seven of them.

In Texas last week, a new law went into effect that allows guns in classrooms. Three University of Texas professors are suing the State of Texas over its new concealed carry law. While they're 'grateful' the law allows them to keep guns out of their offices, classroom settings are included in the new statute. The professors, with whom I agree, are concerned that adding guns to the already-heated debates on abortion rights, immigration, and others that have come up during this political season is not well thought out public policy.

Over the weekend in Arizona, the new law allowing guns in public rights-of-way on and around school grounds also went into effect. The UT professors called their law a 'dangerously experimental gun policy.' I'd include that description with what the state legislature is trying out here in Arizona.



**Important
Phone Numbers**

Ward 6 Office
791-4601

Tucson Police
Department
911 or nonemergency
791-6813

Water Issues
791-3242/800-598-9449
Emergency: 791-4133

Street Maintenance
791-3154

Graffiti Removal
792-2489

Abandoned
Shopping Carts
791-3171

Neighborhood
Resources
837-5013

SunTran/SunLink
792-9222
TDD: 628-1565

Environmental
Services
791-3171

Park Tucson
791-5071

Planning and
Development
Services 791-5550

Pima Animal Care
Center
724-5900

Pima County Vector
Control
Cockroaches 724-3401

Continued: A Message From Steve

On Tuesday, we will be voting on the resolution Karin and I brought to M&C last month related to guns that can fire 10 or more rounds – including magazines. Here’s the text:

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION 1. That the City of Tucson Mayor and Council hereby require that in connection with any use permit or similar agreement under which firearm and/or ammunition magazine sales, purchases or transfer shall occur on property that is owned, managed or operated by the City of Tucson in the City’s proprietary capacity shall include a requirement, as a condition of the use, that the following sales, purchases or transfers are prohibited:

- (1) The sale, purchase or transfer of any firearms that are capable of firing more than ten (10) rounds without reloading; and
- (2) The sale, purchase or transfer of any magazine, defined as any ammunition-feeding device for a firearm, that is capable of accepting or holding, or that can be readily restored or converted to accept, more than ten (10) rounds of ammunition.

SECTION 2. The provisions of Resolution No. 22007 are reaffirmed and continue in effect and are amended and supplemented by the provisions of this Resolution.

SECTION 3. In the event that a legal challenge results in the delay or enjoining of the implementation of Sections 1 and/or 2 of this Resolution or any of its requirements, that the City shall not permit the use of the Tucson Convention Center or any other property that the City owns and/or operates in its proprietary capacity for the purposes of a gun show or other use involving the sale or transfer of firearms and/or ammunition magazines until such time as such delay or injunction is dissolved and the requirements of this Resolution are in effect and implemented.

SECTION 4. The various City officers and employees are authorized and

directed to perform all acts necessary or desirable to give effect to this Resolution.

SECTION 5. WHEREAS, it is necessary for the preservation of the peace, health and safety of the City of Tucson that this Resolution become immediately effective, an emergency is hereby declared to exist and this Resolution shall be effective immediately upon its passage and adoption.

As I said last Friday to Max Darrow, KGUN9 reporter, local jurisdictions should have the ability to set gun safety laws. The state preemption is legislative overreach.

Flooding Update



Late last Friday, I received a note from Pima County Administrator Huckelberry related to my concerns over the use of Flood Control District (FCD) funds. He was responding to my claim that city residents hadn't been fairly compensated for the taxes they've been paying into the FCD. My claim was based on the fact that only 10 of the 47 flood-related projects identified in a 1995 report

had been completed. In fairness, I'm going to include from his letter a list of other work the District has performed:

For Fiscal Year 2016/17 alone, we have the construction start of the Pantano Wash Bank Protection Project from Tanque Verde Road to Fort Lowell Park, a \$9,800,000 project; Rillito River Channel Flow Conveyance improvements through sediment removal at \$800,000; and the Santa Cruz River, 22nd Street to Grant Road flow conveyance improvements to remove from the floodplain critical downtown properties adjacent to the Santa Cruz River at a cost of \$1,700,000. That is a total of \$12.3 million this fiscal year alone.

He goes on to cite additional work in the Santa Cruz (\$14M), Arroyo Chico work (\$44M), another million dollars' worth of work out around the airport, and a detention basin at Park and 36th (\$7M). Points well made.

Points missed: Much of Arroyo Chico was paid for with federal dollars through the Army Corps of Engineers – the city and county provided matching funds. And the sediment removal costs could be significantly reduced if the work was done by offering fill to contractors.

There's a need for the city participants in the FCD discussions to make clear the point that our proposed projects are intended to achieve more than simply moving traffic more smoothly during storms. I believe that case can be made. With it, more of the projects that will directly benefit county residents who happen to live within city limits will end up being constructed. I also believe there's a need for our representatives to meet directly with the FCD and get written periodic reports on projects we propose, including funding commitments and project timelines. I've shared all of that with the city manager and county admin-



Important Phone Numbers

Senator John McCain (R)
520-670-6334

Senator Jeff Flake (R)
520-575-8633

Congresswoman Martha McSally (R)
(2nd District)
(202) 225-2542

Tucson Office: 520-881-3588

Congressman Raul Grijalva (D)
(3rd District)
520-622-6788

Governor Doug Ducey (R)
602-542-4331
Tucson office:
520-628-6580

Mayor Jonathan Rothschild
520-791-4201

ZoomTucson Map
<http://maps.tucsonaz.gov/zoomTucson/>

istrator. Remember, this whole topic bubbled up when I raised the issue of the 1995 study on flood projects. We can't let these go unaddressed again.

Chuck and I had a very productive and civil exchange over the contents of the last newsletter. I'm encouraged and will look forward to a good outcome that'll benefit many of you who live and work in midtown over time. Key is that county residents who happen to live in city limits get their fair share of the tax dollars we put into the Flood Control District. Chuck is committed to making that happen. The city has to do its part to facilitate making that happen.

And, by way of update, the sandbag program is continuing. Hopefully, so will the rain.

The distribution location is still at Fire Station #7 over at 4902 E. Pima St. Access it off of Arcadia, not Pima. The distribution is self-serve, and we're asking that you limit yourself to 10 bags per carload so as many people as possible can take part. Even with that limit in place, we've had to replenish the supply several times.



This program will remain in effect throughout the monsoon season. You might also consider dropping some sweets off to the guys at the fire station while you're loading your car. They do their own cooking, and I'm told that's sometimes not what you'd get at a good bakery. They'll burn the cal's.

Staying with the Water Theme

Last week, I met with a group of pretty water-savvy folks for the purpose of kicking around ways we might better engage in the state-level conversation related to water. The governor's committee is focused on "water augmentation." Our group feels the emphasis needs to be on conservation. We're doing okay locally, but we can do better. Drawing sectors such as agriculture into the conservation discussion can only help.

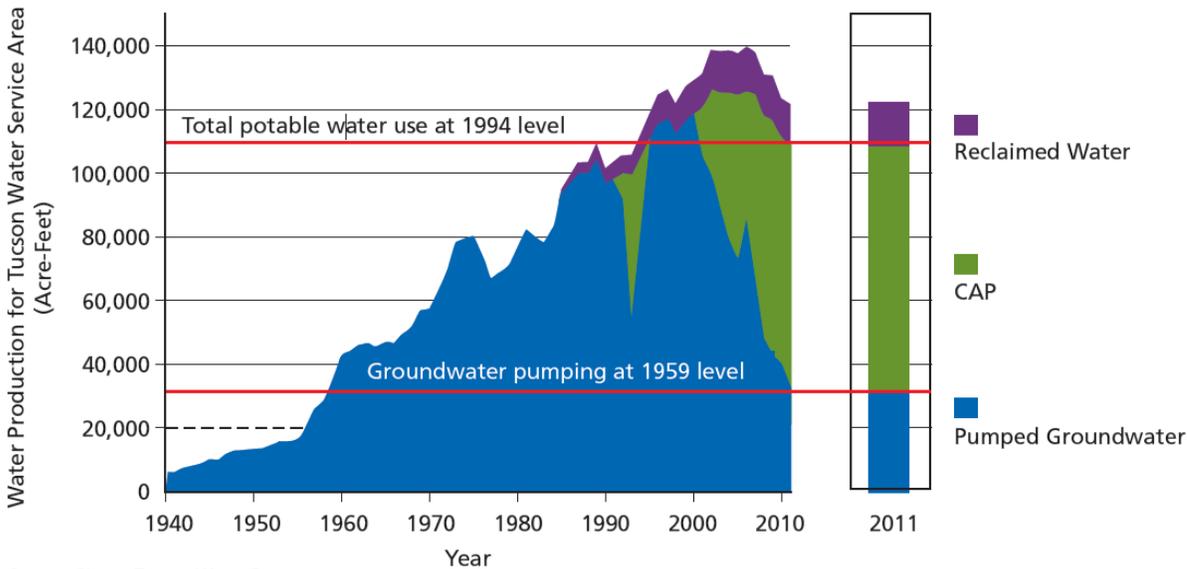
We can learn from others. One of the participants in last week's conversation shared what Australia did in response to its 100-year drought. Here's a link to the full 95 page report, *Managing Drought: Lessons from Australia*: <https://www.tucsonaz.gov/files/ward6/ManagingDroughtReport.pdf>.

It focuses on some pretty basic themes. One centers around investing in low-hanging fruit such as water harvesting, and talks about more significant investments in technology such as desalination plants. I am not at all a fan of desal, but there are other technologies we should explore, perhaps at a policy level, that can achieve long-term results.

Australia also put a premium on establishing strong, inclusive partnerships. Participants included agencies, utilities, researchers, and industries. The key part for me is including people who have researched the field, not from a self-interested industry perspective, but hydrologists and others who focus on conservation strategies. We had those viewpoints in our discussion last week – and there are plenty more here in Tucson who are not being

included in the governor's council. They should be.

Public engagement and communicating the urgency of the needs was also a crucial part of what Australia did. We've done the Beat the Peak messaging here in Tucson, and it paid off very well. In fact, as I reported a couple of weeks ago, the balance in our water checkbook is up over last year. This chart shows the success:



Source: City of Tucson Water Department

We're doing well. The tri-state lower basin group that shares the Colorado River uses about same amount of water that it did in 1992, despite the fact that population has increased by over seven million. That's good – but Lake Mead continues to drop, which means we need to be even better or we'll face cuts in our supply.

Some of 'doing better' will come with policy. That's where this conservation-minded group needs to have a seat at the governor's table. Getting there is what we're now talking about. In part, policy may mean adjusting our thinking about water rates. I know, higher costs aren't what people want to hear, but I think it's a part of the reality of living in the desert, and knowing we're going to continue to grow. During their "Millennium Drought," increasing water rates was a strategy Australian utilities used to fund the capital costs associated with the infrastructure that was needed to address supply-side challenges. We can't shy away from that, either. Water pricing mechanisms can also be used to incentivize conservation. We do that with our tiered rate structure.

You overwhelmingly voted in favor of Plan Tucson. We have an entire section in that report dedicated to water policy. These items are what the voters supported in approving that Plan:

POLICIES

Water Resources (WR)

- WR1** Continue to plan and manage the City's water supplies, quality, and infrastructure for long-term reliability and efficiency.
- WR2** Expand the use of alternative sources of water for potable and non-potable uses, including rainwater, gray water, reclaimed water, effluent, and stormwater.

- WR3** Expand effective water efficiency and conservation programs for City operations and for the residential, commercial, and industrial sectors.
- WR4** Ensure an adequate amount of water to meet the needs of riparian ecosystems.
- WR5** Protect groundwater, surface water, and stormwater from contamination.
- WR6** Integrate land use and water resources planning.
- WR7** Collaborate on multi-jurisdictional and regional water planning and conservation efforts.
- WR8** Integrate the use of green infrastructure and low impact development for stormwater management in public and private development and redevelopment projects.
- WR9** Provide opportunities to supply alternative water sources for sewer system flush.
- WR10** Continue to manage the City's Water Service Area, considering service area expansion only when it furthers the long-term social, economic, and environmental interest of City residents.
- WR11** Conduct ongoing drought and climate variability planning.

There's no one-size-fits-all solution to this, as the challenges vary depending on where you live. The lower basin states of California, Arizona, and Nevada are looking at things such as Lake Mead levels and how we can work together to voluntarily reduce our use of the Colorado River in order to preserve Mead and avoid cuts. These states can brag a little about having reduced water use to 1992 levels, 500,000 acre-feet below what we're 'entitled' to use. But just because the law gives us that entitlement doesn't suggest it's in anyone's long-term interest to max it out.

The upper basin states of Wyoming, Utah, Colorado, and New Mexico are still locked into a development mentality where conservation isn't the immediate focus. A 1922 agreement allows them to use 7.5M acre feet of Colorado River water per year, as can the lower basin states. But the river can't support that level of use. Regardless, in Colorado they're talking about their state constitution and how it's set up to protect development rights. Still, they acknowledge they can't target their full entitlement and think it makes any long-term sense. The policy planning target has been informally reduced to about 5.8M acre-feet. It's a step, but it's not a solution. Researchers agree that the goal should be to reduce use, not to minimize how close to our maximum entitlement we can get. That game of chicken is past being good public policy. Utah is negotiating rights to a 139-mile water pipeline to support a proposed nuclear plant. Not everyone's getting it yet.

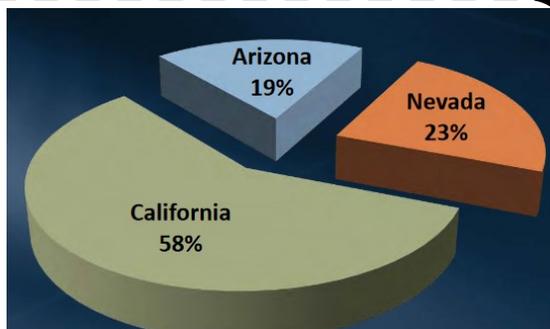
Where do we go from here? Our group is kicking around ideas, and is also open to suggestions. The goal is to send a strong message to the Ducey council that we need a conservation voice in the deliberations. Within Tucson Water, the UA, and among local advocacy groups, we have the talent. More to come on this as the ideas evolve.

Hoover Dam: Water and Energy

The topics of capital projects, water, and energy production converge in an item on which we'll vote on Tuesday. Through that item, we'll have an opportunity to purchase energy coming directly from the Hoover Dam.



Hoover Dam provides hydroelectric power – clean energy, and very, very much a great bargain, especially compared to what we pay for the still predominantly coal-fired energy we purchase from TEP. Over the years, portions of Hoover’s energy were made available to the three lower basin states. This pie chart shows our share:



We’re being given the opportunity to sign onto a 50-year agreement that’ll ensure our ability to continue to receive energy from the dam operations at Hoover’s desirable prices. Based on how the agreements were historically bargained, agriculture gets the lion’s share of the power. But cost savings flow to consumers, so we ultimately benefit.

Water is such a complex subject – pricing, supply, conservation technology, demand strategies, energy. The membership of the Governor’s Water Augmentation Council is far too restrictive for a field of study that has so many moving parts.

Help get that group more diversified. Write to the Governor and the Arizona Department of Water Resources. Join local advocacy groups such as the Community Water Coalition or the Watershed Management Group. This issue is too important to be left to industry to drive the agenda.

Animal Grazing and Erosion Control

Here’s a final add on creative ways to work within our environmental constraints. We’re scheduled to vote on an agreement with the UA during the Tuesday evening session. The project would be a partnership with the UA Department of Soil, Water, and Environmental Science to try out a new strategy to manage vegetation and control erosion at a closed city landfill.



These guys will eat about anything. We’re hoping our Harrison landfill is clean enough for goats to graze there and help us in our maintenance work. The idea is that they could keep vegetation under control without the need for herbicide, and in the process contribute to erosion control on the 65 acre site.

If the M&C adopt the agreement, the UA will gather data on the existing soil conditions, do some testing, and make sure it’s safe for animal grazing. That whole process will take about 10 months. If the site is okay, we can move ahead with the project.

Managing overgrowth, including invasive buffelgrass which overtakes the natural plant life, is an important goal of this program. If it works, we will save money on maintenance over time. The goats will do their part in preserving an appropriate vegetative cover, and that cover will control the erosion which would otherwise occur out at the landfill. If it’s successful, it may serve as a model we can consider at other sites.

It’s not the most technologically-driven approach, but you use what’s in your tool-kit.

Other Capital Needs

Certainly flood mitigation projects can include some capital work, in addition to building basins and bank stabilization. But we have plenty of other capital needs that will be the topic of much conversation in the coming months — specifically, which ones do we prioritize, and how do we pay for them?

This Monday, M&C are holding a special meeting to begin that dialogue. For the record, on Friday night I objected in writing to even holding the meeting. While an agenda was sent out making public the fact that we were meeting, no supporting documentation was included. If we or the public are expected to constructively participate in public meetings, we can't walk in blindly.

The way the meeting was publicly noticed did not violate the letter of the Open Meetings Law. The public was advised of a meeting, and was told what we'd be talking about. But the supporting documentation that framed the planned discussion had been ready for two weeks – at least in a form that 'only needed a couple of tweaks.' It should have been made public to comply with the spirit of open meetings.

The request to have the meeting 'continued' until proper public notice was given was rejected. Per the City Attorney, technically the meeting was properly publicly noticed. I think we could have done better, and to that end made my feelings known.

Last fall, we paid for a survey to get an idea of what you view as priority capital needs. As a refresher for the Monday meeting, and since no supporting material was provided by the City Manager, I went back and pulled up the results from that survey. I think they are pretty clear – and based on the feedback I hear at all the meetings I attend, predictable. Here's the general "what should we focus on" question and results:

2. What do you think is the most important issue facing Tucson right now? What do you think is the second most important issue?	Most Important	Second Most Important	Combined Total
Our roads are in need of repair	26	19	45
The growth of jobs and the economy in the city is not what it should be	24	16	40
Local taxes like sales tax and property tax are too high	11	13	24
Crime is too high	8	13	21
Our city doesn't have the funds it needs to maintain current basic services	9	9	18
Our public transit system is outdated and unreliable	4	8	12
Public employees pensions are burdening the city budget	5	6	11
We don't have enough parks and playgrounds	2	2	4
Something else	10	7	17
Don't know	2	7	9

It's 'fix the roads,' and 'attract more jobs.' Nothing else comes close.

Today's meeting is intended to begin the discussion of how those or other needs are paid for. You were already asked to weigh in on that. Here's the answer that we were given when you were surveyed last fall:

3. There is currently discussion over a proposal to increase the current sales tax by half of one percent from 2 percent to 2-point-5 percent. This would cost taxpayers an extra 25 cents for every fifty dollars spent on anything other than food. Do you favor or oppose this proposal?	Tucson Voters
Strongly favor	25
Somewhat favor	14
Somewhat oppose	12
Strongly oppose	40
Don't know	9
NET FAVOR	39
NET OPPOSE	52

That's what Tucson taxpayers said. We on the M&C may have our own visions, but they need to be weighed in connection with constituent opinions.

The next question got back to priorities for how we should spend a sales tax increase if it were to be adopted. The public favors roads and public safety.

4. Here are some things people say the money raised by the sales tax could be used for. After each, please tell me if you would be more or less likely to support an increase in the sales tax if the money raised was spent on that purpose?	Much More Likely	More Likely/ Less Likely
To repair and improve our roads	50	74 / 23
To keep the number of city police and firefighters from declining	42	71 / 23
To keep Tucson from cutting basic services	35	63 / 29
To make capital improvements, such as new police cars and improved first-responder technology	35	62 / 33
SPLIT A: To keep the city from going further into debt	33	58 / 36
To make Tucson a more thriving city	30	58 / 34
To improve our public transportation system	26	54 / 40
SPLIT B: To make it possible to balance the city's budget	24	51 / 41
To improve local parks and playgrounds	24	53 / 44

To be fair, respondents got a second bite at the tax increase question after being shown some options for how it'd be used. Still a pretty even split.

6. Sometimes over the course of a survey people change their minds. There is currently discussion over a proposal to increase the current sales tax by half of one percent from 2 percent to 2-point-5 percent. This would cost taxpayers an extra 25 cents for every fifty dollars spent on anything other than food. Do you favor or oppose this proposal?	Tucson Voters
Strongly favor	27
Somewhat favor	21
Somewhat oppose	12
Strongly oppose	35
Don't know	5
NET FAVOR	48
NET OPPOSE	47

Finally, this question essentially asked if we should extend Prop 409, the proposition that passed three years ago to funds road repair at \$20M per year. It's going to run out in another year. The survey support is approximately the same margin by which it passed at the ballot box.

7. There is currently a proposal to increase Tucson property taxes in order to pay for 100 Million dollars in city road improvements. This proposal would cost the average homeowner approximately 27 dollars more a year. Do you favor or oppose this proposal?	Tucson Voters
Strongly favor	31
Somewhat favor	18
Somewhat oppose	11
Strongly oppose	36
Don't know	5
NET FAVOR	49
NET OPPOSE	46

No decisions with respect to how a ballot question will be framed will result from the Monday meeting. It was intended to begin the conversation. I'll be giving these survey results weight as the discussion moves forward.

Broadway Widening

I'm inserting this piece here because I think it speaks to the whole issue of how our processes are perceived. Last week, I held a meeting with some members of the Vint group (the group asked to advise on Broadway design questions), representatives from our project management team, and folks from the RTA. I was disappointed in some of what we heard.

The project design team for the city is made up of civil engineers who are doing what any civil engineer would be expected to do: build the road. I believe they've taken care to avoid unnecessary destruction of buildings along the roadway, and I know they're operating within guidelines that flowed from earlier M&C votes and from the RTA. Here's a little of that history.

In October of 2014, I moved to

proceed with the six lanes including transit, to determine when it is dedicated, allow the Broadway Boulevard Citizens' Planning Task Force to lay out a corridor that can flex in and out, start with a width that is unspecified, and return with creative idea that is solution based prior to Thanksgiving.

Richard offered this substitute motion:

A substitute motion was offered by Council Member Fimbres and duly seconded to approve the City Manager's Office recommendation, as follows:

It is recommended that:

1. Mayor and Council approve the Preferred Six-Lane Including Transit Lanes Alignment, as supported by a majority of the Broadway Citizens Task Force (see Attachment 2 in the Mayor and Council materials). The Preferred Six-Lane Including Transit Alignment would widen Broadway to six-lane arterial including two transit lanes, bike lanes & sidewalks, and will provide for:

Improved capacity for all four modes of transport, including vehicular, bus, bicycle, and pedestrian;

- Enhanced connectivity for pedestrian and bicycle networks;*
- Improvements that will make existing local and limited stop/express transit service operate better; and,*
- Enough Right-of-Way to construct future mass transit systems and infrastructure.*

That's what was passed by the M&C (5-2 with Karin and me voting against it). That 'including transit lanes' was changed to simply six travel lanes including bus pullouts. To this day, how that change was made in our vote is something I haven't reconciled.

In June of last year, we adopted the Baseline Alignment Concept and Technical Design Parameters for Broadway. These were based on the Baseline Alignment Report with recommendations from the Broadway Citizen's Task Force (CTF). The Report contains CTF design recommendations for the roadway. Here's some language that comes right out of the report:

Secondary parameters for the Broadway street design are intended for when design is refined and modifications made, or additional right of way becomes available and the following elements can be added back in to the street design (in order of priority):

Tied for first - add back in a balanced way:

- 7' elevated bike lanes/cycle track*
- Up to 8' sidewalks*

Where additional space is available, provide a landscaped buffer to:

- Enhance pedestrian environment*
- Improve visual quality*
- Achieve City's Green Streets policy (with water harvesting)*

If feasible and space allows, add the following design features:

- Bus pullouts*
- Bicycle bypasses*

Note that the bus pullouts are mentioned as being additions 'where feasible and space allows.' They're not required elements, and not elements the M&C or task force said must replace bus stops.

The Technical Design Parameters M&C voted to adopt at that meeting address bus pullouts this way:

- Bus pullouts will be provided at arterial intersections with sufficient length to accommodate two buses (local and express) concurrently.*
- Bus pullouts will be provided at other signalized intersections where feasible, when property and budget constraints allow.*

Finally, last April the M&C voted 5-1 (Regina couldn't make the meeting) to adopt Richard's motion. The legal action summary reads as follows:

It was MOVED by Council Member Fimbres, duly seconded, to pass and adopt Resolution No. 22557, and direct staff to proceed, and direct staff to refine the design and address the concerns about the bus pullouts, lane widths, cross widths, bike lanes, median and left turn lanes, through input from the property and business owners, suggestions from public workshops, and begin the acquisition process for right-of-way.

Mr. Ortega clarified that the motion did not require redesign.

Vice Mayor Kozachik requested to AMEND the motion to include Bob Vint and his group in the process. The amendment was ACCEPTED by the motion-maker.

Again, addressing concerns over the fact that the design included 11 bus pullouts was a continuing issue for M&C.

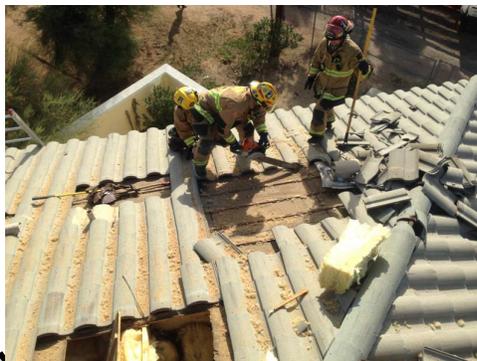
At the meeting I held last week, one of the goals was to put the right people into the same room so they could talk specifics with respect to how the Vint group could help address those concerns.

When I asked the RTA rep if we couldn't simply resolve the disputes over pullouts by removing them and straighten out the road, narrowing it where the pullouts were removed, he said that would be inconsistent with M&C votes, and that it would set the whole process 'back four years.' His position is that if we remove a pullout, we also have to remove the bus stop. I think that's a total misread of any direction the design team has gotten from the task force or M&C.

We didn't get the dedicated transit lanes inserted into the project, and now we seem to have bus pullouts mandated. I can't bring this item back for reconsideration because I was on the losing end of the votes.

Earlier, I mentioned the issue of trust in the context of the Monday M&C Retreat and how back-up material was not shared with the public. I don't think this interpretation of the Broadway design does anything to further public trust, either.

Firefighter Training



In the aftermath of that meeting, it was suggested I let you know that the Fire Department will use the buildings that will be demolished along Broadway for the widening for training. They'll be working on techniques related to ventilation by tearing into the roofs and into roll-up doors where they exist. They'll also be working on removal of security bars and breached walls to train in self-extricating from the interior of buildings. TPD/SWAT will also use them for training on things like forced entry.

If you're an adjacent resident, the project team doesn't want you to be alarmed if you see this activity going on. We're at 30% design. As was confirmed by the City Manager after our April vote, even in the best of cases the Vint group isn't going to be saving any of the buildings that are shown as severed by that alignment. And evidently, we'll have 11 bus pullouts, regardless of the language contained in the motion the M&C approved.

DMAFB Consultant

Behind the scenes, we have another issue that may poke at trust. It has to do with the agreement we helped to fund for the preservation of Davis-Monthan.

The city and the county joined with the DM50 to pay for a consultant who is advising on strategies for the preservation of the base. Everybody on both governing bodies supports the long term viability of DM.

We're paying \$60K for each of the next three years for the consultant. One of the provisions in the contract with Santarelli consultants is that they're to provide the DM50 monthly written reports. I shared that language last week. I've asked for those reports to be made public, since they are being funded by public money. So far the answer is that the agreement is between the DM50 and the consultant, and that if we want the reports we must file a formal request. I've asked for that to be done.

In the meantime, the DM50 wrote a lengthy response intended to affirm the consultant is giving us our money's worth. I'll copy it in full here. It's a little long, but you're paying for it, so I want you to see how your money's being invested.



MEMO

DATE: July 29, 2016
TO: Mayor Jonathan Rothschild and City Council
 Mr. Andrew Greenhill, Government Affairs
 Mr. Michael Ortega, City Manager
FROM: Bob Logan, DM-50 President
SUBJECT: S'Relli Consulting Activity Report - February-August 1, 2016
RE: City of Tucson annual support for consulting services for the countywide collaborative effort to represent the region's interest in protecting and enhancing DMAFB

The following activity report is submitted to the City of Tucson on behalf of DM50 regarding the work of S'Relli Consultants from Feb, 2016 - August 1, 2016.

During this period, the consultants conducted 32 presentations and discussions with senior civilian and military leaders and their staff at the local, state, regional and federal levels. The common theme among those senior leaders was that Davis-Monthan AFB, including the 309th Aerospace Maintenance & Regeneration Group (AMARG), and the 162nd Air National Guard units at Tucson International Airport are now and will continue to be indispensable national assets for the foreseeable future.

Below are some of the specifics of their efforts to concurrently support the community, dialogue with civil and military leaders, and further develop our strategy and final report for community action in support of Tucson area military units.

- Consultants reviewed the updated Strongpoint survey and developed key messages and talking points for the Tucson community leaders' visit with the Secretary of the Air Force on March 8, 2016. Consultants also reviewed the Tucson Forward (TF) opinion poll to better understand their perspective. The consultants determined that of the six questions asked in the TF survey, four had either incorrect information (e.g. referring to the F-18 and F-22 as single engine aircraft, referring to the Moffett Federal Airfield as Ames AFB, etc.) or were based on incorrect information in previous questions. Results from a poll with 66% flawed questions would be highly problematic.
- Consultants developed briefings for discussions with military and civilian leaders with revisions to address interests of each audience. The core of the discussions revolved around the "anchor factors" at Davis-Monthan AFB, i.e. significant operational advantages; the site of the world's largest aircraft storage facility with regeneration and Depot Maintenance capability (AMARG); large size of the base and the ability to recruit for the Air National Guard and the AF Reserve civilians from local colleges and universities for the AMARG.
- Consultants proposed and advocated for an Arizona-sponsored Barry M. Goldwater Range (BMGR) 70th anniversary, which would not only celebrate Southern Arizona's contributions to the nation's security but also the many natural resource values of the BMGR and the lands that surround the BMGR, including the Cabeza Prieta NWR, Organ Pipe National Cactus National Monument, the Sonoran Desert National Monument and the Tohono O'odham Nation.
- Consultants drafted a proclamation supporting Davis-Monthan AFB and its' airmen to be signed by attendees of the Salute to Davis-Monthan on April 7 at the Pima Air & Space Museum. Over 500 Tucsonans signed this proclamation of support for DM and the military. (See proclamation language on page 14 of the enclosed "A Salute to Davis-Monthan AFB" program)
- Consultants attended "A Salute to Davis-Monthan AFB" event on April 7. They interfaced with local, regional and federal officials in attendance. There were over 750 attendees and nearly 50 major sponsors from some of the most significant business organizations in Tucson. (See enclosed Salute program).

- Consultants developed talking points for the announcement of the selection of Davis-Monthan AFB as a potential candidate base for the new MQ-9 Remotely Piloted Aircraft (RPA) mission and as a candidate base for an Air Force Reserve F-35 squadron.
- Consultants coordinated on very short notice a Tucson Metro Chamber Pentagon visit with multiple Air Staff offices, developed key messages and prepared the delegation for successful engagements with senior leaders in the Pentagon.
- In May, Consultant Lt. Gen. (Ret) Gene Santarelli traveled to Lockheed Martin Co. manufacturing facility in Dallas with a contingent of DM50 membership to get an update on F-35 noise and safety data. Noise data (below) shows that the F-35 noise profile will actually be about the same (or in many situations, even lower) than the latest models of the F-16 currently flying in Tucson today. (See below in Chart 1)

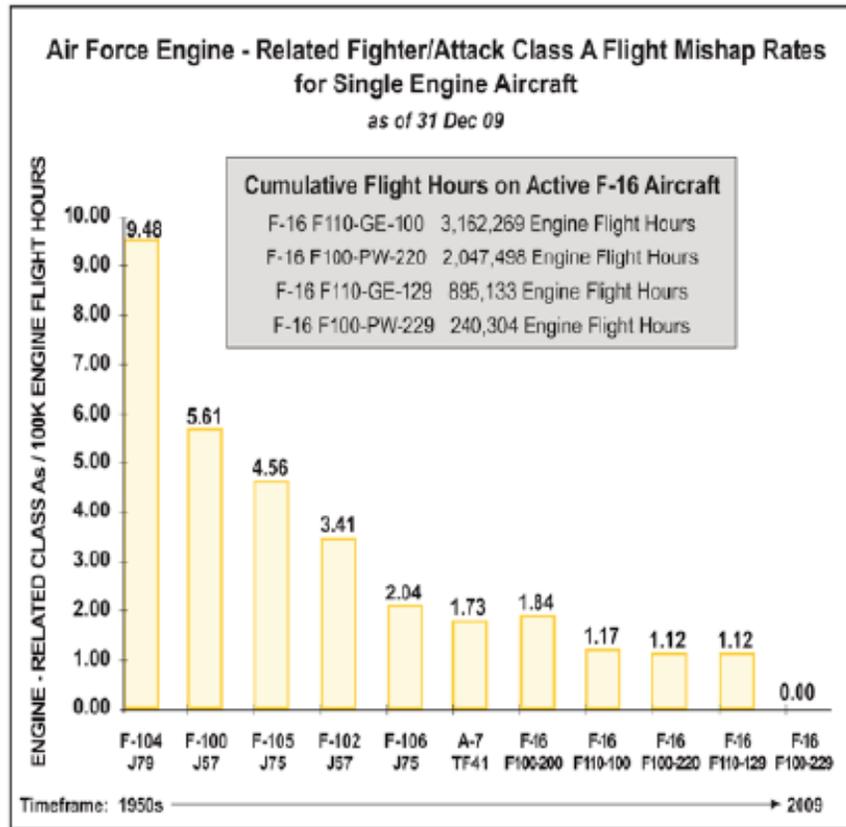
F-35 Noise Data in Comparison to F-16 C/D

Condition	F35*	F-16 C/D
Non-Afterburner Takeoff	111 db	110 db
Arrival 1000'	93 db	90 db
Low approach 1500'	89 db	103 db
Traffic Pattern 2000'	79 db	89 db

Chart 1 (F-35 data from Edwards AFB tests Sept., 2013)

- Also the consultants reviewed the F-35 safety record, which is excellent for a new aircraft. In fact, to date there has only been one Class A F-35 mishap in the history of the F-35. And this mishap resulted from a ground fire, not a crash. In general, single engine related mishaps of USAF airframes have decreased dramatically over the past 50 years.
- This clearly indicates the technological advances in engineering and the efficiency of producing new airframe platforms are creating much safer and more productive airframes for the USAF. (See below in Chart 2).

Safety Data Comparing Multiple Legacy USAF Airframes (1950-2009)



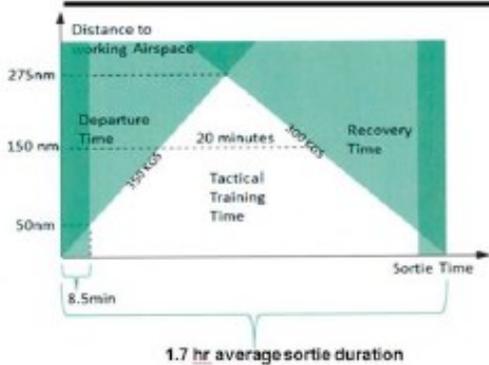
F35A-201-050310

Figure JX3.4-1. Air Force Engine-Related Mishap Rates

The consultants’ operational efficiency message continues to resonate positively with military leaders in Washington, D.C. Air Force briefings to Congress demonstrate that proximity to training space for fighter aircraft is a major factor in basing decisions. (The Barry Goldwater range is only 40 miles and 7-8 minutes of flying time away from DMAFB). This proximity to BMGR creates significant operational cost efficiencies on an annual basis.

In addition to their many other attributes, Davis-Monthan and ANG operations at Tucson International Airport (TIA) fit well within the “optimum” range for fighter operations as defined by the Air Force in the illustration below. (See Chart 3)

Tucson Bases – fighter ops value to the Air Force



Nominal 20 minutes in the airspace volume necessary for an effective sortie.

At 350KGS with an 1.7 ASD, the maximum effective distance is 150NM from the base. Zero to 50NM is the optimal distance.

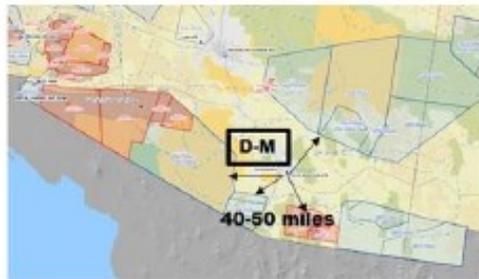


Chart 3

Based on Chart 3 and meetings with various military leaders, consultants began a dialogue with contacts in the Air Staff to learn training requirement attributes envisioned for any new aircraft that could operate in the airspace over Southern Arizona. Even though Arizona has some of the best military training airspace in the nation, the Air Force will look to improve airspace availability for new future missions in concert and coordination with FAA airspace requirements for commercial airline traffic.

With Air Force basing scoring metrics indicating that airspace, weather and base capacity constitute 85% of the basing score decision for fighter aircraft, no one should wonder why the Air Force continues to look to Davis-Monthan and the Southern Arizona region for future USAF flying missions.

When we learn whether or not the monthly reports will be released, I'll let you know. And to be clear, my request was that information from the reports only be made public where it would not compromise our negotiating position with respect to other bases with whom we might be competing for base assignments.



Need to lighten things up a bit before closing out with some

TPD items. This week's Local First is our own Ward 6 Tucson Botanical Gardens. Michelle and the gang over there want you to know about the Twilight Thursdays they host throughout the summer. From 5:00 pm until 8:00 pm the park is



open for guests to enjoy out of the daytime heat.

They've got a restaurant, so dinner's an option. You'll need to make a reservation though. And if you've got pooches, they're welcome if they're leashed.

The Gardens are located a block south of Grant on the east side of Alvernon. It's for relaxing – don't go if you're out for an intense evening.

Pedestrian Safety Action Plan

On August 23rd, our Bicycle and Pedestrian Program will partner with the Federal Highway Administration (FHWA) to develop a Pedestrian Safety Action Plan for Tucson.

We've demonstrated a commitment to decreasing the number of car-pedestrian incidents, and the FHWA is getting involved in that work.

On the 23rd, there will be a full-day workshop hosted over at Fire Station #1, across the street from the TCC (take them some goodies, too – their cooking's no better than Station 7's). The workshop will run from 8:15 am until 5:00 pm. The workshop facilitator is Peter Lagerwey. He's known internationally for his work in pedestrian safety. You need to register with our Bike/Ped Program Coordinator, Ann Chanecka, to attend – Ann.Chanecka@tucsonaz.gov. Here's a flyer that gives more of the details on the day's events.



**PEDESTRIAN SAFETY: DEVELOPING
A PEDESTRIAN SAFETY ACTION
PLAN FOR TUCSON**

*What is a Pedestrian Safety Action Plan (PSAP)?
How to reduce pedestrian crashes.*

**August 23, 8:15 a.m. – 5:00 p.m.
Fire Central Training Room, 300 S. Fire Central**



Opening Remarks by Karla S. Petty, FHWA Division Administrator, Arizona.

Karla Petty has been the FHWA Division Administrator for Arizona since 2011. She provides overall guidance and direction for implementing the Federal-aid Highway Program in the State of Arizona, and leads an office of multi-disciplinary professionals who provide technical assistance and oversight to ADOT, MPOs, and local and tribal governments. She

began her career with FHWA in 1983, and has held various assignments in Arizona, Missouri, Georgia, South Carolina, Texas and Maryland, including the previous Division Administrator for Colorado. Throughout her career she has strived to make a

difference and highway safety has always been a passion and a priority.



Peter Lagerwey will be facilitating the as a consultant to the Federal Highway Administration.

Peter Lagerwey is the Regional Office Director for Toole Design Group, a leading pedestrian and bicycle planning firm. Peter has over 30 years managing high profile pedestrian and bicycle projects and programs with the City of Seattle and as a private consultant. Peter is an internationally known expert having worked on non-motorized projects and made

presentations in over 230 communities across the U.S. and Canada. Peter is the co-author of the FHWA manual on "How to Develop a Pedestrian Safety Action Plan" and is a certified national Complete Streets trainer. Peter brings extensive experience in the development and implementation of policies and programs related to pedestrian safety.



Neighborhood Preservation Zones

This is just for you to begin talking about with your neighborhood boards and leadership. Neighborhood Preservation Zones (NPZs) involve a series of design criteria for future development that neighborhoods can establish for the purpose of preserving the built-context of historic neighborhoods. We have a few of them around town.

On Tuesday, we're going to be looking at the Red Tag ordinance we've got in place for controlling behavioral issues in neighborhoods around campus. During that discussion, I'll advocate for the expansion of NPZs. It's totally optional, so this is a heads-up that if adopted by M&C on Tuesday, we'll be putting together an informational meeting to talk about that process, what's required, and what you can expect as outcomes. Start thinking about it – and you can find information about NPZs by going to the [Planning and Development Services site](#).

More on this next week.

Three TPD items

Spice/K2

Chief Magnus put out a good informational sheet on Spice last week. We have a study session item on this coming September 7th. It's a hugely important issue for the city to address.

In Chris' report, he affirmed the impact these drugs



have on users. They're a mix of herbs, but they're sprayed with synthetic compounds that mimic the effects of pot and hallucinogens. The effects our police and paramedics have seen around town include everything from comas, to psychotic reactions, to seizures and heart attacks. It's bad stuff. And it's addictive.

Spice products aren't manufactured in some clean and well-controlled environment. The manufacturing process leads to a total inability to predict the strength of the drug being ingested, or what other harmful chemicals might be present. In the past 18 months, TPD has responded to over 900 Spice-related calls. If you know somebody who's using, intervene and/or call 911 so the person can receive treatment.

Our proposed ban isn't intended to be punitive. It's to help the people involved, and also to educate the Tucson public on the harmful effects of Spice. More as we get closer to the September 7th study session.

Payment for Campaign Stops

Two weeks ago, I raised the issue of the city recouping its costs for providing security for campaign events. The Trump campaign owes us over \$80K for its TCC event, and several thousand more for the recent Pence event that was hosted by the Fox Theater. Sander's campaign still owes us about \$45K for its TCC event.

It is typical and historically expected that jurisdictions will simply comply with Secret Service demands to provide extra security during these events. I get it. And I understand breaking that mold would be a tough lift. Campaigns may skip us as a stop. I get it.

On the Buckmaster Show last week, Star writer Tim Stellar drew the analogy between us providing security for things such as protests out in the street over some cause, and providing security for campaigns. I don't accept at any level the comparison. Campaigns brag about the hundreds of millions of dollars they raise to pay campaign costs. Security is a campaign cost.

In response to inquiries about our picking up the tab for these events, Chief Magnus said this:

It is our obligation to the larger community, including our downtown business community, to work with the Secret Service and insure everyone's safety.

Point taken. Given that we just cut TPD's budget by over \$8M in the last budget cycle, cost is still an issue. Chris also had this to say:

It would, of course, be ideal if campaigns would cover the cost of police resources in general associated with their candidates' visits. This is rarely the case.

Between now and the election we may see more of these events. Regardless of party, I'd like to see us be more aggressive up front and suggest to the respective campaigns that our local budget isn't there to extend credit to political campaigns. It's not likely we'll prevail, but we certainly won't if we don't even try.

Independent Police Internal Investigations and Citizen Involvement

This is a reminder of our August 17th meeting to gather your input as to our internal investigations process. Police oversight is a big deal, both from the perspective of the accuser, and for protecting the due process rights of officers. Liana Perez will be at the Ward 6 Office at 6:00 pm on the 17th to share where we are in our process review, and to get your input.

Last week, Chris offered some thoughts on the importance of police oversight. I'm going to close this newsletter by quoting directly from his report to us. Come on the 17th whether you've got input you'd like to offer, or just want to hear the exchange.

Police Oversight

Our department recognizes the importance of independent police oversight associated with complaints from the public, use of force review, and input on policy. We support these efforts and welcome the role of the City's Independent Police Auditor (IPA). We are committed to transparency, information-sharing, continual employee development, and accountability when it providing a high level of police service to our community.

We recently expanded the TPD Office of Professional Standards (OPS) cases available for IPA review to include not only complaints filed by members of the public, but also those cases/complaints filed internally that deal with conduct, behavior, and performance issues. We are proud to be a police agency that has been and continues to be fully committed to high quality self-policing. When we become aware of poor performance or policy violations within our department, we initiate our own internal complaints because we want to proactively address these issues. At the same time, we are entirely open to having these cases reviewed by the IPA for completeness, fairness, and accuracy.

Sincerely,



Steve Kozachik
Council Member, Ward 6
Ward6@tucsonaz.gov

Events and Entertainment

88-CRIME Needs Volunteers: Info Session

Thursday, August 18, 2016 | 3 pm

Westside Police Service Center, 1310 W Miracle Mile

88-CRIME Program is the Pima County Attorney's Office anonymous tip line for citizens to report information to help solve crime. 88-CRIME is seeking volunteers to give presentations as part of its Safe School Program. The program uses volunteers to speak at local schools, teaching students what to do when they learn of a crime or threat and how to use 911 and the anonymous tip line at 88-CRIME. 88crime.org

Twilight Bicycle Mural Tour / Cox Plaza Dance Party

Friday, August 19, 2016 | Gather at 7 pm, on the road at 7:15 pm

MOCA, 265 S Church Ave

There's no better way to see the city than on two wheels! Join MOCA, Living Streets Alliance and PAG on a two-hour ride led by Wesley Creigh showcasing some of our favorite murals in Barrio Viejo, Barrio Santa Rosa, Barrio Santa Rita Park and the City of South Tucson. We'll start at MOCA, ride on mostly flat terrain for approximately 6 miles, and end back at the museum for a dance party on the Cox Plaza with disc jockeys BayBay Ruthless + Illslur! www.moca-tucson.org/program/twilight-bicycle-mural-tour-cox-plaza-dance-party

Ongoing**Tucson Botanical Gardens**, 2150 N Alvernon Way | www.tucsonbotanical.org*Twilight Thursdays, every Thursday through the summer, 5 – 8 pm***Southern Arizona Transportation Museum**, 414 N Toole Ave | www.tucsonhistoricdepot.org**UA Mineral Museum**, 1601 E University Blvd | www.uamineralmuseum.org**Jewish History Museum**, 564 S Stone Ave | www.jewishhistorymuseum.org**Fox Theatre**, 17 W Congress St | www.FoxTucsonTheatre.org**Hotel Congress**, 311 E Congress St | hotelcongress.com**Loft Cinema**, 3233 E Speedway Blvd | www.loftcinema.com**Rialto Theatre**, 318 E Congress St | www.rialtotheatre.com**Arizona State Museum**, 1013 E University Blvd | www.statemuseum.arizona.edu**Arizona Theater Company**, 330 S Scott Ave | www.arizonatheatre.org**The Rogue Theatre**, The Historic Y, 300 E University Blvd | www.theroquetheatre.org**Tucson Museum of Art**, 140 N Main Ave | www.TucsonMusuemofArt.org**Tucson Convention Center**, 260 S Church St | tucsonconventioncenter.com**Meet Me at Maynards**, 311 E Congress St | www.MeetMeatMaynards.com**Mission Garden**, 929 W Mission Ln | www.tucsonbirthplace.org**Children's Museum Tucson**, 200 S 6th Ave | www.childrensmuseumtucson.org