

## Ward 6 Staff



**Steve Kozachik**  
Council Member



**Ann Charles**



**Teresa Smith**



**Bonnie Medler**



**Diana Amado**



# Ward 6 - Newsletter

Tucson First

April 11, 2012

## Rio Nuevo Audit

I've reported to you that the Rio Nuevo commissioned audit not surprisingly suggested that the City owes the Board about \$4.5M. City Staff took a look into the findings and on Tuesday replied publicly.

The City report was nearly 80 pages long – much of it invoices, meeting minutes and memos. A few bullet points to summarize are:

In many places in the Rio audit, there was double counting of invoices and other charges. Their numbers were overstated

As I've noted multiple times, there is still over \$3M in bond proceeds remaining that is earmarked for the TCC

The City for several years assigned a staff member to work as "Executive Director – Rio Nuevo Multi-Purpose Facilities District" while at the same time wearing a COT employee hat. That placed our employees in a conflicted position with respect to making determinations about how and under what conditions money was moved from project to project, and from fund to fund.

I'm not suggesting criminal activity, but it becomes incumbent on City staff to document through previous Rio meeting minutes that their Board voted in favor of each financial transaction that took place (the current Board does not keep meeting minutes – an issue of Open Meetings concern). I asked Staff to produce those minutes

Rio stopped making payments for work being done on the Depot Plaza Garage. The City, in order to keep the contractors from going unpaid made payments from our General Fund. The total amount was in the neighborhood of \$1.6M. Our payments kept local companies such as Lloyd Construction, Sturgeon Electric and Western Technologies whole. It's called good faith and taking care of our local businesses. This is so similar to what happened on the East Entry of the TCC. In that case it was Turner/Sundt who finally paid the sub contractors – while this Rio Board paid attorneys instead.

The City staff has told us that they believe Rio owes the City \$1.9M. Rio says we owe them \$4.5M.

There is money to fix the TCC. I told you up front that this item would not have closure...

## Rio Memorandum of Understanding

A few weeks ago, the RTA tied conditions onto a progress payment related to the Streetcar. This week, Rio tied conditions onto a very simple Memorandum of



### Important Phone Numbers

#### Tucson Police Department

911 or 791-4444  
nonemergency

#### Mayor & Council Comment Line

791-4700

#### Neighborhood Resources

791-4605

#### Park Wise

791-5071

#### Water Issues

791-3242

#### Pima County Animal Control

243-5900

#### Street Maintenance 791-3154

#### Planning and Development Services 791-5550

#### Southwest Gas 889-1888

#### Gas Emergency/ Gas Leaks

889-1888

#### West Nile Virus Hotline

243-7999

#### Environment Service

791-3171

#### Graffiti Removal 792-2489

#### AZ Game & Fish 628-5376

## Continued: A Message From Steve

Understanding that should have said:

The City has already agreed to fund the repair of the TCC bleachers, so in an act of good faith, Rio will pay an equal amount to repair the TCC restrooms.

Instead the MOU included conditions related to who owns which restrooms, waivers of permit and inspection fees, exclusion of ADA work, the requirement that Rio contract for the design and construction work, and curiously that the I-10 parcel of land that was up for sale is now somehow mixed in with upgrading the restrooms in the TCC.

So, have the wheels come off from mediation? Not all of them, but we need to shine sunlight on what's going on or we're wasting our time and your money:



Recall that several months ago we issued an RFP for the development of the I-10 parcel. The review committee included two current members of the Rio Board. To be fair, one of them was not in favor of either of the proposals we saw. And yet, an award was made and negotiations began. They stalled when Rio sued you, the tax payer. Now, with those negotiations in limbo pending the dismissal of the lawsuit, Rio wants to bring in an unnamed third party – the owner of “private property” adjacent to the TCC – to take part in discussing how to best develop the I-10 parcel. That condition was a part of the restroom/bleacher MOU we were presented.

And you thought we were trying to fix the bathrooms in the TCC.

The I-10 parcel and its status has been the subject of the mediation we've been engaged in. I've been clear in the past that I felt it would be best if all mediation deal points were laid on the table for the taxpayers to see so there's no question about who is asking for what – transparency. Now it's even more compelling that this happen. Rio broke the seal on the confidentiality of the mediation by bringing the I-10 parcel into the MOU over the bleachers and restrooms. It was not germane to that topic, and the manner in which it was presented makes it clear that Rio may be contemplating some sort of offer that is inconsistent with the negotiations that were placed on hold when they sued the City.

The history of Rio Nuevo is making side deals and avoiding public process. This Board has morphed into what the previous Board was engaged in. I want no part of it – so I voted to make the deal points public. Rio should make public any offers or proposals they are considering with respect to the I-10 parcel that should be under negotiation with Peach Properties, per the award of the RFP last year. The rest of the Council very reluc-



### Important Phone Numbers

Senator John  
McCain (R)  
520-670-6334

Senator Jon Kyl (R)  
520-575-8633

Congresswoman  
Gabrielle Giffords  
(D)  
(8<sup>th</sup> District)  
520-881-3588

Congressman  
Raul Grijalva (D)  
(7<sup>th</sup> District)  
520-622-6788

Governor Janice  
Brewer (R)  
Governor of Arizona  
602-542-4331

Toll free:  
1-800-253-0883

#### State Legislators

Toll Free  
Telephone:  
1-800-352-8404  
Internet:  
[www.azleg.gov](http://www.azleg.gov)

Mayor Jonathan  
Rothschild  
791-4201

City Infoguide  
[http://  
cms3.tucsonaz.gov/  
infoguide](http://cms3.tucsonaz.gov/infoguide)

tantly elected to give it one more college try.

Rio is a public body spending your money and as such they need to post minutes to their meetings on their web site. They need to post their financials on their web site. They need to not bargain away property that they do not own. They need to properly agendaize Executive Session items. And they need to not place unwarranted conditions on a very simple step forward. We fix the bleachers, they fix the restrooms.

#### ...RTA – Road Reconstruction

I regularly pester Peg Johnson at The Loft for having so many films that don't end with closure (go see *A Separation*). I'm going to start with two items that also don't have closure, yet.

Becky Pallack from the Star wrote in an article on Friday, 4/6 that the average Arizona resident drove nine percent fewer miles last year than in 2004. She was citing a report from the Arizona Public Interest Research Group. The Group issued a new report as a follow up and in it made the rather intuitive comment that the data has implications for how local governments should plan and spend for future transportation improvements. Specifically, their Executive Director Diane Brown said this trend should lead government agencies to question the "outdated assumption" that there will be more traffic demand for more road capacity in the future. Keep that quote in mind.

I remind you of the recent traffic analysis done with respect to Broadway that did not affirm the 1987 traffic projections on which the \$71M RTA project was based. They have apparently commissioned yet another one that pushed projections out to 2040 and now the volumes are said to justify the expansion. Projections are guess work. I think we can be more creative than simply making the road wider and hoping (build it and they will drive on it – the roadway analog to Field of Dreams).

My buddy Gary Hayes (Executive Director of the RTA) was also quoted in the article. He noted that because of these trends, paying for future road improvements and public transit is "going to be tricky."

While I agree with his conclusion, the way he got there is flawed. His point was that "with fewer miles driven come fewer gas-tax dollars" and that "transit users, bicyclists and pedestrians don't pay into road improvements the same way drivers do."

Of course they don't pay the gas tax, but the RTA is not a gas tax – it's a sales tax that we all pay regardless of how we get to the store. Last week I agreed that one of the reasons revenues are down is more fuel efficient cars drawing in fewer gas tax dollars. But the alternate funding source I've been advocating is RTA money, not gas tax revenues.

The changes in travel trends won't mean a reduction in the RTA revenue stream. What it means is that we simply have to reconsider what the Arizona Public Interest Research Group correctly called the "outdated assumptions" on which we voted to increase capacity. Even Gary agrees. He is quoted in the article as having said "You have a variety of ways to get around the community, and we're going to see more of that in the future."

Here's Becky's entire article:

<http://azstarnet.com/news/local/e988c9c7-f873-56d9-81f8-461b9dbc0656.html>

The Board of Supervisors is considering taking money from the Juvenile Court System, out of their general fund, shifting FY'13 dollars into this year, and other options. I repeat – ask the voters about the RTA reallocation (or a new, compromise proposal put forward by Mr. Huckelberry – below). It's their money and as the Star article demonstrates, the as-

sumptions deserve a fresh look.

One area the City cannot tap into is County HURF money. The City has its own HURF fund, and the Legislature needs to resume sending the entire region its full allotment.

And yet, let's not lose track of the fact that every voter and taxpayer who lives in the City is a County resident. What is called "County HURF" is absolutely appropriately a funding source for road reconstruction on City roadways, if the Board of Supervisors dedicated some of that money to streets that are simultaneously in the City, and therefore in the County. "The County" is not a euphemism for "unincorporated" areas of the region.

On April 10<sup>th</sup>, the County Administrator issued a 24 page document that addresses a variety of possible approaches to our region-wide road problems. The goal here is to find solutions, not to score points. To that end, here is verbatim what Mr. Huckelberry said about my proposal and a similar one that I would find an acceptable 2<sup>nd</sup> choice if we cannot get the BOS or the legislature to act on mine. From Pages 18 and 19 of his report:

*7. Reprogram RTA revenues. In an Inside Tucson Business article dated March 19, 2012, Tucson City Councilmember Steve Kozachik recommended two actions that could affect the use of RTA revenue. The first relates to only spending what is actually necessary based on the most recent and accurate travel demand and traffic forecast. This relates to the scope and extent of improvements on Broadway Boulevard. I completely agree with Councilmember Kozachik on this issue. It makes little sense to force the original scope of transportation improvements where they are clearly outdated or unnecessary. Reducing the size and scope of transportation improvements not only saves money; it is more responsive to community needs and desires.*

*Councilmember Kozachik also suggests allowing the voters to decide whether some RTA revenue should be reprogrammed for street and highway repair and maintenance. While this would be a community choice, I believe it erodes the credibility of the original RTA proposal, which was to enhance mobility by providing increased highway capacity and increased transit services and may be contrary to the enabling legislation. Further, it potentially begins a process of rethinking every previous voter decision. In the past, we have treated most voter decisions as sacrosanct; and, once made, cannot be reversed. While it is not impossible to reprogram RTA funds for road maintenance with voter approval, it begins a path I would not recommend. However, the Board can certainly consider this as an option to substantially increase funding for highway repair and maintenance. If the amount of reduction or reprogramming was as suggested by Councilmember Kozachik, \$400 million of project authorizations would have to be shifted. Further, the \$400 million shift should come proportionately from each program area of the RTA; i.e., streets and highways, transit, safety, etc. In addition, since 70 percent of the RTA proceeds are programmed for City of Tucson improvements, approximately \$280 million of the reprogramming should come from City of Tucson projects or programs. This reprogramming would break the RTA pledge as identified in Resolution 2006-01, signed by every jurisdiction, which states: "WHEREAS, This Board now expands its pledge to include: The promise that the minimum allocation for each project as voted by the public will be honored and will not be changed." If all of these issues are overcome, it will next be necessary to find some legal process to rescind the approval and issue some new program authorization. The RTA Board, however, has no legislative authority for referring such questions to the voters. This power rests solely with the State Legislature.*

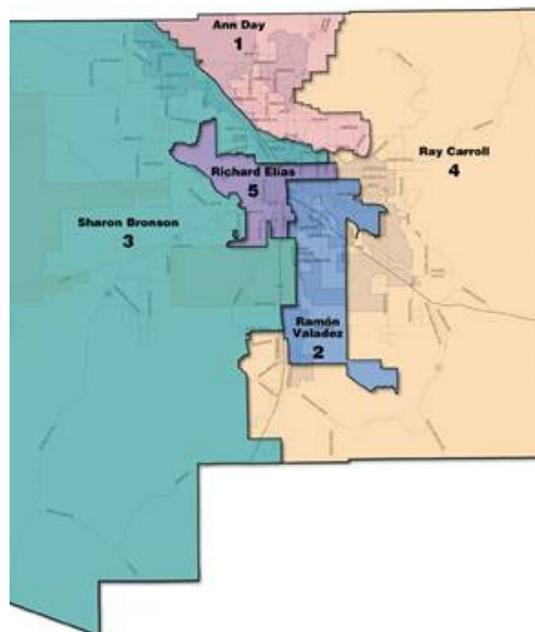
8. *Add specific highway maintenance authority to the RTA legislation. The RTA legislation as originally passed is less than absolutely clear about whether proceeds from the half-cent sales tax could be used for maintenance and repair purposes. The general consensus was that the RTA authorization was for the construction of new improvements and new highway and transit capacity. The very specific Maintenance of Effort provisions for highway expenditures and transit expenditures tend to confirm this understanding. It is certainly possible to ask the Legislature to add authority to the RTA legislation allowing a sales tax election for the purpose of making roadway repairs and conducting maintenance activities. Specifically, it would be appropriate to ask for authority from the Legislature to enact up to a one quarter-cent sales tax for the purpose of providing highway maintenance and repair of existing streets. While there is no real consensus methodology for distributing such proceeds, they could be distributed on the basis of the population of each jurisdiction as it relates to the total population of Pima County, or the proceeds could be distributed based on the road miles maintenance responsibility of each jurisdiction. It would appear new legislative authority would be needed to allow the RTA to spend additional sales tax proceeds for highway repair and maintenance. It would be appropriate to consider asking the Legislature for such authority. A quarter-cent sales tax for road maintenance would generate approximately \$32 million per year and a one-eighth cent approximately \$16 million.*

We are starting at a solution:

1. Down scope the projects and save money – Mr. Huckelberry and I are in “complete agreement” on that.
  2. Gather our regional forces and lobby the Southern Arizona legislative delegation to repurpose the RTA funds for road reconstruction – or – add ¼ cent to the existing RTA tax for that purpose. Either of those should be sent to the voters for their approval.
- Gather our regional forces and lobby the Southern Arizona legislative delegation to refund all of our HURF money.

I thank the County Administrator for his help in working towards a solution to these issues and look forward to working with him in the immediate days ahead.

This is a map that shows the County District Boundaries. I thank Supervisor Elias for reaching out and offering to work together on the way forward in this road repair issue. Supervisor Valadez suggested in some of his comments at the most recent Board of Supervisors meeting that he also recognizes City/County overlap. As you can see, Districts 2, 4 and 5 all overlap significantly into the City – so they are we and we are they. So, thanks to both Richard and Ramon. We’re getting close to some common ground.



### **Election Lawsuit**

On Friday, the Arizona Supreme Court upheld

the City's position that the Legislature had no standing in telling a Charter City how to conduct its elections. The decision was unanimous. The Legislature lost on an issue in which they attempted to trump our Charter (the Court referred to it as our 'local Constitution'). Here are a few noteworthy quotes from the decision:

Reviewing prior decisions, the Court in *Strode* explained:

[T]his court has uniformly held that a city charter, when regularly adopted and approved, becomes the organic law of the city and the provisions of the charter supersede all laws of the state in conflict with such charter provisions insofar as such laws relate to purely municipal affairs. . . .and

*We can conceive of no essentials more inherently of local interest or concern to the electors of a city than who shall be its governing officers and how they shall be selected.*

In the early '90's the voters in Tucson were offered the opportunity to change our Charter at the ballot box. In one election they said "no" to non-partisan elections, and in another they said "no" to Ward-only general elections. The Court affirmed the notion that home rule is to be respected.

On Page 4 of the Court decision it states that "Nineteenth century case law and legal commentary generally viewed cities and towns as entirely subordinate to and dependent on the state's legislature for any governmental authority."

Therein lies the problem – the legislature appears to be stuck in a 19<sup>th</sup> Century mindset.

Here's the entire decision as it was handed down:

[http://cms3.tucsonaz.gov/sites/default/files/ward6/4-11-12az\\_leg\\_part.ele\\_cot\\_v\\_state.pdf](http://cms3.tucsonaz.gov/sites/default/files/ward6/4-11-12az_leg_part.ele_cot_v_state.pdf)

### **Ostrich's**

Ok, that was a little heavy. How about this change of pace? You've all seen the Rooster Cogburn Ostrich Ranch in Picacho, on I-10 on the way to Phoenix. It is the largest privately-owned ostrich ranch in the world outside South Africa. Now you have something to break the silence with when you're driving by on your next trip to Phoenix.

### **Public Housing Authority**

If you watch or attend Council meetings, every now and then you'll see us open our Regular Session with a brief Public Housing Authority agenda. The City of Tucson, as a Public Housing Authority, is required by HUD to submit updates to our Annual Plan. That's what we did on Tuesday.

As a part of being on the City Council, each Councilmember is also a Commissioner on the Public Housing Authority Board. In that capacity we act on the manner in which HUD dollars are allocated and spent on public housing in Tucson, and Pima County.

The brief history of this is that in 1998, Congress enacted the Quality Housing Work Responsibility Act which made some changes to how PHA's are operated. Adding a comprehensive planning process was one of those changes. Embedded in that plan are the goals of the Authority. Those include:

1. Expanding the supply of existing assisted housing
2. Improving the quality of assisted housing
3. Providing an improved living environment
4. Promoting self-sufficiency

Ensuring equal opportunity and affirmatively furthering fair housing.

His name keeps popping up in these newsletters, but once again I want to applaud Albert

Elias for his fine work in administering this program on behalf of the recipients. There is currently a wait list of nearly 3,700 families in our region – including all races and ethnicities. When you see us sitting as Commissioners for the PHA, realize that we are working in support of Albert and his staff as they touch those lives in our community who are most in need.

### **2<sup>nd</sup> Saturday's and I am Tucson**

Thanks to friends of downtown redevelopment Fletcher McCusker, Donovan Durband and the hard work of a ton of volunteers, 2<sup>nd</sup> Saturday's is now a regular feature of our downtown revitalization. This Saturday, we are commemorating it as I Am Tucson day. This is a project that was brought to fruition by the Greater Tucson Leadership class of 2012. The goal is to focus on the positive attributes of what being a Tucsonan means.

In conjunction with the celebration, there will be a wide variety of activities. You will be able to create a tile for the I Am Tucson mural, t-shirts commemorating the event will be for sale, there will be a video booth in which you can create your personal I Am Tucson video, Ben's Bells will be around in support of the event goals, and continuing to spread their very important word about civility and mutual support.

If you are one of the few who have not attended any of our 2<sup>nd</sup> Saturday's, please join us this week in particular. The weather will be great, and the opportunity to take part in some self-promotion as a community is going to be fun.

### **Cool Roofs**

In conjunction with Leslie Ethen's work in the Office of Conservation and Sustainable Development, I have been working to try to get implemented some changes in how we approach construction and energy efficiencies. Leslie and her staff have been great resources in moving towards some ideas such as split-metering and giving appraisal credits for energy conservation elements built into houses and businesses. One more area in which we have been sharing ideas is implementing a cool-roof standard for new construction in Tucson.

While there's still work to be done in terms of finalizing the standards and getting sufficient buy-in from the many stakeholders, one of our Regular Session agenda items this week showed that the cool roof standard is already being used in some cases as a condition of rezoning.

The urban heat island effect is associated with dark, heat absorbent surfaces being used in the urban area. One way being used to mitigate that effect is to use reflective surfaces on roofs and other surfaces. Roofing material that is either Energy Star or Cool Roof is being required in some zoning decisions. There was one such example that we approved on Tuesday.

Without getting too deep into the data, the basis for approving a particular product is its solar reflectance rating, either initially, or over time. Installation of solar panels may also be considered an alternative in rezoning cases, but for new construction the goal is to put in place standards for new construction that will incorporate roofing materials that meet standards for reflectivity. While it is understandable that construction costs are of concern, it is the longer term energy savings to the residents that has to be factored in. For the small added cost (if any) of using the Cool Roof products, the home or business owner will realize savings in excess of those costs through reduced utility bills and the use of non-renewable energy sources will be decreased.

I don't intend to imply that there are not legitimate bridges we still need to cross in coming

up with the appropriate standard. My point in sharing this item with you is to show that we are already using the Cool Roof requirement as a conditional rezoning criterion and with that in mind our coming to terms on particular standards for including in our building code should be less troublesome.

### **UA Men's Basketball Awards**

To close out the '12 basketball season, Sean Miller and the coaching staff gave out several awards to the team. Here's who got what:

Solomon Hill – MVP

Alex Jacobson – Mo Udall Captain's Award

Kyle Fogg – Best Defender and Most Improved Player

Max Wiepking – Best Teammate honors

Kyryl Natyazhko – Golden "A" Award (highest grade point average in the fall semester)

Recruiting is under way and next season is going to be fun!

### **Human Trafficking**

Two weeks ago I invited Chelsea and Andy Hall (local face of Southern Arizona against Slavery) to present to M&C on the web site Backpage.com. That's the web site through which your youth are being bought and sold for sex. A part of the presentation at the study session was giving us a letter that had been signed by over 45 State Attorney's General requesting that Backpage.com take down their adult section. The site pulls in over \$22M in revenue from that activity which is hidden under the innocuous title of "escort services."

On Tuesday, we unanimously joined the Attorney's General in that request of Backpage. You can do the same by contacting them or Village Voice media who advertises the site. If you'd like to see the letter we endorsed, it's linked in my March 20<sup>th</sup> newsletter – which can be found on the Ward 6 website.

### **Film Industry Bill**

Another repeat item that you might want to participate in is the bill up at the State Legislature that will provide incentives to film producers to shoot their films in Arizona. As I've noted before, the incentives are not as lucrative as those in surrounding States, but due to our geography, we might be a better fit for the producers if we're even in the game. If you've noticed the lack of any significant filming in Arizona recently, without this bill, we're not in the game.

The bill was moving along until being held in Senator Melvin's Commerce Committee two weeks ago. That action (non-action) was at least in part the result of the following email sent by a group called "Americans for Prosperity – AZ Chapter."

*"On March 14, AFP-AZ and our allies kept the striker bill from being heard in the Senate Commerce Committee, **but the zombies have risen again from the muck!** Unfortunately, on Tuesday, March 20, the zombies successfully pushed their striker to HB 2127 through the [Senate Appropriations Committee](#). The Dems on the committee all voted in favor of the **corporate-welfare handout to the film industry**. But to pass the bill out of committee, the zombies needed to pick up several Repub votes. Unfortunately, the following Repub Senators voted for the striker bill. Please send them emails to encourage them to hold the*

*line against the zombie movie subsidy when the bill reaches the floor of the Senate): Sen. Al Melvin, Sen. Jerry Lewis and Sen. [Don Shooter](#)."*

I should probably check in with Jennie over at the Fund for Civility, or maybe just go for a run to clear out that muck before going on.

For those who care, when a film crew comes into a town to do a shoot, they do some very interesting things. Those include staying in hotels, renting cars, eating at restaurants, buying supplies from hardware, art, construction, paint, and other related retail stores (for building sets), they hire local crew, rent scaffold, lighting, shooters and talent. And if they are treated well, they come back.

I support the Bill and have indicated as much to those who are holding it up.

#### **Budget – Fire / Parks**

Parks, first. I mentioned last week that I think there's pretty good consensus around the table that we want to hold firm this year and not make significant reductions. Let's see how the economy does. For example, Parks had 585 workers back in FY'11. Now they're at 500 and only 324 of those are permanent employees, and some of those are grant funded. I know from my experience with the folks at the Zoo that we rely a ton on the volunteer support of docents and others who come in and help to make your experience at City P&R facilities enjoyable.

The goal this year is to maintain existing service levels at programs such as Recreation Centers, Leisure Classes, KIDCO and outside events. The UA baseball team will bring in just over \$250K that wasn't in the P&R budget last year, so that's going to help. The new elephant exhibit at Reid Park Zoo is expected to draw in more money, too but it will probably be a financial wash due to the added costs associated with Expedition Tanzania.

We're working with the private sector to try to get more swimming pools back open. Right now there is about \$100K pledged towards that end. In addition, between the United Way, Tribal Grants and the Tucson Parks Foundation, another \$225K is helping out.

On the downside – we lose nearly \$500K annually in wire theft and the need to conduct electrical upgrades. The facilities are old and in need of routine maintenance. So we're going to try to hold steady with service delivery this year, despite those added costs. This is one of our core service obligations so we want to make it the community asset it needs to be.

Fire – Also a core service obligation.

Last year, Fire took on the 911 Center operations. That brought in costs in excess of \$5M, about half of which are pension costs for the workers who are newly on the TFD books as a result of the 911 shift. It also brought over a General Services Operator function that costs the department \$380K annually. The function serves nearly every department in the City except Fire. The cost needs to be funneled into those other departments and out of the TFD budget.

From a staffing perspective, TFD is in a similar position as TPD is. They will lose 95 commissioned officers by the end of FY'16 to retirement. The department is already down in staffing and is paying overtime to keep vehicles and service staffed at safe and appropriate levels. That's wear and tear on the people, machinery and budget. It is critical that we get more recruits through the academy and onto rigs.

Speaking of rigs-one proposal that is being considered is going back to staffing two person trucks for low (Alpha) and mid level (Charlie) calls. Nearly 90% of TFD calls are of a medical nature. Some of those are non-emergency, and in fact our response to them is sometimes more to protect the City from any potential liability than it is to provide the correct level of service. I've gone on ride-alongs where the person who placed the call pretty much just wanted some company or needed to be told to turn down the heat in her apartment and she'd feel better (really). Other calls, the "Charlie" calls are where paramedic treatment is going to be required. If we can get to the point at which the call taker at 911 is able to track those calls safely, we might be able to get to the point at which a two person pick-up truck can respond just to certain Alpha (low level) calls where the person is really not in danger. That would keep the larger rigs and more personnel ready for more significant needs.

I'm not convinced that going to the two person trucks is a good move, and in particular for the Charlie calls. If the budget situation was not as tight as it is I wouldn't even be considering it. Our first obligation is to the safety of both the public and to our personnel. If a mistake made at the 911 Center puts that at risk, the savings we make by going to the two person system is lost in one unfortunate incident.

We'll keep the conversation open and also keep an eye on the rest of the budget areas so this policy change is not the first reaction during this series of budget conversations. First priority – get staffing levels back to where they need to be, and get pay back to where it needs to be in order to be competitive in the marketplace.

### **Fleet Services**

If I am running an operation and have every reason to believe that there is no threat to my losing my client base, outside of my own inner sense of being motivated to provide the highest level of service I can, there is no market based reason for me to perform at my top level.

According to multiple reports made to me by a variety of City workers – from all over the map in terms of pay grade – that's how they feel about the costs they absorb from the City Fleet Services department.

For two years in a row I've asked if we could save money by outsourcing some portion of the vehicle maintenance function. Each time I've been told that the City does the work quicker, better and at a lower cost than the private sector. Very simply, if that were true, I wouldn't keep hearing the same issues being raised:

1. The departments are paying more than they would for basic maintenance in the private sector
2. They are charged for repeat visits in cases where the original problem was not fixed correctly
3. The wait times are excessive
4. They feel that they have no options

I have data sheets that document vehicles that have been out of service for in excess of 200 days. That means we purchase extra vehicles to account for down time. Some of that is to be expected, but where there's smoke, there may be fire. I again asked for a report from the City Manager on why we would not save cost, time, and customer frustration by at least taking some of our fleet work into the private sector.

There was a pilot project that the City ran a few years ago involving Water Department vehicles – testing turn around time and customer service between the City and a private sector company. The City won on all accounts. The concerns being shared with me are that knowing the Water Dept. vehicles were a part of the test, they were bumped to the front of the line during the pilot testing. Instead of a test, how about a simple Request for Proposal (RFP) – shop rates, turn around time assurances, no charges for repeat visits to re-fix something that was not done properly the first time, and some limited scope to the sorts of work we'd be contracting out (routine maintenance, for example). The Water Department was the subject of the pilot project, but the reports of frustration over this issue have been lodged from multiple departments. It's worth a serious look as we step towards the final work in this budget cycle.

#### **TEP graffiti hotline – 623.7711**

If you spot graffiti on any TEP utility box, you can call that phone number and they'll respond with their own abatement crews. If you're so inclined, you might join me in suggesting that the other utilities set up a similar in-house abatement function to save the taxpayers money.

#### **TPD 911 Operators**

This has to end on a good note. Three winners from the Police side of the 911 Center:

Michelle Loftin, Police Service Operator of the Year – 2012

Belinda Agan, Police Department Dispatcher of the Year – 2012

Micaela Lopez, Police Department Communications Supervisor of the Year – 2012

Nice job to all three of these fine public servants!

Sincerely,



Steve Kozachik  
Council Member, Ward 6  
[ward6@tucsonaz.gov](mailto:ward6@tucsonaz.gov)

## Arts and Entertainment Events Calendar

This week and next week at the arts and entertainment venues in the Downtown, 4<sup>th</sup> Avenue, and Main Gate areas . . .

### 2<sup>nd</sup> Saturdays Downtown – April 14

For event calendar, please visit <http://www.2ndsaturdaysdowntown.com/event-info/schedule/>

#### Rialto Theatre, 318 E. Congress St.

Wednesday, April 11, 8:00pm. “Slaughterhouse”. All ages.

Friday, April 13, 8:00pm. “Tech N9NE: Hostile Takeover 2012”. All ages.

[www.RialtoTheatre.com](http://www.RialtoTheatre.com)

#### Fox Theatre, 17 W. Congress St.

Saturday, April 14, 7:00pm. “UA Steel”

Sunday, April 15, 2:00pm. “Top Hat”

[www.FoxTucsonTheatre.org](http://www.FoxTucsonTheatre.org)

#### Tucson Convention Center

Friday, April 13 – Sunday, April 15. “SAHBA Annual Spring Home & Patio Show”

#### Music Hall

Friday, April 13, 8:00pm and Saturday, April 15, 2:00pm. “TSO Classic Series – Russian Masters.”

<http://cms3.tucsonaz.gov/tcc/eventcalendar>

### Ongoing . . . .

#### Tucson Museum of Art, 140 N. Main Ave.

Ongoing exhibition, Opening Saturday, January 28 and ending Sunday, June 3:

“Frida Kahlo, Through the Lens of Nickolas Muray”

[www.TucsonMuseumofArt.org](http://www.TucsonMuseumofArt.org)

#### Museum of Contemporary Art (MOCA), 265 S. Church Ave.

Current exhibition: Armando Miguélez: *Legislate Crazy*

Hours: Wednesday to Sunday, 12:00 to 5:00pm.

[www.Moca-Tucson.org](http://www.Moca-Tucson.org)

#### Children's Museum Tucson, 200 S. 6<sup>th</sup> Ave.

Tuesday - Friday: 9:00am - 5:00pm; Saturdays & Sundays: 10:00am - 5:00pm

[www.childrensmuseumtucson.org](http://www.childrensmuseumtucson.org)

#### The Drawing Studio, 33 S. 6<sup>th</sup> Ave.

Ongoing Exhibit, Opens Saturday March 3 and runs until March 31

“My Heart Changes”

<http://www.thedrawingstudio.org/>

#### Meet Me at Maynards

A social walk/run through the Downtown area

Every Monday, rain or shine, holidays too!

Maynards Market and Kitchen, 400 N. Toole Avenue, the historic train depot

Check-in begins at 5:15pm.

[www.MeetMeatMaynards.com](http://www.MeetMeatMaynards.com)

**Tucson Farmers' Market at Maynards**

Saturdays 9:00am – 1:00pm

On the plaza at Maynards Market & Kitchen. 400 N Toole in the Historic Train Depot

**Santa Cruz Farmers' Market**

Thursdays, 4:00 – 7:00pm.

Mercado San Agustin, 100 S. Avenida del Convento

**Science Downtown: Mars + Beyond**

Thursday through Monday, 9:00am to 5:00pm (until 6:00pm on Fridays and Saturdays).

300 E. Congress St.

<http://www.sciencedowntown.org/index.html>

For other events in the Downtown/4<sup>th</sup> Avenue/Main Gate area, visit these sites:

[www.MainGateSquare.com](http://www.MainGateSquare.com)

[www.FourthAvenue.org](http://www.FourthAvenue.org)

[www.DowntownTucson.com](http://www.DowntownTucson.com)

**Other Community Events**

**Loft Cinema** [www.loftcinema.com/](http://www.loftcinema.com/)

Wednesday, April 11, 7:00pm. **“Wings.”**

Sunday, April 15, 12:00pm. **“She Stoops to Conquer.”**

**UA Mineral Museum – Ongoing**

**“100 Years of Arizona’s Best: The Minerals that Made the State”**

**Flandrau Science Center**

Join the Flandrau Planetarium on the University of Arizona Campus for their weekly Planetarium and Laser Show. Call (520) 621-4516 or visit [www.flandrau.org/](http://www.flandrau.org/) for events and information.

**Garden District Community-Wide Sale**

On Saturday, April 21 starting at 7:00am, Garden District Neighborhood Association will be hosting a Community-Wide Sale, which includes both residents and businesses from all over the neighborhood. There will be red balloons to indicate participating residences and businesses. For more information, please visit [www.thegardendistrict.org](http://www.thegardendistrict.org)