



# 1<sup>st</sup> Avenue Citizens' Corridor Planning Task Force

Thursday, September 18, 2025, 5:45 p.m.

Donna Liggins Recreation Center

2160 N. 6<sup>th</sup> Avenue

Tucson, AZ 85705

## Meeting Minutes

### 1. Call to Order and Roll Call

Co-Chair Karl Peterson called the meeting to order at 5:48 p.m. The quorum was established through roll call.

PRESENT	ABSENT
Caroline Bartelme	Mindy Gutzmer
Dave Boston	Maxine Dunkelman
Ruben Robles	Melissa (Mimi) Noshay-Petro
Kathleen (Susan) O'Brien	
Nancy Reid	
Kate Saunders	
Karl Peterson	
A.M. Rivers	
Marci Caballero-Reynolds	



## 2. Approval of June 12, 2025, Meeting Minutes

Karl Peterson asked the members of the 1<sup>st</sup> Avenue Citizens' Corridor Planning Task Force (1ACCPTF) if they had an opportunity to review the minutes from the previous meeting on June 12, 2025. All 1ACCPTF members reviewed the minutes, and Kathleen (Susan) O'Brien made a motion to accept, seconded by Ruben Robles. All approved.

## 3. Call to Audience

No comments were received during the Call to the Audience.

## 4. Public Outreach Update

HDR Senior Communications Coordinator Carrie Wilkinson presented the updates on public outreach. Carrie shared the upcoming events and activities, which include a public open house event on Wednesday, October 15, and two to three pop-up events along the corridor. The first event that we are taking part in will be Cyclovia on Sunday, October 26<sup>th</sup>. We are also planning to do a pop-up at the Rillito Farmers Market and then at a business on the corridor like Amy's Donuts or Presta Coffee to make sure we get sufficient traffic. She also shared that the team was developing an online open house meeting that would provide an opportunity for individuals to review all the materials presented at the in-person open house and leave comments on the interactive map or submit general comments on the project at their convenience.

Carrie also discussed how task force members can help promote the in-person and online open houses by sharing outreach materials with friends, family, neighbors, neighborhood associations, coworkers, and others. No action was taken.

## Questions from CTF Members

- Kate asked what the cutoff date is for receiving input for Phase II of the project.
  - Carrie answered that it is November 15, 2025. Brent added that the online meeting will be a great way for people to walk through all the new material that will be discussed at the Open House event. Patrick added that this phase is different because in the first phase, we were going to the public asking them what they would like to see on the corridor for improvements. This phase is the outcome of that input, and we are asking if this is what they were looking for as far as improvements.

## 5. Design Update

HDR Project Manager, Brent Kirkman, presented the design update. He provided updates to the bridge design and informed the group that the Final Bridge Selection Report has been accepted, and they have also completed the geotechnical field work, geotechnical lab testing, and the draft Geotechnical Report. They have also begun the Infiltration Report.



Brent also provided an update on the work the team has done on the roadway design, including refining roadway horizontal centerline and vertical profile, intersection layouts, and access points; adding bus pullouts; developing a preliminary 3D model; and beginning material quantification and cost estimation.

Brent also presented on drainage. He explained they reviewed and verified the design approach with the city, obtained existing models and design reports, completed river and bridge hydraulics, completed preliminary cross-drainage design at Navajo Wash, completed preliminary storm drain design, and have begun additional existing conditions analysis of the Navajo Wash Floodplain. Brent added that they have worked on the design to capture as much water as possible and send it north to the river; however, they will not be able to capture it all in heavy rain periods. Brent also added that they utilize FEMA models for 10-year floods, 50-year floods, and 100-year floods when planning their drainage. Brent said that the siphon they are developing will work for a 10-year event, so it will keep the water from going across 1<sup>st</sup> Avenue.

Brent then introduced WHEAT J2 PLA Studio Lead, Laura Mielcarek, and WHEAT J2 MLA Lead Designer, Jenny Moscato, to go over the landscape design update.

Laura gave a brief statement about her vast experience. Laura said that they work closely with the civil engineers, drainage engineers, and structural engineers as they create landscape plans. She explained that they want this corridor to have a sense of place, to look nice, and to incorporate water harvesting, native plants, hardscape treatments, provide shade at bus stops, and feature public art. She stated that their landscape design is focused on people and the environment, integrating water harvesting, native plants, complete streets, and visual continuity to create resilient, connected, and memorable public spaces.

She then introduced Jenny to discuss the type of elements and the corridor character ideas. Jenny said that one of the main goals of the project is to enhance the character of 1<sup>st</sup> Avenue, and that is what landscape can do. Jenny presented an array of sample photos of the type of elements she is considering for the project. These included trees, shade structures, pavement patterns, and different seating elements. She then asked for input on these samples. Jenny also presented two right-of-way concepts to give everyone an idea of what can be done in areas along the corridor where there is more available space, as well as one for the portions of the corridor where there is less space. Jenny also noted the type of constraints they must work around along the roadway. These include overhead and underground utilities. Jenny noted that both the in-person Open House and the online meeting will also provide the community with an opportunity to comment on the landscape elements. No action was taken.

### Questions from CTF Members

- Karl asked if we could have the bridge report added to the website.
- Caroline asked if there would be a catch basin like the one on Mountain Avenue.



- Brent said yes, but not that big.
- Karl asked if they are updating their flood models with what is happening with climate change?
  - Brent said they are, but not all the models have been updated yet.
- Susan asked about GSI (Green Stormwater Infrastructure) and if it will be used on this project.
  - Brent said yes, there will be GSI on this project, but that it only works for the smaller storms.
- Susan asked what about the basin that is currently there, even though it is full of weeds and trash?
  - Brent said that it is part of the wash. He said that because of the amount of water that goes through the Navajo Wash floodplain, you would need about large basin that is something like five-acres and is 10 feet deep, and this would mean displacing businesses or homes, and we don't want to do that here.
- Karl asked if they would be using the big grate at 1<sup>st</sup> Avenue and Wetmore Road.
  - Brent said yes, that is a culvert that dumps north into the Rillito River, and they will be tying the new drainage into this.
- Ruben added that the grate at 1<sup>st</sup> Avenue and Wetmore Road is slippery and appears loose when you drive over it. He asked if they would be replacing the grate.
  - Brent said they will keep the underground structure and modify the grate to a new heavy cast iron version that is bolted into the roadway.
- Caroline asked about the drainage that will be in the bike lanes. She noted that on Mountain Avenue near Fort Lowell Road, the bike lane really floods.
  - Brent said that there is no existing drainage on 1<sup>st</sup> Avenue between Grant Road and Fort Lowell Road, and they cannot add any due to the design of the roadway. He said that north of Fort Lowell Road, there will be drainage added to move water more efficiently. There will still be some puddling in the bike lanes, depending on the amount of rain that falls, but it will be better than it is now.
- Nancy asked about the flooding on Kelso Street during storms. She said the water runs down Kelso and then onto York Place and then into an arroyo. She wondered if this went into the Navajo Wash.
  - Brent said he thinks this is a different wash. He said there are several large washes in the area around 1<sup>st</sup> Avenue.
- Ruben asked about the storm drain on Fort Lowell Road near Oracle Road, wondering where that water goes.
  - Brent said he believes that goes under the interstate and then into the Santa Cruz River.



- Kate asked about the area of 1<sup>st</sup> Avenue, where there is no drainage. Is that an area where we could consider the GSI factors more?
  - Brent said they will be putting the GSI features wherever they can along the corridor.
  - Laura Mielcarek with J2 Design Studio added that with all the new roadways built in the city, they require Green Storm Infrastructure to be included.
- Susan wanted to know if the changes they will be making to mitigate the flooding along 1<sup>st</sup> Avenue will help in the area near the Fry's shopping center at Grant Road and 1<sup>st</sup> Avenue. She said that she avoids this area during times of heavy rain.
  - Brent said that he is not sure exactly how much the mitigation will help that area. He added that we will have someone from the drainage team provide more details on this at a future meeting.
- Susan added that if we are going to spend all this time and money making the corridor better, if we don't fix the drainage issues, it will affect bicyclists and pedestrians the most.
  - Brent said that it is a true statement, but they have limited control over moving the water. And we need to remember that this is Tucson, Arizona, and our rain issues are not frequent.
- Kate asked, "Are there certain areas you can prioritize?"
  - Brent said that is why we are putting a lot of concentration on the Navajo Wash area and picking up as much water as we can. Removing water from that location will help other areas along the corridor.
- Nancy asked if their firm was the one who did the beautiful landscape and water collection basins south of Grant Road near 1<sup>st</sup> Avenue? She thinks it is gorgeous.
  - Laura answered yes, they were.
- Nancy then asked about her concern that there would be too much congregation of people at some of the bus stops along the corridor, like the one at Fort Lowell Road and 1<sup>st</sup> Avenue. How do you solve this issue? She added that she loves the ideas and the images they showed us and is really looking forward to seeing it when it's done.
  - Susan said that this topic is not for this committee to solve.
- Ruben said he has some comments on the area where there is more room for trees and shade on the corridor. One of his concerns is the buckling of sidewalks due to the roots. He is worried that the trees and shade will just be a harbor for the homeless. He added that the homeless population all the way from Grant Road is bad. He said he is worried that if you put up metal shade structures, they will be destroyed by the homeless. He supports shade, but it's an invitation for more people. He sees it on Stone Avenue near Fort Lowell Road, where the police come and try to move the homeless who congregate under the trees in the area, and they don't move.



- Jenny said she can respond to the sidewalks' buckling concern. She is a certified arborist, and there are tree species that have less aggressive roots and are less likely to cause sidewalk buckling. They will keep this in mind.
- Marci wanted to make a point that we are currently experiencing an unprecedented housing crisis and that cities all around the country are dealing with the unhoused population. She is sad to hear that we don't want shade because certain people might use it.
- Susan said she agrees. Susan added that you can't design as an avoidance for the homeless population. We must move forward with what we believe will improve the appearance of 1st Avenue. And as far as the unhoused go, she thinks the city is doing a lot to get people into better accommodation. But they are human beings, and they need shade too.
- Ruben said he agrees. He stated we must look at the full picture in the long-term phase.
  - Laura said that this is the first time in her career that it's come up at public meetings. She never had it come up before last year. She is not sure what to say, but they are still going to plant trees.
- Kate asked about public art. She said, "Is there going to be public art on this project?"
  - Laura said yes, there will be public art. With every new public improvement project, one percent of the total construction cost goes to public art. And with a project like this it could be more than one piece of art. On Grant Road, there is a distinct piece of public art for each segment, with each segment featuring a different artist. She asked Brent if the project would be phased.
  - Brent said that it is yet to be determined. He has not yet met with the art council. More to come on this.
  - Laura added that there will be another task force set up under the art council to pick the artist or artists for the 1<sup>st</sup> Avenue Corridor. It is a process where they issue a call to artists and may end up with 30 to 50 responses; then, the art task force will narrow it down.
- Kate said there are people in some of the neighborhoods along the corridor who may want to be a part of the process.
  - Brent said the art council is great and goes out and meets with the neighborhood and the community along the corridor to get a sense of what is desired in the area.
  - Patrick added that maybe in a future meeting, we can have someone from the art council make a presentation to talk more about the public art process.
- Marci said she would like to keep the character of 1<sup>st</sup> Avenue and not try and turn it into something different.
  - Laura asked her what about these images presented do not fit with the 1<sup>st</sup> Avenue character.



- Marci answered that the items presented look like they should go downtown, not on 1<sup>st</sup> Avenue. She loves the bus stops being a part of the design and having a look at the neighborhood. She said, like at Euclid Avenue near 36<sup>th</sup> Street. They should incorporate art and cultural elements into the bus stop.
- Nancy added that around Keeling Elementary School, there are some totem poles that she loves. She said they were mowed down once, and the city took possession of one and then refused to return it, which was a process, but they are up again, and they are so playful and fun.
- Caroline said that in the area near the Rillito River, she would love to see something water-influenced in the area. Like a water harvesting thing. She would like to see water brought into this area in some way.
  - Brent told Caroline to try to be on the art task force and share her ideas.
- Caroline added that she loves it when bus stops are part of the design, like an invitation. She said like a bus stop with a metal Saguaro, or like at Euclid Avenue near 36<sup>th</sup> Street, where each bus stop is a little different. She would love to see them incorporate art into the bus stops in a functional way that could create some of the cohesion we are talking about, while also incorporating the cultural aspect.
- Nancy asked if there is a history of 1<sup>st</sup> Avenue.
  - Jenny said she researched that, and there is not much of a history.
- Nancy said it's too bad the racing is finished because you could incorporate some horses into the design. However, if we could tie it to a historical context, it would be more fun.
  - Laura said we don't have to solve all of this now, but that they will be at the Open House event, so any other ideas you want to bring for them, please do.
- Kate said that the Amphi neighborhood speaks 32 languages.
- Nancy said you mentioned getting on the arts committee. Is there one?
  - Brent said not yet, but it will be coming.

## 6. Transit

City of Tucson DTM Administrator, Patrick Hartley, first wanted to recognize the task force members for serving for over one year on the task force. He complimented them on all the great progress that has been made so far. Patrick said he wanted to take a moment to appreciate the amount of progress that has been made. A lot of the big challenges have been resolved, and now we are moving to more detailed decisions.

Patrick then presented an update on transit, which included a review of the transit stop principles. One of the non-negotiables is that they provide safe and comfortable bus stops along the corridor. There will be a pad at the bus stop, accessibility for wheelchairs, and some type of



bus shelter. Not all stops will have shade, but most of them will, depending on the space they have available.

### Transit Stop Principles

- **Ensure comfortable and accessible bus stops**
- **Minimize conflicts between different users**
- **Maintain optimal stop spacing (1/4-mile or near destinations)**
- **Locate transit stops on the far end of signalized intersections**
- **Locate stops as close to the controlled crossing as feasible**
- **Balance roadway operations, transit operations, and comfort and safety**

Brent and Patrick shared that they are working on making sure they can accommodate all the bus stops that are needed on the corridor and that there will be tweaks as we move forward.

Patrick showed an overhead of the Fort Lowell Road and 1<sup>st</sup> Avenue intersection, with the proposed bus pullout location shown. He explained that bus pullouts along the corridor are important since we are not widening the roadway; they need to improve the corridor operationally and bus pullouts are a great way to do this.

He then listed the intersections where bus pullouts are proposed.

- Fort Lowell Road (time point/transfer point)
- Prince Road (transfer point)
- Roger Road (transfer point)
- Limberlost Road

The team proposed no bus pullouts at midblock locations (away from signalized intersections). Patrick added that they still need to address bus/bike conflicts at stops.

Patrick presented a few considerations for bus/bike conflicts. One that the team favors is the idea of doing something like the Sun Link Streetcar stops, which includes a ramp for bikes. Bikes at the stops would use the ramp to go up onto the sidewalk. The sidewalk in this area would be widened to become a multi-use path, and a bike could go onto the path behind the bus stop, away from the bus passengers, and then back down into the bike lane on the other side of the bus.

Patrick added that this is just something they are thinking about and have not formally checked feasibility on 1<sup>st</sup> Avenue. No action was taken.

### Questions from CTF Members

- Susan asked what about a bus pullout at Wetmore Road?
  - Patrick said there will be a bus pullout on 1<sup>st</sup> Avenue just north of Wetmore Road.



- Susan asked, “What about Southbound? She said there is a bus stop just south of Wetmore right now, but it is too close to the intersection.
  - Patrick said that they will look at that and modify it if necessary.
- Marci asked if this ramp idea at the bus stop would work on 1<sup>st</sup> Avenue, since these stops tend to be busier than the Sun Link Streetcar stops.
  - Patrick said that is something they will have to look at, but that he believes having the bicycle riders go behind the bus stop itself would help alleviate any friction in the area.
- Caroline asked if there is no bus, can bike riders stay in the designated bicycle lane on the roadway? She would also like to see better markings at the ramp areas to show bikes where to go; the green markings used at Sun Link stops are faded and hard to read.
  - Patrick said yes, the bikes can remain in the designated bicycle lane if there is no bus stopped at that time. She thinks the ramp design suggested is the best solution given the speed at which bikes move along 1<sup>st</sup> Avenue. He said they will investigate a better way to mark the ramp areas.
- Kate asked if there are still ADA ramps at these bike ramp/bus stops to provide access for people in wheelchairs. Kate added that this bike ramp idea is also good for bike riders who also use the bus.
  - Patrick said, yes, there are additional ramps for ADA riders in the area that give them access to the bus stops.
- Susan added that she thinks the bike ramp proposal is a safe alternative for traffic, pedestrians, and bicycles.
- Ruben also thinks it is a good idea for keeping everyone safe.

## 7. Traffic Operations Update

Kittelson & Associates Principal Engineer, Felipe Ladron de Guevara, gave an update on the traffic simulation results for the corridor, which included estimated increases in cars, bikes, and people by 2045 to show how the proposed improvements along 1<sup>st</sup> Avenue will affect the Level of Service on the roadway.

Felipe then presented the 2045 draft traffic simulation, which uses new tools to create a microsimulation for evaluating 1<sup>st</sup> Avenue.

The simulation looked at future traffic volumes without any improvements to the roadway. Felipe stated that they then looked at the future traffic volumes with capacity improvements and safety improvements. He explained that capacity improvements are improvements like adding a second left turn at busier intersections, adding right turn lanes, or signal coordination. Safety



improvements are improvements like additional HAWK lights, protected intersections, raised medians, protected bike lanes, and other improvements.

The simulation results showed that the Level of Service, with or without improvements to the roadway, will remain the same, except at River Road, where it will decrease during the afternoon hours. Felipe added that with the new smart stoplights and technology, they can probably improve this time at this intersection. The reasons that the Level of Service remains the same, are the fact that safety was chosen as the most important factor when upgrading 1<sup>st</sup> Avenue, and additional safety factors will make the roadway safer for pedestrians and bicyclists, but it will not increase capacity, but keep it the same for vehicles, even with additional traffic volumes expected in the future.

Brent added that with a Level of Service of D, it means that when driving through an intersection, you may make it on one light, or you may not. No action was taken.

### Questions from CTF Members

- Susan said, it is 2025, and it already takes three lights to get through the 1<sup>st</sup> Avenue and Fort Lowell Road intersection. You mean that in 20 years, it won't be slower?
  - Felipe explained that these levels of service are for the entire corridor, not a specific intersection. He said the amount of traffic on 1<sup>st</sup> Avenue will be increasing over time, but the improvements that are selected now, like more left turn lanes, smart signals, etc., will minimize the effects on the Level of Service for 1<sup>st</sup> Avenue.
- Susan added that if the level of service is a C now and will be a D in 2045, then the service will be decreasing, correct?
  - Felipe said, yes, in one direction Level of Service will go down.
- Kate asked if this is because there will be more people driving in the future. Is the assumption that we will have more people driving cars in the future? So, if we did nothing on 1<sup>st</sup> Avenue, it would also get worse, or is that not true?
  - Felipe said yes, it assumes that there will be more people driving vehicles in the future.
- Kate said so, even if we did nothing to the roadway, it would just get worse.
- Susan added that since the level of service is going from C to D in the future, it is going to get worse anyway, even if we make improvements. She stated it seems as if we should build traffic volumes for the 2045 future traffic volumes.
- Karl said he believes that this is a trade-off because we are adding more places to cross the roadway safely, safer bike lanes, etc., and it will slow down traffic; however, it will make people safer. Karl said there are roadways like Aviation Parkway where there are basically no slowdowns, but it is not built for safety.



- Kate said she sees the trade-off and just wanted to point out that by making the roadway less car-centric, it will be a little slower. She believes that making a safer roadway might help people move away from using their cars and to bike riding or bus riding.
- Susan said she is worried that we are not designing additional traffic volumes and considering new developments like the 900 residences being designed now between Oracle and 1<sup>st</sup> Avenue near Rudasill Road and the Walmart expansion.
- Kate asked if any case studies might be helpful to show that these numbers will not be increasing as much as you are showing.
  - Patrick said that we cannot predict how changes in the future will affect traffic volumes, like more walking, more biking, more bus riding, etc.
  - Felipe added that if we were going from a D to an E Level of Service on 1<sup>st</sup> Avenue, then it would mean that along the entire corridor, there would be heavy congestion and that we would not be coordinating the demand correctly. But if they are a D or better, then they are meeting the standards that are acceptable across the country.
- Caroline asked if the traffic simulation is like the flow of traffic?
  - Felipe said yes, it is the flow of traffic, but it also considers transit, cyclists, pedestrians, etc.
- Caroline asked if the levels of service account for safety.
  - Felipe said no.
- Caroline said so if traffic is not flowing faster in the future, that was not our goal. The goal was to make the roadway safer. So, to reframe this, we are not creating a highway; we are creating a safer roadway.
- Susan said, but our goal was also not to make it less accessible for vehicles.
- Caroline said she doesn't believe we are making it less accessible.
- Susan said that if the Level of Service is going from C to D, it is less accessible.
- Caroline said that Felipe explained that the D is closer to a C level, so it is still accessible.
- Susan said that the D is still not a passing grade to her.
- Caroline said, but are the C and D ranges correct?
  - Felipe said that anything between A to D is a passing rate. If you had an E, that would not be good. He added that these rates are at peak hours, so about four hours in the morning and four hours in the afternoon/evening.
- Kate added that we cannot predict what people will do in the future, maybe people will take their car to the grocery store but take the bus to work. She stated that she believes there will be other things in the future that will affect these rates.



- Felipe said it does not consider new technologies, so we don't know how new technologies like smarter traffic signals might affect traffic flows in the future.
- Ruben asked if they considered the speed from light to light.
  - Felipe answered yes, they considered the travel time and the average speed of the vehicles between the stoplights.
- Ruben added that all these studies were done in peak travel times, so this is not true for most of the day.
  - Felipe said yes, that is correct.
  - Patrick added that for over 30 years, and for the past 15 years, we have seen a reduction in traffic along 1<sup>st</sup> Avenue. He stated we don't know what is going to happen; work from home has changed work patterns, and changing demographic patterns have affected traffic, so this is the worst scenario for traffic growth. He added that within the first year of this project's conclusion, you will see immediate improvements due to the traffic signal enhancements.
- Kate asked if there were any case studies we could look at that might give us a better idea of the trade-offs between traffic flow and the safety improvements. For example, how many more people are walking in the area now, how many people are using the bus, how many families are out and about on the corridor now?
  - Patrick said it is a great question, great comment, but it's the inherent imbalance of what we can predict. He said, for example, we can predict the things we have shown here in this traffic study, but we can't very effectively predict the increase in pedestrian travel because the walking environment is better. He stated these predictions we are making are the ones that drive decisions, and we are making very deliberate decisions to design crash modification factors, like the protected left turns.
- Susan asked if any studies have been done on Broadway Boulevard since the widening project to see if increased pedestrian traffic or if it has increased bicycle traffic.
  - Patrick answered that it was a good question. They might be able to pull it from the signals. He stated they can pick up bikes and pedestrian activity at traffic signals, so they can see what that data looks like.
- Susan added that there isn't as much residential in the Broadway Boulevard area, maybe studies of similar types of areas around the country.
- Kate added that maybe studies show that yes, it is slower to go from point A to point B, but it means fewer crashes?
  - Patrick said it is not perfect side by side, but we just did the road diet on South 12<sup>th</sup> Avenue. He shared that they took that project from five lanes to three lanes, and did a three-year project evaluation, showing a 44% reduction in crashes. He shared that they saw an 82% reduction in pedestrian crashes, and a 100% reduction in bike crashes. Patrick said surprisingly, and this shocked all of us, there was no reduction in travel time. There was a minor impact at peak hour in



one direction, but they implemented adaptive signal control, which allowed them to assign additional green time. As a result, they saw no degradation in travel time, along with an outstanding crash reduction that exceeded their expectations. He stated that to them this was major proof of concept.

- Karl asked if the model had predicted it would slow travel time?
  - Patrick said it predicted slower travel times, but he didn't remember what the numbers were. He added that they used a whole year of data on this project, and they were able to break it down into AM, PM, peak, midday, and considered seasonal variation. He said they did see that the speed variation decreased significantly, so cars were traveling at the same speed, rather than one car going extremely fast and another car going slowly. They did hear some negative feedback from drivers who felt like they were going slower because they were stuck behind other drivers, but the average speed did not decrease. Patrick noted again that this is not a perfect side-by-side correlation, but it was prioritizing safety.
  - Brent added that when we are driving, our perception is off a little as far as we need to go faster to arrive somewhere more quickly. He stated they did a study on Broadway Boulevard, and if someone drives the speed limit, they will hit the lights at the right time and decrease their travel time.

## 9. RTA Next Update

Rick Ellis with PAG/RTA gave the task force members a quick update on the status of the RTA Next Plan. Rick gave everyone an idea of what they would see on the revised RTA Next and what might not be there. He shared that the new date for RTA Next to go to vote is March 2026. He asked everyone to please educate themselves on this issue and make their opinions heard through their vote.

Rick said they are going to see this project there. He said they would see the old ballot language and not worry. They are moving forward with the 1<sup>st</sup> Avenue project, and we need to make sure the vote passes in its current configuration so that we bring additional money to the 1<sup>st</sup> Avenue project. Right now, we know that we are short of some dollars to do all the options we would like. We've got a big bucket of money available, but we don't have the whole thing. So that's what RTA Next does, it gives us that full funding, and then we can decide what is the best way to move forward with implementation. So, when you see it amongst all the others, or your friends, neighbors, family, you kind of go, wow, I thought that was already decided, please tell people that we needed to bring the extra money to the table so we can move forward with the delivery of this. We wanted to bring you the most recent information.

## Questions from CTF Members

- Susan asked what happens if this vote fails.
  - Rick said he does not really know. The short answer is that the board will be left in place, and the board is made up of all jurisdictions, and they are going to be left in an ugly situation. He shared that transit funding will take a huge hit,



approximately 25% to 30%. He stated that it's like you lost 25% of your salary. You're not deciding at that moment what you are going to do.

- In addition, he shared there is a clause in the original legislation from 2004 that says the project reverts to the original plan. Now you know why we want to make sure this passes? It's critical to make sure folks are educated, knowledgeable, and get out there to vote on this. And then from our standpoint, it must pass, because we want to keep the momentum going. So, I can't tell you what the board will do. The board may regroup and regather and go, yeah, we lost by 0.1%. We're going to come back and do it again in November. Or wow, overhaul time, or plan C or Plan D. Nobody's talked about it because it is too wide open. It's too many what-if scenarios.
- Rick added that they have talked as a project team with Brent and Patrick to make that we've got enough information going forward to make sure we don't make premature decisions before the March election. So, we leave our options wide open. That's why the timeframe you are all working on is so critical, but that lines up with where they're still going to be working with the DCR and the subsequent supplemental information that will get us through the summertime, and then we're able to move forward with that. So, too hard to predict, too hard to guess. If our crystal ball's bad on traffic, my crystal ball's worse on elections. But there is very little discussion on what if, it is more, don't let it happen.
- Kate wanted clarification: if the vote fails on RTA Next, the plan will revert to the original plan, which doesn't have all the changes and edits that have been made to it?
  - Rick said there is a provision for that, but he does not know what the board will do. He shared that he didn't know if the board would say I am not going to build the wrong project, or the city, or any of us; this affects several other jobs, too. Several others are under consideration for changes that we've made over the last 20 years, which have been identified by the jurisdiction. So, I just told you there is a provision. How the board will choose to act on that, I cannot tell you. We really want extra money in this new plan so we can give this project team everything they need to have options. Now, how we go forward and implement it has choices, and that's the best place to be.
  - Brent added that this plan is also all our transportation funding for the next 20 years. It's not just this project. A lot of things get in there so please go hop on the RTA Next website and look at all the projects that are listed.
  - Rick added that if any of the task force members would like to hear more from him or their groups, friends, etc., he would give them a presentation and answer their questions.

## 10. Future Agenda Items

City of Tucson DTM Administrator Patrick Hartley celebrated the task force and their efforts over the last year.



Patrick also asked them to attend the Open House on October 15th, which is the day before the scheduled October 16<sup>th</sup> Citizens Task Force meeting. He then recommended that we cancel the Citizens Task Force Meeting for October. It was asked if there was a special reason to meet again in October. Patrick said we do not have an agenda yet, and we would like to take in the feedback we receive at the Open House and then present it in the next meeting.

The members agreed this would be a good idea to skip the October 16<sup>th</sup> meeting and attend the Open House on the 15<sup>th</sup> instead. No action was taken.

## **11. Adjournment**

Karl moved to adjourn the meeting; Ruben Robles seconded. The meeting was adjourned at 7:45 p.m.