



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the **Independent Oversight and Accountability Commission** and to the general public that the **Independent Oversight and Accountability Commission** will hold the following meeting, which will be open to the public.

Independent Oversight and Accountability Commission
 P.O. Box 27210
 Tucson, Arizona 85726-7210
 (520) 791-3221 (Voice)
 (520) 791-2639 (TDD)

MEETING MINUTES DRAFT

Independent Oversight and Accountability Commission
(Prop. 411) Tuesday, January 28, 2025, at 5:30 p.m.
Parks and Recreation Administration Building,
Mesquite Conference Room 900 S. Randolph Way,
Tucson, AZ 85716

For members of the public who wish to address the commission during **Call to the Audience**, we ask that you please email your request to Amanda Valenzuela at amanda.valenzuela@tucsonaz.gov or call 520-600-8229. The email should include your full name, mailing address, and phone number. Also, please specify if you would like to be added to our email distribution list for future notifications and updates. **Please send your email no later than 10 a.m. Tuesday, January 28, 2025.**

- 1. Call to Order/Roll Call** – Commission Chair E. Liane Hernandez called the meeting to order at 5:33 p.m. Roll call was taken, and quorum was established, 8 -1.

Present			Absent
Bruce Burke City Manager	**Cynthia Harper-Ayala City Manager	*Jesse Lugo Ward 5	Colin Oglesbee Ward 2
Dale Calvert City Manager	Laura Dent Ward 1	Paul Smith Ward 6	Jon Aitken Ward 4
E. Liane Hernandez City Manager	Ian Johnson Ward 3		

* Jesse Lugo exited at 6:20 p.m.

** Cynthia Harper-Ayala exited at 7:33 p.m.

- 2. Approval of Minutes – October 28, 2024** – Commission member Dale Calvert made a motion to approve the October 28, 2024, meeting minutes as submitted. Commission member Cynthia Harper-Ayala seconded the motion. **The meeting minutes were approved by unanimous voice vote.**

3. Call to the Audience (10 minutes)

This is the time when any member of the public may address the Independent Oversight and Accountability Commission. Due to time constraints, the total time allocated for this is 10 minutes. Individuals are allowed three (3) minutes each. Due to Open Meeting Law, Commission Members cannot discuss topics that are not on the agenda. Items brought up by the public may be considered as an agenda item for a future meeting.

Twelve members of the community addressed the IOAC members.

- Susan Grafton – representing Paseo Alegre neighborhood. She said there's nine of my neighbors here that came down because we are all very interested in getting our road surfaced. Our neighborhood is fifty-seven years old and has the original roads. We have several neighbors that submitted information. We have had multiple falls and injuries in our neighborhood, and it's become something that we have requested over the years, and we've come here to ask that for consideration. And there'll be someone else that can speak further. But there's forty-four homes in our neighborhood and nine of us are here. I think that says something in itself.
- Carmen Nelson - representing Dietz neighborhood. I have lived there for forty five years. Let me begin by thanking Mr. Jim DeGroot and Martha Cantrell and Amanda Venezuela for helping us to better understand what is happening with our streets. In regards to the e-mail that I received on January 11th from Mr. DeGroot, you mentioned the fourteen-million dollar Rolling Hills paving program, but in the e-mail you also mentioned that during the review the water line south of 29th Street between Kolb and Prudence were particularly prone to failure because of several leaks encountered during the Dietz work that was done last year. In the e-mail, you also mentioned that Tucson Water is or will be in the process of designing how to move water line from the alleys. I have shared your e-mail with our Neighborhood Association and also with several of my neighbors who were not able to attend that neighborhood meeting. So it led me to a couple of questions. Our streets have been severely neglected, just like other neighbors that have. The last time we had any work to our streets was 2008 and that was only a chip seal. They discovered the issue of the water lines last year, yet it is tentatively scheduled for designing in the late summer of 2026. In the Dietz area, with the water lines prone to failure, are we the only neighborhood in the whole two metropolitan area that has that issue? It doesn't make any sense to me, so I would think that Tucson Water might have a blueprint for repairs or some kind of guidelines that they can help determine when they can get started on that. The question is that if Tucson Water 's budget runs short, does that mean that our water lines are not going to be repaired because of budget restrictions? Our neighborhood is like sixty years old and we are not being attended to knowing that our streets are in such despair. We like to have some type of communication with someone. We would appreciate if you could guide us as to who we can contact or have an update or where our neighborhood stands in regard to these desperately needed repairs. Thank you.
- Isabel Doe - representing Menlo Park neighborhood. I live on Cedar and Grande. And Grande and Congress are streets that are the main streets going either south or north, or east and west. What's happening is we don't have a left turn signal on Congress in Grande and traffic backs up, so they start coming through the neighborhood and cutting through the neighborhood, and it's putting a lot of stress on our streets. We don't have sidewalks for handicapped people. We have a veteran who's

the handicapped. He can't use the sidewalk in order to access the streets or walk anywhere. So that's the biggest problem. We have a lot of traffic. FedEx, Amazon all those trucks cut through the neighborhood from Cedar and Grande to Palomas and then they cut through Palomas. And there's signage all over for people to go down Congress, but they cut through. Then we have the weekend where all those people go up A-Mountain using Cedar. And a lot of off-road vehicles that are not licensed are up and down the street, and so our streets are crumbling. They're crumbling. And we need your help getting them fixed.

- Amalia Reyes - representing Menlo Park neighborhood. My concern is that, you know, we have two oversights and the requirements for the repair in the neighborhood, the residential area, is to meet the lowest overall condition index. I don't know what that is. The ward proportionality, funding investments equivalent to the number of streets in the ward, we're in ward one. The other one is equity neighborhoods identified as areas of higher traffic for transportation needs, which are based on Move Tucson, which I still need to research but they contain transit, biking, and walking for daily trips in the neighborhood. I was kind of a little upset because I saw that they were repaving the streets over in Menlo Park, which is a historical community. And then when I got sent information from Miss Valenzuela, it said for some reason the southern portion of Menlo Park was annexed and wasn't included, and it's not going to be included. And that concerns me, because we have a high traffic area. I've been calling our ward one office for years and I recently talked to Miss Valenzuela to figure out what's going on. Why weren't we included in the overall Menlo Park? We are part of Menlo Park unless it was annexed and nobody let us know. But we can't even walk down the sidewalk. It's bubbled and cracked. There's no ADA access. You know, older people are supposed to go take their daily walk because we might fall down and then we'll have other issues. I take care of my grandchildren. You put your children in the stroller, and you can't use a sidewalk and if you want to use the streets, they're all buckled. There's erosion on the side of streets where you can see the dirt coming up six inches, maybe twelve inches along the curb, and I don't think that's really fair because of all the Rio Neuvo development, we get more and more traffic and that's why they're bypassing the intersection. They fixed up Congress and it's very nice with the assumption that people were going to use that to use that up to A-Mountain but that's not true. They're still going up Cedar on a Sunday. I can sit outside in my house and count twenty cars in less than half an hour, going up to a mountain. They're not using Congress, and they used a lot of dollars to repair that area. They're using dollars, too, I think from the same project to put sidewalks up on Grande on the walkway project, but people are coming from the new area that's being developed across from the Mercado. So they start walking up a mountain early in the morning and our dogs are barking while we're trying to sleep. Because there's a bajada on A-mountain, when it rains, all that water just comes down into our little neighborhood. And it brings down sand right there on Cuesta and Cedar. And you try to take the stroller for a walk, and there's nothing but sand so you have to make a detour. So, the priority for me is why we were annexed out of that street repair project for Menlo Park? Why? Why and who made the annex decision to remove us from that repair? It's sad because a lot of people have been living there, and I've lived there for almost forty years. Other people lived their lifetime and there's homes that were built in 1940. It's a historic neighborhood, so I'm wondering who the powers that are there did not advocate for that area. And why was the justification for that?

- Mary Dorgan - representing residents of Highland Vista neighborhood. I'm the President of Highland Vista. We're a seventy-year-old neighborhood also. So just like everybody else, just requesting street paving and we're not on any list for 2025 or 2026. I don't know if we could put a request to be on the list to be budgeted. I didn't understand how you got that score and often you get those. If somebody could answer my question, I would appreciate it.
- Larry Anderson - representing Menlo Park neighborhood. I think we're all here for the same reason, right? Public safety access for our elders, good streets. I live on Palomas and am a retired Fire Chief of twenty-five years. I sit on my porch and now I look at traffic. What I would like to say is within this committee, who represents Ward 1? A person. I haven't met you yet, but when we make this speech, I noticed a lot of you are busy and maybe not attentive to your ward. I pay attention to those things. That's why I want to be here and express myself. But I want to make sure that it's going into the channel and being filtered, so it's received. We have a lot of elders in our area and we have a lot of renters in our area, but the indirect impact is our roads. I would challenge the group to put a vehicle count on my road. If you want stats, put a count on that road. I guarantee you there's a high likelihood that that road would qualify. When was the last time it was resurfaced? I'm the second owner of the Bravos House, it's one of the historic houses in that neighborhood. I've been there for almost 23 years now and I don't remember being repaved. I've seen some chip sealing happen, but looking across immediately across the avenue and seeing all that great work going in and my kids seeing all that great work going in and the elders who's been investing for all that time, seeing that great work going in. When do they get to enjoy it? So I don't mean to come philosophical or anything like that. I know that the pressure on the city is immense for budgetary things. I'm going to become more engaged in these types of discussions because at the end of the day, we're all in it to win it. But as we all know, it requires votes. It may not be an election year, but at the same time, understanding the demographics, understanding the complexity behind it, understanding who's going to represent our group, as well as your group. I think that it really needs to be filtered in a way, so that our voice is really being heard. So that's on my card it's listed the same thing, right? ADA compliance, having access to those things, we don't have any bike lanes. You see, bikers go around. I can sit on my porch every day and watch. I can watch them every day. And what they did to the program to decrease the flow, they did roundabouts. Nobody maintains the roundabouts anymore, so we have vegetation growing. So the initiative was good at the beginning, but there was no solid follow through on all of these. I do live in the community. I am in one of the contributor houses in that community, but beyond my voice, we have a lot of the elderly that are there including myself. I bought a three-wheel bike the other day, I can't even ride in the front seat because there's not a bike lane, nor is the road safe enough to be on it. And I think the other thing too is what's hard to visualize is, I know a young lady was in the neighborhood the other day, and she was actually taking pictures of the conditions of the road. I think that would be useful for the committee. You may or may not have them, but let's do some comparison. I'd like to do a road count. I'd like to see how many potholes are in our area and I think those would be huge qualifiers, particularly compared to the roads that were being replaced.
- Raul Ramirez - representing residents of Barrio Sin Nombre neighborhood. It's at the base of A-Mountain and has around sixty-five residents and it's one of the newest

neighborhood associations. We organized last year, but it's also one of the oldest and it's considered the birthplace of Tucson. In our neighborhood boundaries, one of the amenities there is Mission Garden. I was also a founding member of Mission Garden. I served with Menlo Park for five years as board member and now currently as a board member of Barrio Sin Nombre. Through advocacy of our community, when Regina Romero was at Ward 1, there was action to pave three of our streets. And then at the same time they're in that area, I think somebody mentioned Rio Nuevo, well Rio Nuevo is also in that area. There was an agreement with Rio Nuevo to pave the last street, the last street being, and that's why we're here, Mission Lane. Well, Rio Nuevo now tells us that it's not in their boundaries, but they might have a moral responsibility. Well, they had made a deal with the city and the city had waived tipping fees and clean fuel when they brought when they brought the new building, Caterpillar, into our neighborhood. But now Rio Nuevo says no, we don't have a responsibility. So we've gone to the board and had conversations with Lane Santa Cruz, and we've also talked to people in transportation. Recently I talked to Amanda, she was very helpful. Thank you. And so we're here to try to advocate for a small community. Basically, sixty-five residents and the street that we're talking about is really an interesting street because it's a historic street. If you know Tucson, if you looked at old city maps, when Tucson was just barely six hundred residents, Mission Lane was part of Mission Road. It comes from the presidio, down the river, which is now Simpson to Mission Lane. So it's an old, old community. I mentioned one of the amenities we have is Mission Garden. That gets a lot of traffic in and out, especially when they have some events over the weekend. More recently, the City of Tucson has returned the land to the O'odham. And that's a good thing. There was 10.5 acres and this was the old mission site called San Agustin. At some point, the communities of Tohono O'odham are going to start building. And then the third is just the residents that live in that area. I mention us last, but really we're the ones that have been there the longest. So, we're asking that as you as you start working on, for example, you have South Main Road that probably needs some help. Because I know that the other streets are done and so it may not be economies of scale to do one little street, and you have five meters that have to be raised. If you're working in the area, we've been waiting. Since our streets were paved was in 2022. And nothing's happened all this period so we're still waiting for that little street. So, I ask you to try to help us prioritize that small street. In the work you're doing at the same time, there's other people that are going to talk about some of the flooding issues. So, I will not address that.

- Victor Rivera - representing residents of Barrio Sin Nombre neighborhood. I live on Mission Lane, the street that Raul was talking about. I've lived there for sixty-seven years. I'm seventy-three years old. I think we need to touch a little bit about our boundaries. We're bounded by Conde on the west, Cushing on the north, Santa Cruz River on the east and 22nd Street on the south. The history of our Barrio Sin Nombre was they used to make bricks there. Brickyard Lane, and they had all these pits. So, the city started in 1955 dumping trash in those old pits that they had there. So, on three sides of Barrio Sin Nombre, you're surrounded by dump yards, trash, and finally they stopped I think in 1965. And we've lived through the remediation when he started building a Caterpillar. One of the things we have to deal with was mice, and other rodents in our houses and we're a poor neighborhood, but we came together because we were part of Menlo Park. We weren't getting our issues addressed, so that's why we formed our own

Neighborhood Association. As I said, I live on Mission Lane, and when it rains the water, the sand comes down and covers, well for me covers my water meter. I have to go digging around looking for it. Not just the paving, but also Barrio Sin Nombre got lights and Mission Lane doesn't have lights and it's really dark there so hopefully we can get that straightened out. I don't understand what that means, if it's a moral obligation. We just need to get Mission Lane paved and lighted.

- Melissa Noshay-Petro - representing Paseo Alegre neighborhood. I'm here with Sue and the rest of my lovely geriatric crew. I won't reiterate what everybody else has said, but I will say thank you to each of the committee members for serving on the committee. I know it's a volunteer position. I know you're taking time out of your busy schedule and busy life to do this. I sit on a Commission as well, so I really do appreciate that. And I think for us it would be helpful to understand what we need to do to be evaluated to get on the list, what we need to do to have our fifty-year-old streets repaired for the first time in fifty years and thank you very much again.
- Anthony Nelson - representing Barrio Sin Nombre neighborhood. I'm the president of Barrio Sin Nombre. My family's been in that community for a hundred years and we've been, I've been a lifetime resident of the West side. Anyways, I've lived in Menlo Park, I've lived in Barrio Sin Nombre. My family comes from Barrio Sin Nombre and into Menlo Park, so I will advocate that we do need a left turn signal at Congress in Grande. South Menlo should be repaved as well as Mission Lane. I don't know why South Menlo hasn't been repaved. I know North Menlo usually gets repaved over and over again, and Westmoreland, Palomas, all those streets get skipped over and over year by year. Each time they repave and the reasoning for that is because it's cheaper to maintain roads than it is to repave them. That's what I got from the City of Tucson about four years ago. So, I'm not sure if that's the same reasoning today. But I do want to advocate for Barrio Sin Nombre's Mission Lane to be repaved. We've gone to the county, and the county says it's the city's problem. We've gone to Rio Nuevo. Rio Nuevo has basically gone back in circles. Everybody's pointing fingers at each other, but it lands back in the City of Tucson's lap.
- Derek Daniels – representing residents of Vista Del Rio neighborhood. I've addressed this Commission quite a few times and I appreciate the opportunity to do so. I just wanted to say thank you to the Commission, specifically Jim and Dale and everyone else's time as well. Jesse, thank you for your time in the past. Our neighborhood has been repaved. The sidewalks are ADA compliant. For everyone who's here to advocate for their neighborhoods, just know that this Commission does take into account certainly the input as well as there's a lot of really good information here. So, I'm here just to say thank you on behalf of our neighborhood. And they have done a really stellar job.
- Kylie Walzak – representing residents of Menlo Park neighborhood. I'm the current president of Menlo Park. We're very well represented here tonight, as you can tell. And for the members of the committee, I would just like to direct your attention to your packets. There was an e-mail included in your packet on Friday. I hope it made it into your packet that addressed, summarized a lot of what you've heard from Westside residents this evening, which is first and foremost, thank you. We were really surprised that Northwest Menlo Park streets started being repaved in December. We didn't have any warning, but that was happening. We knew that we were on the list using the interactive public facing map that you all keep. But we had no idea that it was coming

so soon, so we saw ADA curb ramps getting installed in early December and that alerted us to the fact that something might be happening. When we ask questions, we learn from Amanda that it was an efficiency decision. There had been crews finishing up in the Rio Vista neighborhood, and since they were already on the West side so they moved them down to Menlo Park and began work there. And in the northwest part of Menlo Park, that work is almost finished. I don't understand all of the complex matrices and decision making that goes into deciding where you draw lines about what neighborhood streets get repaved when. I understand you can't do them all at once. Just watching the repaving work from where I live, it has been astonishing to me how intense it is, how resource intensive it is. So, in the letter we asked you to apply that same logic that got Northwest Menlo Park started in December to the rest of Menlo Park. The machinery is already there, and the contractor is already there. We hope that once you finish up the work in Northwest Menlo, it's an easy move. To find a lot where you can station all those machines and begin work on not just the South side of Congress, but we also have a bunch of streets on the east side of Grande that need to be repaved. And so everything is really close by and we hope that it's an easy move. The third thing that I mentioned in the letter, this is another hot potato, kind of like what Barrio Sin Nombre is describing about not knowing whose jurisdiction is a specific street. Sentinel Peak Road that goes up to Sentinel Peak Park. If you go up A-Mountain, you use this road. If you look at the public facing map, that that we have to decide who's going to get paved where and when, we notice that Sentinel Peak Road only gets paved up to about Clausen Circle, which is just a tiny bit of Sentinel Peak Road and I'm here also tonight on behalf of the HOA of Sentinel Shadows and also the Neighborhood Association of Panorama Estates, that lives up there, they're all listed as to be paved eventually, but Sentinel Peak Park Road is not. I understand that there's different jurisdictions between Parks and Rec and the City of Tucson, but really, we just hope that somebody will just say, you know what, the machinery 's here let's just pave a little bit more of that road up to the lower parking lot of Sentinel Peak Park, because if you've been on that road lately, it's like the Grand Canyon up there. And then at the same time, if you're over on the West and the South side of Menlo Park, we hope you can just send somebody over to Mission Lane and take care of that too, and then we'll be out of your hair.

4. **Prop 101 Updates** – Program Manager Jim DeGroot provided an update with Prop 101 program information. Mr. DeGroot provided information on which of the Residential and Arterial streets were under construction, in the contractor selection phase, and/or in the design phase. He detailed the status of Residential Street package 2. He also updated the members on the ongoing Arterial Streets packages 4 & 5 and 9 – 13 and which of those fell into a preservation, rehabilitation, or reconstruction package. Mr. DeGroot provided updated financial information for Prop 101 Arterial Roads Program and Local Street Program. He defined costs through December 31, 2024, and projected balance. **No action was taken.**
 - a. Residential Streets – Prop 101 Packages 1, 3 – 8 complete. Package 2: Westside, Elvira, Julia Keene, paved - but curb access ramps still need to be done. **Julia Keene** neighborhood has no sidewalks; no ramps required. **Elvira** ramps completed. KE&G constructed 59 ramps. 58 ramps in **Westside** neighborhood under contract with Tucson Asphalt. Substantially completed on 10/23/24. **Remaining budget \$1,024,000: Contracts \$795,800.**

b. Arterial Streets – 101 Arterial Package 4; Rehabilitation – Main/Granada, Speedway to St. Mary’s; Granada, St. Mary’s to Congress; 6th Ave, Illinois to Irvington and Ajo to I-10 are complete. 6th Ave, Valencia to Los Reales: Tucson Water selected Innova Contractors and is under construction. Pavement will follow completion of the water work, estimated in May 2025.

Package 5: Reconstruction – 5th Street. CMAR Contract executed with Hunter. Construction of water modifications scheduled to start in March 2025 and pavement reconstruction anticipated to start in September 2025.

Packages 9 and 11: Preservation – Work completed.

Package 10: Rehabilitation – Downtown Streets; Water mods being designed (60%). Cushing completed except for curb access ramps. Stone repaving completed from Alameda to Broadway as part of the Stone Avenue Cycle Track Extension project.

Commission member Ian Johnson asked for clarification on funding for Tucson Water plans. Jim DeGroot explained that the plans are at sixty percent and construction is not expected for at least a year.

Earliest construction for remaining projects Fall 2025. Work will be split into multiple projects, including Church Avenue Complete Street and Alameda.

Package 12: Rehabilitation - Silverbell, Congress to St. Mary’s. includes water system modifications. Project completed in fall 2024.

Package 13: Rehabilitation – Park Avenue, 18th St to 36th St. Advertised for bid 12/12/24. Bids due 2/6/25. Project to be managed by Tucson Water.

c. Revenue Report

Arterial Roads –	Prior Year Expenditures	\$43,613,233
	Fiscal Year 2025 Expenditures	1,089,887
	Anticipated Expenditures	32,972,155
	Total Projected Expenditures	\$77,675,275
Residential Streets	Prior Year Expenditures	\$46,014,344
	Fiscal Year 2025 Expenditures	93,712
	Anticipated Expenditures	795,800
	Total Projected Expenditures	\$46,903,856
TOTAL Projected Expenditures		\$124,579,131

Mr. DeGroot stated the total balance anticipated for remaining arterial projects is \$6.7M. Once more of the work is under contract, we will ask the commission what they want to do with the remaining funding.

Commission member Liane E. Hernandez asked for an update on the letter that the commission sent to the Mayor and Council. Mr. DeGroot stated there has not been a response; however, it will be discussed at the next Independent Audit Committee meeting. Commission member Bruce Burke added that he would be present at the meeting.

5. Prop 411 Updates – Program Manager Jim DeGroot presented detailed information on which neighborhoods in the Initial and Phase I Projects List had pavement resurfacing completed, and which projects are under contract/imminent or bidding. Mr. DeGroot noted

that within the Neighborhood Streets – Initial Projects list – all neighborhoods with resurfacing work were either completed or under contract, except those with pending Tucson Water improvements. He also provided updated financial information for Prop 411.

No action was taken.

a. Initial Projects List –

Pavement Resurfacing Substantially Complete

- 52 Neighborhoods improved
- 24 Neighborhoods with Mill/Fill (45% of area completed)
- 28 Neighborhoods with Surface Treatments (55% of area completed)
 - Multiple treatments – 39%
 - Preservation – 16%
- Remaining work: Myers, Yale Estates, Barrio Viejo being coordinated with Tucson Water, Limberlost Road being layered with Safety improvements (30% design), Pantano Overlook, North mall, Elvira and 4th Avenue preservation

Commission member Ian Johnson asked for clarification on coordination with Tucson Water and whether the remaining work includes dates and funding. Jim DeGrood said the remaining initial projects are included in their capital improvement program.

b. Pavement Resurfacing Projects – Work Under Contract / Under Construction

- Vista del Rio / Colonia Verde (paving completed)
- Kennedy Park Estates (paving completed)
- El Rio Acres/Ironwood Ridge (paving completed)
- Riverside Park (paving completed)
- Menlo Park (paving completed)
- Ward 1 Surface Treatments (suspended for season)
- Ward 2 & 6 Surface Treatments (suspended for season)
- Indian Trails Estates (paving completed)
- AutoMall (paving completed)
- The Crossings (paving completed)

c. Phase I Resurfacing Projects – Work Under Contract / Mobilizing

- Rolling Hills Neighborhoods
- Rincon Heights Curb Access Ramps
- Deferred Curb Access Ramps: Mittman Thunderbird, Wilshire Hts., Harlan Hts, Monte Catalina Estates.
- Ward 5 Repaving Package 1 – Mortimore Addition, Southland Park,
- Los Ranchitos, Desert View
- Ward 5 Repaving Package 2 – Southland Park, Los Ranchitos
- Spring 2025 Surface Treatments
- Ward 2 & 6 Repaving -Venice Addition, Carlos Terrace and Glenn Heights, Swan Way, Speedway Addition, Pima Verde/Cloverleaf, Cloverleaf/ Warsaw

d. Phase I Surface Treatments

- Fall 2024 package A includes Rose Hill, Enclave, Rincon Heights and Catalina Heights subdivisions.
- Fall 2024 package B includes Ironwood Ridge, Saddlewood Ranch, Enchanted Hills, Oak Park at Midvale
- Spring 2025 Packages include Rancho del Este, Pantano Overlook, Vista del Sierras, Concord Hill, Manana Vista, Sherwood Village Terrace

e. Phase I in Pricing

- Sutton Place
- f. Phase I Projects to Bid in FY25
 - Pine Grove, Olive Grove, Palm Grove, Cedar Grove, Lincoln Ridge, Hearthstone Hills
 - El Encanto, Jefferson Pk, Farmington Add'n., Grantland Acres, San Paulo
- g. 411 Revenue Actuals (unaudited) and Expenditures

	FY 2023	FY 2024	FY 2025	Collected to-date
Better Streets	\$ 54,392,303.27	\$ 63,475,464.53	\$33,996,170.64	\$151,863,938,.44
Safe Streets	\$ 13,598,075.82	\$ 15,868,866.13	\$ 8,499,042.66	\$ 8,499,042.66
TOTAL	\$ 67,990,379.09	\$ 79,344,330.66	\$42,495,213.30	\$189,829,923.05

Financial Overview

Contracts issued, plus change orders:	\$ 139,625,185
Prop 411 Better Streets Revenue through 12.31.2024:	\$ 156,049,198
Unencumbered Balance:	\$ 16,424,013

Commission member Bruce Burke asked if the program is catching up to total revenue and whether that will impact projects. Mr. DeGroot stated it will not impact the projects.

- 6. Collector Street Program Update** – Mr. DeGroot presented detailed information on the progress of the Collector Street Program, including completed collectors and collectors in construction. In addition, Mr. DeGroot provided updates on collector design progress, collectors in bid or preparing for bid, and upcoming collector projects. He also gave financial information on Collector Program costs. **No action was taken.**

Construction Progress on Collectors

- 6th Avenue, Thoroughbred Road to Drexel Road: Completed
- Old Spanish Trail, Broadway to Harrison: Completed
- Starr pass and Players Club Drive: Completed
- Greasewood, Ironwood Hills to Speedway: Completed sidewalk, curb ramps and surface treatment
- Tucson Boulevard, 22nd Street to 6th Street: Completed
- Tucson Boulevard, Grant Road to 6th Street: Completed
- Elm Street, Campbell Avenue to Tucson Boulevard: Completed

Collectors in Construction

- 29th Street, Kolb to Avenida Guillermo
- Prudence, 22nd Street to 29th Street
- Kenyon Drive, Pantano Road to Camino Seco
- Sarnoff Drive, Broadway to 22nd Street
- Stella Road, Wilmot Road to Camino Seco

Collectors now Pricing

- Park Avenue, Fort Lowell Road to Speedway Boulevard
- 6th Avenue, Drexel Road to Valencia Road

Collectors Being Prepared for Bid

- Calle Santa Cruz, Irvington to Valencia

Design Progress on Initial Collectors

- Elvira, Plumer to Palo Verde – design at 90%, water conflicts
- Flowing Wells, Miracle Mile to Grant and Glenn, Flowing Wells to Oracle – design at 90%, water conflicts
- Euclid/18th/Warehouse/Cherry – design initiated
- Silverlake/Cherrybell/Fairland – 90% plans
- Bilby Road – 60% plans

Recent Activity

CSCC has identified priority projects, releasing the following additional projects to commence as “pavement only” projects:

- Greasewood Road, Speedway Boulevard to Anklam Road
- Greasewood Road, Starr Pass Boulevard to San Juan Trail
- San Jual Trail, Greasewood Road to Mission Road
- Silverlake Road, 6th Avenue to Saint Benedict

Commission member Paul Smith asked why the Rodeo Addition dollar per square yard is so much higher than the rest of them. Mr. DeGroot stated there was an aggressive base treatment on this project and it was a small volume project.

- 7. Consideration of Neighborhood Requests for Accelerated Resurfacing** – Mr. DeGroot presented a PowerPoint with information on the process for determining which neighborhoods are selected for resurfacing treatment, and how the Overall Condition Index (OCI) is factored. Mr. DeGroot noted the benefits of treating specific geographic areas as a block, including cost efficiencies. He also showed Calle Alegre as an example where accelerated resurfacing could be considered. Discussion was held. **No action was taken.**

Commission member Bruce Burke asked for clarification on the process and whether it would require modifications to the standard selection criteria. Jim DeGroot stated that a neighborhood request would be added to another project and would not change any standards.

Commission member Laura Dent remarked that she would like to integrate a cohesive neighborhood strategy in order to balance neighborhood relations. Commission member Ian Johnson asked if this process would impact the Overall Condition Index (OCI) for a neighborhood. Todd Kessler stated that DTM would separate accelerated resurfacing projects in terms of OCI. DTM does not recalculate the OCI on a regular basis, they capture a snapshot of the OCI. Jim DeGroot added that this approach to splitting as a separate polygon is currently utilized on bike boulevards.

Commission member Dale Calvert noted it's best to get the work as quickly as possible under a reasonable pricing structure. Commission member Liane E. Hernandez stated the importance of communicating to the residents as effectively as possible so they can understand what the program is doing.

Jim DeGroot said he would put a potential process together for handling neighborhood requests and present at the next meeting as an action item. Commission member Bruce Burke requested for a couple of options be presented.

- 8. Development of Phase II Project Plan** – Mr. DeGrood presented information on the resurfacing program and approved selection criteria. He proposed to use the selection guidance from the Phase I resurfacing and preservation program for the development of the Phase II project plan. **No action was taken.**

- 9. Complete Streets Coordinating Council Update** – Mr. DeGrood provided an update on the January 22, 2025, CSCC meeting, including the approval of the Prop 411 Safe Streets Traffic Signal Plan for Years 2-7 and review of the Plan Tucson process. **No action was taken.**

- 10. Future meeting Date and Agenda items** - Commissioners discussed when the next meeting would be held and agreed on Monday, April 28, 2025, at 5:30 p.m., subject to room availability. Mr. DeGrood offered to present recommendations to the commission on how to address neighborhood requests and a first draft of the Phase II project plan.

- 11. Adjournment** - Commission Chair E. Liane Hernandez adjourned the meeting at 7:39 p.m.

Due to Open Meeting Law, only those items on the agenda will be addressed at this meeting. Action may be taken on any item. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Amanda at 520-600-8229 or at amanda.valenzuela@tucsonaz.gov. Please allow ample time to make these arrangements.