

Notes From FPHOA Board Meeting
Council Member Paul Cunningham and TDOT staff
October 14, 2020

FPHOA invited Ward 2 Council Member and Vice Mayor Paul Cunningham to address the board on the state of Fountain Park's streets. He in turn invited Tucson Director of Transportation and Mobility Diana Alarcon, TDOT Public Information Officer Michael Graham, and a TDOT Project Engineer Fred Felix who also attended the meeting.

Cunningham explained that the City has "four pots of money" for road/mobility projects: Highway User Revenue Funds, General Fund monies, voter approved sales tax revenues, and some revenue from Pima County. There is also a recent Parks bond that contains money for some mobility projects like trails and sidewalks.

The City's first priority is the corridors around the City. Propositions 401-409 were bonds passed by the city, with bond repayment being a ½ cent sales tax. (I believe these have expired. CW)

In 2017 City voters passed the Proposition 101 which is another five year half cent sales tax repayment bond with an estimated \$125 million going for public safety equipment and an estimated \$100 million going for roads; 60% of that is earmarked for arterials and 40% is for neighborhood roads. That comes out to about \$8 million yearly for neighborhood streets, or about \$1.2 million per ward. (Diana Alarcon)

Alarcon said that FP is not on the priority list for Prop 101 funds.

Alarcon explained that there is a neighborhood roads assessment committee, including people from neighborhoods, who consider neighborhood roads to score them for an equal and fair process. This is done every two years. The committee last assessed streets in 2018 and will do so again this year.

The varying conditions of the streets are looked at based on:

The need, amount of traffic, and is it an "easy fix?"

Roads that are low traffic but need to be rebuilt score low.

Road maintenance consists of slurry seal or fog seal which is a road treatment to prolong the life of the roads.

Cunningham said that Ward 2 has 15 square miles of streets and about half have received some sort of treatment. He said that about 70% of city neighborhood streets are in failed condition. It would cost about \$700 million to fix them all. There is a twenty year back log on the neighborhood street repairs. Investments right now are 1-2 million dollars per ward per year for these streets. There is a schedule to get these streets repaired. Some of this fund also must go for street maintenance.

Cunningham and the City staff explained the Municipal Investment District (MID) financing for street repair. This is a financial vehicle whereby neighborhoods can self-finance their street repairs and rebuilds. Alarcon said it is estimated that it would cost \$996,700 to reconstruct FP's streets.

If the neighborhood voted to go ahead with the MID, there would have to be a 50% plus 1 majority vote of the residents. For a ten year market approach, the cost including financing would be \$1.2 million; for 20 year financing, cost would be \$1.4 million. The assessment for 180 households in the subdivision would be about \$647.77 over 10 years or \$392.23 over 20 years. Then this would have to go to Mayor and Council for their approval before the project could be put in place.

It is unknown if this assessment could be added to homeowners' dues; that would have to be researched. Also, our property taxes cannot be used to pay for this since most of that revenue goes to Pima County.

However, it is possible that a request could be made for some financial assistance from Pima County to reconstruct the streets. Cunningham also said that he would try to reduce MID costs by using some general fund money for about 25-30% of the costs which he estimated at \$300,000. That would bring down the amount of the assessment for each home.

Michael Graham noted that other transportation dollars come from the Highway User Revenue Fees (HURF). HURF monies come from the vehicle license fees and the state gas tax revenues. The latter is down because of more fuel efficient cars plus the gas tax has not been raised since the 1980s. (CW: the HURF funds have been reallocated for other items by the legislature as well.)

There were questions about what happens in a resale of a home. Alarcon stated that the assessment would go with the property and not with the owner.

Cunningham said that TDOT is trying to program street maintenance for every five years with the goal of a 20 year life for a road.

Michael Graham will send the Ward 2 office some information on Ward 2 projects completed and planned along with an explanation of the MID. Cunningham said that the neighborhood can work with his office and TDOT to come up with a street rebuild plan. He will try to find any other options that are available or look for opportunities to leverage county money before we commit to an MID.



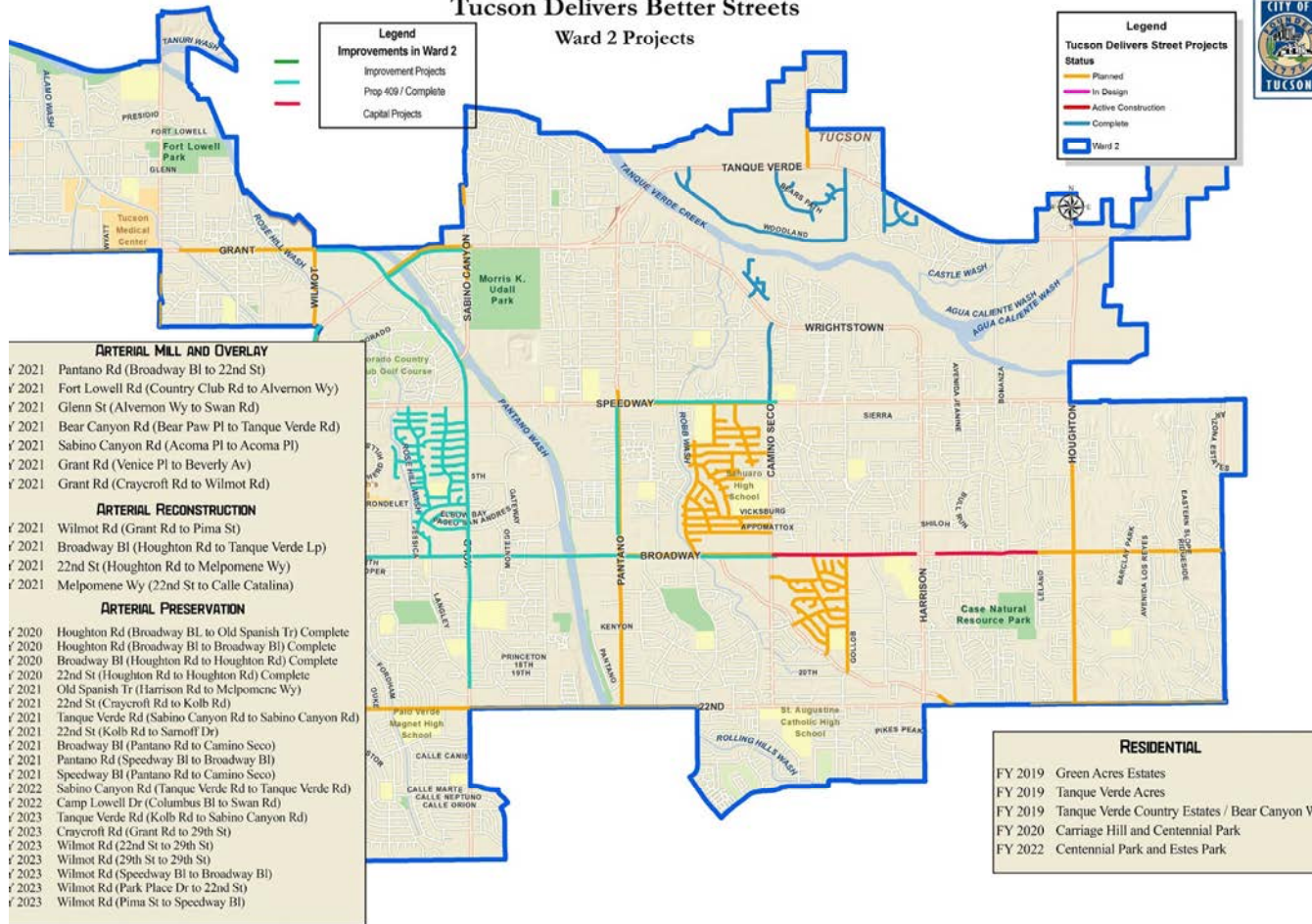
Financial Scenarios for Fountain Park Drive Improvement District

Cost Estimate	\$	996,700	\$	996,700
Fountain Park's Estimated Loan Amount	\$	996,700	\$	996,700
Principal	\$	996,700	\$	996,700
Estimated Interest		3.2%		3.7%
Term (yrs)		10		20
Total Cost of Loan	\$	1,165,980	\$	1,412,020
Assessed Properties		180		180
Annual Payment per property	\$	647.77	\$	392.23
Monthly Payment per property	\$	53.98	\$	32.69
Total cost per property	\$	6,477.67	\$	7,844.56

Note: The payments are based on construction estimates and subject to current interest rates.

Tucson Delivers Better Streets

Ward 2 Projects



Legend
Improvements in Ward 2
 Improvement Projects
 Prop 409 / Complete
 Capital Projects

Legend
Tucson Delivers Street Projects
Status
 Planned
 In Design
 Active Construction
 Complete
 Ward 2

- ARTERIAL MILL AND OVERLAY**
- f 2021 Pantano Rd (Broadway Bl to 22nd St)
 - f 2021 Fort Lowell Rd (Country Club Rd to Alvernon Wy)
 - f 2021 Glenn St (Alvernon Wy to Swan Rd)
 - f 2021 Bear Canyon Rd (Bear Paw Pl to Tanque Verde Rd)
 - f 2021 Sabino Canyon Rd (Acoma Pl to Acoma Pl)
 - f 2021 Grant Rd (Venice Pl to Beverly Av)
 - f 2021 Grant Rd (Craycroft Rd to Wilmot Rd)
- ARTERIAL RECONSTRUCTION**
- f 2021 Wilmot Rd (Grant Rd to Pima St)
 - f 2021 Broadway Bl (Houghton Rd to Tanque Verde Lp)
 - f 2021 22nd St (Houghton Rd to Melpomene Wy)
 - f 2021 Melpomene Wy (22nd St to Calle Catalina)
- ARTERIAL PRESERVATION**
- f 2020 Houghton Rd (Broadway Bl to Old Spanish Tr) Complete
 - f 2020 Houghton Rd (Broadway Bl to Broadway Bl) Complete
 - f 2020 Broadway Bl (Houghton Rd to Houghton Rd) Complete
 - f 2020 22nd St (Houghton Rd to Houghton Rd) Complete
 - f 2021 Old Spanish Tr (Harrison Rd to Melpomene Wy)
 - f 2021 22nd St (Craycroft Rd to Kolb Rd)
 - f 2021 Tanque Verde Rd (Sabino Canyon Rd to Sabino Canyon Rd)
 - f 2021 22nd St (Kolb Rd to Sarroff Dr)
 - f 2021 Broadway Bl (Pantano Rd to Camino Seco)
 - f 2021 Pantano Rd (Speedway Bl to Broadway Bl)
 - f 2021 Speedway Bl (Pantano Rd to Camino Seco)
 - f 2022 Sabino Canyon Rd (Tanque Verde Rd to Tanque Verde Rd)
 - f 2022 Camp Lowell Dr (Columbus Bl to Swan Rd)
 - f 2023 Tanque Verde Rd (Kolb Rd to Sabino Canyon Rd)
 - f 2023 Craycroft Rd (Grant Rd to 29th St)
 - f 2023 Wilmot Rd (22nd St to 29th St)
 - f 2023 Wilmot Rd (29th St to 29th St)
 - f 2023 Wilmot Rd (Speedway Bl to Broadway Bl)
 - f 2023 Wilmot Rd (Park Place Dr to 22nd St)
 - f 2023 Wilmot Rd (Pima St to Speedway Bl)

- RESIDENTIAL**
- FY 2019 Green Acres Estates
 - FY 2019 Tanque Verde Acres
 - FY 2019 Tanque Verde Country Estates / Bear Canyon Wo
 - FY 2020 Carriage Hill and Centennial Park
 - FY 2022 Centennial Park and Estes Park