PIMA COUNTY TRANSPORTATION ADVISORY COMMITTEE

August 25, 2020

Roadway FY22 Prioritization Plan

- Updates to the StreetSaver Model
- Recommendation for FY22 Criteria

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PIMA COUNTY

Proposed FY22 Road List Schedule

PCTAC Subcommittee Criteria Review	September - November
PCTAC Approval of Criteria	December
Run Final Scenarios	January
Prepare Bid Packages	February – April
Publish Road Lists	April
FY22 Bid Packages to Procurement	May - July

Updates to the StreetSaver Model Since December 2019

- LiDAR Areas
- PCI
- Functional Class Changes
- Budget Changes

LiDAR Areas

(1/28/2020 PCTAC)

Management Section Area

Current StreetSaver Dataset		LiDAR Dataset		
Functional Class	**Sum of Area, ft2 Based on Functional Class Width**	**Sum of AREA, ft2**	**Delta LiDAR - Current**	
Major Collector	52,088,211	56,144,987	4,056,776	7.8%
Minor Arterial	8,727,883	6,490,194	-2,237,689	-25.6%
Minor Collector	19,030,418	16,845,029	-2,185,389	-11.5%
Urban High Volume (Other)	37,811,546	50,928,431	13,116,885	34.7%
Other Principal Arterial	3,236,010	2,992,048	-243,962	-7.5%
Residential/Local	195,599,812	187,587,945	-8,011,867	-4.1%
Grand Total	**316,493,880**	**320,988,634**	**4,494,754**	**1.4%**

PASER PCI – IMS PCI Compare

2/25/2020 PCTAC

Functional Class	Average of DPASER PCI	Average of PCI using IMS data	IMS PCI - DPASER PCI
MaC - Major Collector (MaC)	45	59	14
MiA - Minor Arterial (MiA)	42	53	11
MiC- Minor Collector (MiC)	42	59	17
Urban High Volume Roads (O)	60	58	-2
Other Principal Arterials (OPA)	46	51	5
Residential/Local (R)	31	57	26
Grand Total	**44***	**57***	**13**

*Area weighted average

StreetSaver Model Adjustments

2/25/2020 PCTAC

Condition Category	Breakpoint Adjustment	
	StreetSaver Default	Adjustment
I - Very Good	100	100
II / III - Good	70	75
IV - Poor	50	60
V - Failed	25	40

Condition Category	DPASER 50/25			IMS PCI 60/40
	%of Area	FY2020 Work	After FY2020	%of Area
I - Very Good	17.5%		25.3%	29.0%
II / III - Good	16.3%		16.3%	14.9%
IV - Poor	28.8%		28.8%	35.0%
V - Failed	37.4%	7.8%	29.6%	21.1%

Functional Class Changes by ADOT

Functional Classification	Total Center Line Miles			
	Current		ADOT Change	
Urban High Volume (Other)	163	9%	163	9%
Other Principal Arterial (3)	14	1%	14	1%
Minor Arterial (4)	37	2%	38	2%
Major Collector (5)	330	17%	349	18%
Minor Collector (6)	121	6%	248	13%
Residential/Local	1,248	65%	1,101	58%
Total	**1,913**		**1,913**	

7.6%

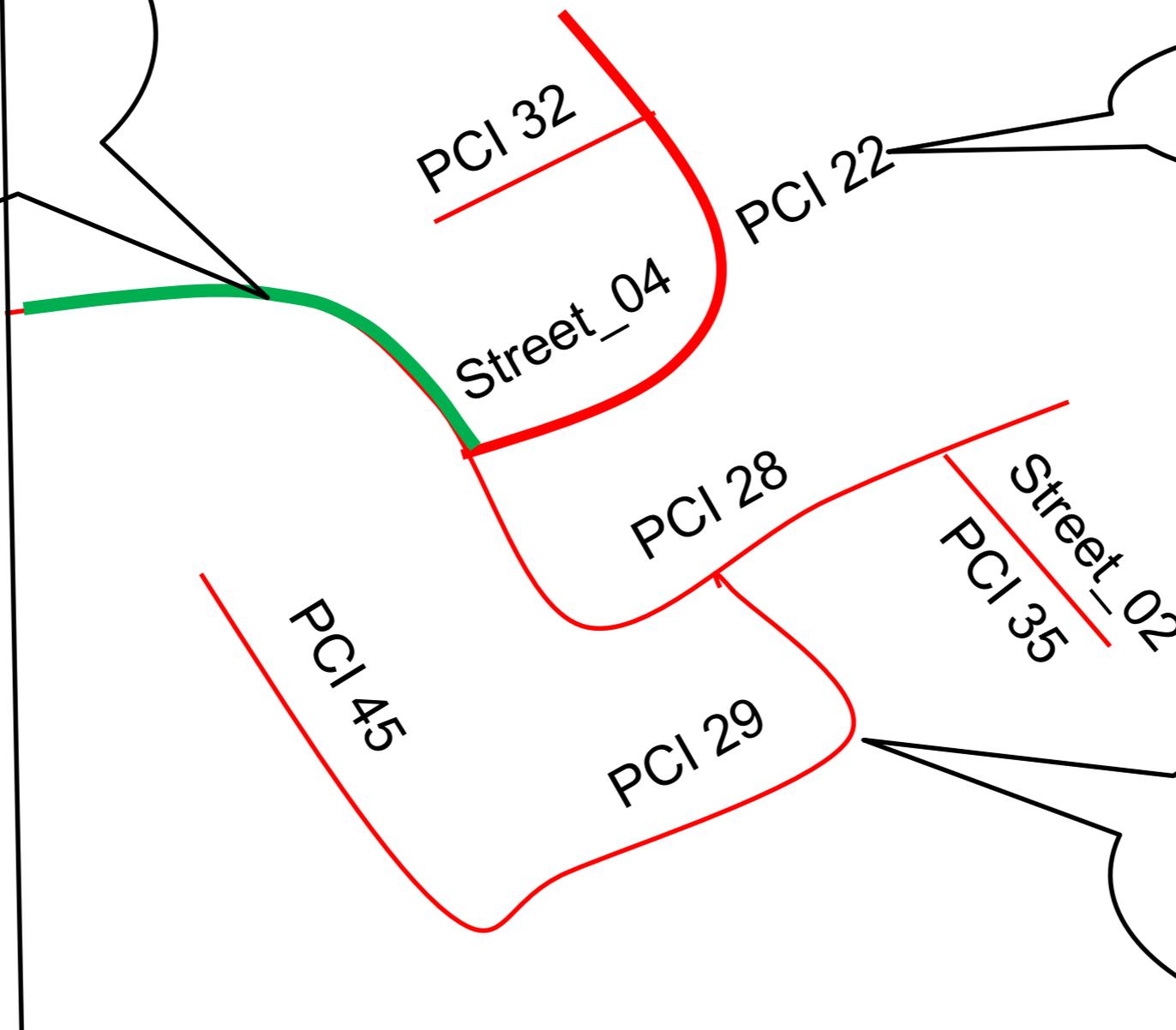|	Down Grade	Up Grade	Net	
Local to MiA		0.6	0.6	0.0%
Local to MaC	-6.5	25.3	18.8	1.0%
Local to MiC	-0.2	127.1	126.9	6.6%
Total	**-6.7**	**153.0**	**146.3**	**7.6%**
Note: not all 146.3 miles are county maintained				

Sample of Selecting Worst Local Road and Surrounding or Contiguous Failed or Poor Local Roads
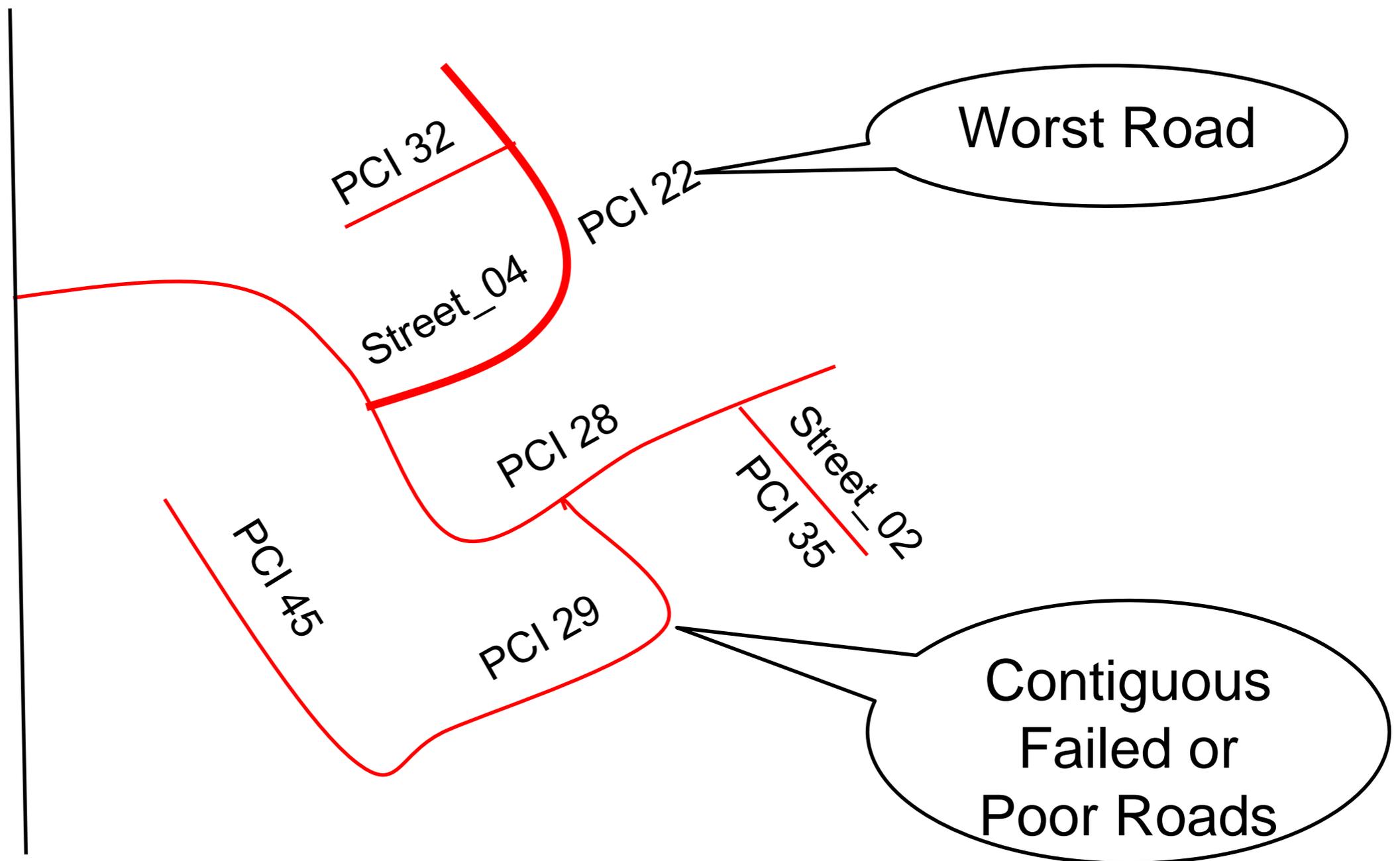
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Budget Changes

Year	Pre-COVID Plan	Current Information	
FY19/20	26,000,000	37,000,000	Actual
FY20/21	26,000,000	56,000,000	Actual
FY21/22	31,000,000	13,500,000	

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FY21 Split Local/Arterial Collector Split: 66%-34%

Recommended Split for FY22:   58%-42%

FY22 Ending PCI

- $13,500,000 budget

- 58 – 42 Split

	FY20	FY21	FY22
Locals	58	64	63
Arterials-Collectors	61	65	64

Staff Recommendations for FY22 Criteria:

❑ Budget split of 58% for Locals and 42% for Arterial-Collectors

❑ Continue with the Worst-First methodology for Locals

❑ Allow for the flexibility to include a Minor Collector when developing a bid package if the Minor Collector is not selected for treatment in the Arterial-Collector scenario. The Minor Collector will use Arterial-Collector budget.

Discussion