



**PIMA COUNTY TRANSPORTATION ADVISORY SUB-COMMITTEE  
(PCTAC)**

**Mission Road Safety Conference Room, 1313 S. Mission Road  
Friday, January 17, 2020  
9:00 AM**

**Members Present:** Albert Letzkus, Eric Ponce, Kendall Elmer, Lucretia Free, John Bernal

**Members Absent:** Edwin Verburg

**Others Present:** Carmine DeBonis Jr. (Deputy County Administrator-Public Works), Yves Khawam (Assistant County Administrator-Public Works), Ana Olivares (PCDOT), Jim Cunningham (PCDOT), Kathryn Skinner (PCDOT), Robert Lane (PCDOT), Rich Franz-Under (PCDOT), Annabelle Valenzuela (PCDOT), John Olivares (PCDOT), Vanessa Schmidt (PCDOT), Priscilla Molina (PCDOT)

- 1. Call to Order - Roll Call** – *John Bernal, PCTAC Sub-Committee Chair, (00:25)*  
Chair Bernal calls the meeting to order at 9:05 A.M. Ms. Schmidt takes roll call and a quorum is present.
- 2. Pledge of Allegiance** – *Chair Bernal, (00:41)*
- 3. Action: Approval of Meeting Summary for November 22, 2019** - *Chair Bernal, (01:02)*  
Ms. Free makes a motion to approve the meeting minutes and Mr. Elmer seconds. Motion passes unanimously.
- 4. Staff Recommendation – Carryover of Savings from Fiscal Year 2019/2020 Pavement Program**  
– *Ana Olivares, PCDOT (01:25)*  
The FY 19/20 budget allocated \$19.6 million for treatments on arterials/collectors of which the department spent \$15.59 million leaving a remainder of \$4.01 million. The remaining balance must be spent on repairing arterials/collectors before the end of the fiscal year. Due to time constraints, staff recommends remaining monies go towards extending the limits of arterials/collectors already chosen for the FY 19/20 program. Ms. Olivares presented a list of the arterial/collector roadway recommendations. Approximately twelve more miles of arterial/collector roadways can be repaired with the \$4 million of the remaining balance. At the end of this fiscal year, DOT will have spent \$36 million on repairing approximately 166 miles of both local and arterial/collector roadways.

Mr. Letzkus asked why the recommendation was to spend the money on arterials/collectors rather than local roads. Staff clarified that the \$4 million savings came from the arterial/collector category and

must be spent within the same category. Further, next fiscal year allocates 70% of funds towards local roads and 30% towards arterials/collectors. Additionally, some sources of funds stipulate that monies only be spent on certain types of roads and not on others. According to Mr. Letzkus, during the last half of this past year, the committee often talked about and publicly agreed to split all future savings equally between local and arterial/collector roadways. Staff explained that the term “savings” may be misleading in this case because the remaining monies came from one half of an already evenly split pot.

For the next PCTAC meeting, Mr. Letzkus asked staff to prepare and present a local roadway analysis that includes a list of local roads to be repaired, contract amounts, supervisor districts, etc. Members and staff agreed to present the staff recommendations and discussion findings at the next PCTAC meeting.

**5. Fiscal Year 2020/2021 Roadway Prioritization Update – Rich Franz-Under, PCDOT (22:45)**

Mr. Franz-Under stated that the FY 20/21 road list schedule is on track for completion with slight adjustments. The new Pavement Condition Index (PCI) dataset upload to StreetSaver is in progress and new PCI scenarios will run at the end of February 2020 rather than at the beginning. This slight delay does not affect Procurement receiving bid packages in May.

Mr. Franz-Under compared the dataset between StreetSaver and LiDAR (Light Detection and Ranging). In computing roadway surface area, LiDAR detected 4,494,754 more square feet than StreetSaver, which amounted to a 1.4% increase. This indicates DOT is within budget for the 10-Year Roadway Repair Program. More accurate planning numbers and cost projections will be produced by this model in the future.

Staff and members discussed American Disabilities Act (ADA) curb ramps and how the costs affect the overall DOT budget and roadway repair schedule. StreetSaver allocates \$1 per square yard to the program to build in funds for repair. LiDAR scenarios can include curb ramps thus it is more accurate for budgeting.

Mr. Letzkus suggested staff provide documented information about the FY 20/21 road repair program to the public. Staff stated there is a webpage in progress and sub-committee members can be sent a link to review and provide input.

**6. Call to the Audience – Chair Bernal, (41:22)**

No speakers.

**7. Future Meeting Schedule – Chair Bernal, (40:40)**

Tentatively March 13, 2020.

**8. Adjournment – Chair Bernal, (46:58)**

Meeting Adjourned.