



**PIMA COUNTY TRANSPORTATION ADVISORY COMMITTEE**

**SUMMARY OF WEBEX MEETING**

**Tuesday, August 24, 2021**

**12:00 PM**

**Members Present:** John Bernal, Tom Berezny, Melissa Brown-Dominguez, Dan Eckstrom, Lucretia Free, Albert Letzkus, Tom McGovern, Frank Santa Cruz, Ramón Valadez, Ed Verburg

**Members Absent:** Kendall Elmer, John Wallace, John Winchester

**Also Present:** Transportation Staff: Ana Olivares, Director; Jorge Riveros, Deputy Director; Kathryn Skinner, Deputy Director; Michelle Montagnino, Rich Franz-Under, Robert Lane, Annabelle Valenzuela.

Madam Chair Lucretia Free called the meeting to order at 12:02 PM.

<b>Item</b>	<b>Agenda Topic</b>	<b>Recording Time</b>			
1.	<b>Pledge of Allegiance</b> – <i>Lucretia Free, PCTAC Chair</i>	02:23			
2.	<b>Introduction of Incoming Members</b> - <i>Lucretia Free, PCTAC Chair</i> <i>Ramón Valadez</i> , former District 2 Pima County Board of Supervisor, brings his 24-year experience and long-standing interest in transportation and road issues to the Committee, at the request of the County Administrator. Supervisor Valadez is an engineer and an original founder of the Regional Transportation Authority. <i>Tom Berezny</i> is an appointee to the Committee by District 4 Pima County Supervisor Steve Christy to help “Get the Roads Fixed,” a phrase Mr. Berezny attributes to Steve Christy. Mr. Berezny’s interest in road issues has grown in the last two years from working collaboratively with the Green Valley Council on addressing various road concerns in the Green Valley and Elephant Head area.	02:53 03:17 04:15			
3.	<b>Call to Order and Roll Call</b> – <i>Lucretia Free, PCTAC Chair/Annabelle Valenzuela, PCDOT Staff</i> Ms. Valenzuela took attendance; a meeting quorum was achieved.	05:21			
4.	<b>Approval of Meeting Summary for May 25, 2021</b> – <i>Lucretia Free, PCTAC Chair</i> Mr. McGovern motioned to approve; Mr. Bernal seconded. The motion unanimously passed.	06:51			
5.	<b>Road Repair Update</b> – <i>Michelle Montagnino, PCDOT Staff</i> Reference Ms. Montagnino’s presentation for details on the \$85.5M FY22 Pavement Program: <ul style="list-style-type: none"> <li>▪ \$50.0M to repair 174 miles of local roads within 170 subdivisions. ADA ramp upgrades are included, where necessary; and</li> <li>▪ \$35.5M to repave 139 miles of arterial and collector roadways.</li> </ul>	07:33 07:50			
	<b><u>Recently Awarded Projects</u></b>	08:38			
	<table border="0"> <tr> <td style="vertical-align: top;"> <b>Arivaca Road</b> <ul style="list-style-type: none"> <li>▪ Mill and pave 2” overlay</li> <li>▪ 40.1 mi. arterial/collectors and 2.5 mi. local roads</li> <li>▪ Awarded to: Sunland</li> <li>▪ Pre-construction activities underway; project starts late September 2021.</li> </ul> </td> <td style="vertical-align: top;"> <b>Town of Ajo</b> <ul style="list-style-type: none"> <li>▪ Mill and pave 2” overlay various locations</li> <li>▪ 6.29 mi. arterial/collectors and 2.4 mi. local roads</li> <li>▪ Awarded to: Granite</li> <li>▪ Pre-construction meeting held; paving begins September 7, 2021.</li> </ul> </td> <td style="vertical-align: top;"> <b>Southeast Area</b> (J6 Corona de Tucson, Vail Area) <ul style="list-style-type: none"> <li>▪ Mill and pave</li> <li>▪ 25.59 mi. arterial/collectors and 13.29 mi. local roads.</li> <li>▪ Awarded to: SAP</li> <li>▪ Pre-construction meeting held; project begins September 13, 2021.</li> </ul> </td> </tr> </table>	<b>Arivaca Road</b> <ul style="list-style-type: none"> <li>▪ Mill and pave 2” overlay</li> <li>▪ 40.1 mi. arterial/collectors and 2.5 mi. local roads</li> <li>▪ Awarded to: Sunland</li> <li>▪ Pre-construction activities underway; project starts late September 2021.</li> </ul>	<b>Town of Ajo</b> <ul style="list-style-type: none"> <li>▪ Mill and pave 2” overlay various locations</li> <li>▪ 6.29 mi. arterial/collectors and 2.4 mi. local roads</li> <li>▪ Awarded to: Granite</li> <li>▪ Pre-construction meeting held; paving begins September 7, 2021.</li> </ul>	<b>Southeast Area</b> (J6 Corona de Tucson, Vail Area) <ul style="list-style-type: none"> <li>▪ Mill and pave</li> <li>▪ 25.59 mi. arterial/collectors and 13.29 mi. local roads.</li> <li>▪ Awarded to: SAP</li> <li>▪ Pre-construction meeting held; project begins September 13, 2021.</li> </ul>	
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5.	<b>ADA Projects</b>				
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	<b>Bid Analysis</b>				
	Arivaca and Southeast Area projects came in lower than estimated. Refer to Slide 9 for Bid versus Engineer's Estimates breakdown for the three awarded projects. The changes are in the pulverization of subgrade categories.	11:41			
	DOT was fortunate to have received low bid prices due to a lull in pulverization work. Staff assessment is that the industry wants to keep crews busy. It is uncertain whether favorable bids will continue. Last two curb ramp bids came in slightly above county's engineer estimate.	12:23			
	The Town of Ajo bid was received as expected.	12:54			
	<b>Program Summary</b>				
	<p>The FY22 Program includes:</p> <ul style="list-style-type: none"> <li>▪ 52% or 72.59 projects cover 139 mi. of arterial/collector roads have been awarded, with the Arivaca Road project being a large portion of it.</li> <li>▪ 10% of local roads already are awarded.</li> <li>▪ 25% of projects are being packaged for posting in the near future.</li> <li>▪ Pending: Final tally not yet available for ADA package ramps; 285 ramp packages were advertised with 2 or 3 ADA packages remaining. Further details to be provided as things develop.</li> </ul>	13:03			
	Chair Free said Committee members, at the PCTAC's inception, went from dealing with having very little money to now having \$50M available for road preservation. She asked if there is a problem getting companies to actually perform the roadwork. Ms. Montagnino replied that the "pinch point" is the asphalt plants. Vulcan and Granite are quickly booking up. The department's intention is to get the projects out for bid and the work scheduled as quickly as possible.	14:09			
6.	<b><a href="#">FY21/22 Monsoon Update</a></b> – Robert Lane, Division Manager Mr. Lane reported on key points for the multiple, high-intensity, monsoonal events across the region which produced varied intensities of a 2-inch per hour storm and a 2-inch per half-hour range. Concerning were flows and flooding resulting from the Bighorn Fire Scar. He noted published videos showed black burn material flowing down the Catalina range along the Cañada del Oro Wash and along south side of the range at the Finger Rock Wash.	16:51			
	Pima County DOT staff receive regular weather updates from the Regional Flood Control District. This helps DOT staff up to respond to upcoming weather events in a timely manner. An internal App system feeds data into the PAG <a href="#">Transview</a> website. The information provided by DOT and the Sheriff's Department staff provides real-time data regarding road closures and openings or identifies areas where drivers should proceed with caution.	18:00			

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6.	Mr. Lane informed it takes time to clear roads and low water crossings where materials such as sand, rocks, trees and other debris have accumulated. Staff is still clearing debris resulting from July storm events. Main roads are first cleared to make them passable and staff returns later to collect and haul the debris elsewhere. However, with recent multiple events, the material has piled up. Staff will sweep roads but if more storms come, sweeping is delayed to address road closures, which takes more time. Mr. Lane asks that the general public give staff time to clear the roads.	18:53
	Recent storm events impacted some recently installed pavements as well as previous-year installations and some are due for treatment this year. These affected roads will be fixed by creating upstream head walls and downstream ford walls to shield the pavement.	20:02
	Jamie and Aldon roads of the Tucson Estates area were paved in March 2021. A substantial amount of water lifted the pavement and left cobbles and large rocks similar to a “bubble-wrap” effect - something Mr. Lane had not seen on a road before. It is usually a pothole or the road is washed away.	20:40
	On Manville Road, pavement failed on multiple layers. Some older roads which were chip sealed had swirling water create a vortex that cleared out and scoured deeply into some areas. DOT is fixing those areas.	21:29
	On Orange Grove, a heavy flow picked up a paved shoulder and moved it downstream.	21:50
	In the Coronado Foothills Estates, an earlier storm produced a substantial amount of water in the Finger Rock Wash that caused high flows to wash away a piece of the road’s edge. A follow-up storm made it worse. DOT and the Regional Flood Control District are developing a plan to clean and redesign the area to prevent future occurrences.	22:00
	A substantial edge was cut along La Paloma Drive exposing the sheath of a gas line conduit. The gas company verified no leakage. The trench will be filled in.	23:00
	Wentworth Road, scheduled to be paved this year as part of the Southeast project, lost a chunk of pavement downstream. It will be patched.	23:25
	Andrada Road, paved two years ago, received flows from Wentworth and due to it being a narrower crossing, resulted in faster flows that tore the road up. DOT staff will fix that area.	23:43
	Mr. Bernal asked how the capital project, Wilmot Road, south of I-10 fared, especially in low flow drainage areas. Mr. Lane reported no pavement failure saying it only needed to be cleaned.	24:04
	Mr. Berezny asked how much of an increase in <i>See-Click-Fix</i> (SCF) service requests were received over the last month and a half. He asked if there is data regarding potholes due to monsoons. Mr. Lane said there are SCF service requests coming in as a result of storm cleanup, storm damage or downed signs. The majority of pothole service requests are for storm damage or storm cleanup.	24:43

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6.	<p>Chair Free asked about financial impacts to budget and actuals for recently repaved roads. Mr. Lane replied that staff time, including on-call overtime, is in the budget. After the first big storm, the department assumed a budget of \$125,000 to \$150,000 to fix the roads in various areas. It is closer to \$200,000 and the number of roads has not increased, so it can be handled in the current budget but emergency funding will depend on how much more rain is received and cost of further storm damage.</p> <p>Mr. Lane said DOT continues assessing all areas. Today’s report is from road damage caused by the first series of storms. He asks the general public to call or use <i>See-Click-Fix</i> to report road damages as DOT staff is collecting the information.</p> <p>Chair Free receives questions from constituents about road closures. She asked whether the county or Sheriff’s Department (SD) determines road closures. Mr. Lane replied SD confirms road closures. However, if DOT staff happens to be onsite prior to SD arrival, DOT staff notifies them a road closure is needed and sets up barricades as they wait for SD confirmation. Generally, road closures get done as SD gives the order.</p>	25:32
7.	<p><b><u>Pavement Repair and Assessment Program Overview</u></b> – <i>Rob Lane, Division Manager</i></p> <p>Mr. Lane provided a general assessment of the Pavement Management Program. He explained that early on, the goal was to simply get the roads done by trying to keep good roads good, and repairing before failure. People were not happy with the approach due to the number of failed and poor roads.</p> <p>A change in methodology resulted from public requests to have the worst roads repaired first. Part of that included defining a PCI of 80 as the cusp and period of time to complete the work would be 10 years.</p> <p>For FY19/20, staff chose to have equal distribution of road work among five Board of Supervisor districts but equity became a concern. Some districts have a few number of road miles in better conditions, so the issue was how best to allocate funds to address worst needs first in an equitable manner.</p> <p>FY20/21, staff utilized StreetSaver pavement preservation model to review arterial/collectors, locals and share the budget that way. There were planned miles and additional road work for surface treatments, crack sealing and fog seal treatments. Some roads need either chip seal or micro surfacing treatments, so staff is trying to get the correct treatments now.</p> <p>A screenshot of StreetSaver shows current data from when DOT changed from PACER to PCI ratings. Initially, PACER evaluations resulted in a lower rate. There were not as many failed roads as originally thought, but there were more poor roads. The department then changed pavement thresholds, allowing more poor roads to be addressed. The Historical Network Condition Trends showed improvement and the number of very good roads went up. The number of good, poor and very poor roads decreased, as expected. Roads that were in very poor, poor, or failed condition will continue to degrade but will be addressed as part of the “worst roads, first” methodology. Getting to those first, will increase the number of very good roads.</p> <p>After FY22, it is estimated that Local roads will have a higher PCI average than arterial/collectors. That was the first time in a long time, DOT achieved such result. The benefits of that, are reduced pothole requests.</p>	28:20
		28:55
		29:24
		30:04
		30:58
		32:29

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7.	As more poor and very poor roads are fixed, the number of pothole repair requests are reduced. Usually, pothole requests increase after each rain but as more roads are paved, requests are reduced. This is attributed to the repair work completed. Though we currently have 124+ pothole repair requests for FY22, we are nowhere near the number in the past.	32:55
	<b>Lessons learned</b> include: <u>Definitely allocating money based on system equity</u> . If going with “worst first” methodology, best to include subdivision or area along with PCI trigger road so that when performing future reservation treatment, all pavement in the area is similarly aged.	34:03
	<u>Geographic bid packaging</u> versus Board of Supervisor Districting. Blended geographic and Procurement style packaging allows for flexibility with scheduling. Having one contractor and one contract to fix problems in one area helps to better track the work and the repair work impact is all at once.	35:15
	<u>Unallocated funding</u> requires more planning and more time. Contractors that already were working on a full schedule were given more work near the contract end via change orders. The focus had been on getting roads built but in putting out more bid packages, more time was needed as well as consideration for a rise in costs. Mr. Lane felt it is best to have a plan and especially helpful to have a sense of needed time.	36:35
	Mr. McGovern noted that schedule flexibility is great for packaging and making sure contractors are allowed to work during their availability, which allows for better pricing. He asked if the contractors were permitted the flexibility in the amount of time to get work completed. Were they given a range or specific period of time to get it done? Mr. Lane replied contractors are allowed a time period to complete the work. Some contractors chose to start work immediately and others wait to fit the work into their schedules. Weather and utility adjustments may impact contractors’ work. The Pandemic impacted the number of contractors and subcontractors crews. They could hardly get work done, requiring DOT to be flexible. Contractors are motivated to get paving done and having the flexibility to getting everything else wrapped up received positive feedback.	38:09
	Mr. McGovern agreed that there are pros for contractors having flexibility to get work done but the flip side is public unrest, especially if a project is not getting done after the community has waited for 30 years to get road improvements. With unallocated funding, some contractors were required to move the project window up for completion. Mr. McGovern noted having contractors commit to a timeframe once the project starts may be helpful. Mr. Lane agreed.	40:54
	Regarding slide one, Mr. Letzkus noted a \$30M increase in the total budget from last year as compared to this year. He asked if the large increase is due to additional General Fund funding or an increase in HURF funding. Mr. Lane said it was a little of both. The assumption was that there would be change to the forecast but not much of a drop as predicted due to the Pandemic. He confirmed that \$50M of the \$85M road repair funds came from the county’s General Fund.	42:31
8.	<b>Topics for Future Discussions – Lucretia Free, PCTAC Chair</b> Chair Free informed that topics for discussion allows staff to research items for future discussion.	44:20
	<b>a. RTANext Update</b> – Ms. Free informed that the plan is not yet settled.	44:38

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8.	<b>b. Non-County Maintained Dirt Roads</b> – Chair Free asked what happens with roads that are non-county maintained in the southeast or unincorporated areas.	44:49
	Director Olivares will provide a more in-depth update at a future meeting but briefly informed that some roads are not county maintained because they are private egress/ingress roads; others are not a public county right of way. Other roads have county right of way but have not gone through the process of being accepted into DOT’s maintenance system. There is a separate procedure for making those roads passable, prior to accepting for county maintenance.	45:13
	Chair Free noted some concerns of Southeast area residents are long-standing agreements for developers to build homes which sometimes run afoul of road access by long-time homeowners. She asked if staff could 1) discuss such agreements as they affect new residents when building new roads; 2) discuss the process, and 3) inform whether the Planning and Zoning involvement is required.	46:22
	Mr. Bernal asked that Ms. Olivares also include an update on paving of county-maintained dirt roads. Ms. Olivares replied that she would.	47: 19
	Mr. McGovern suggested that it would be helpful for the Committee to also receive from Ms. Olivares some history and updates regarding dust pollution, PM-10 Levels. Whether attainment requirements were being affected for the region and if improvements were needed.	47:50
	<b>c. Other</b>	
	Ms. Free informed the Committee that topics of interest or agenda items for future discussions could be emailed to Ms. Valenzuela by September 3, 2021.	48:39
9.	<b>Staff Announcement: Rob Lane Departure</b> – <i>Ana Olivares, Director</i>	48:57
	Chair Free announced Mr. Lane will leave PCDOT. She thanked Mr. Lane and said he would be sorely missed. She said it was a pleasure working with him and she was especially grateful for how patient he was in responding to her questions. She appreciates that he always made himself available to answer her calls. Wherever he is going next, they will be fortunate to have him.	
	Ms. Olivares confirmed Mr. Lane’s resignation is effective September 3, 2021. He leaves a big hole in the department and in our hearts. Through his great leadership, his team addressed the challenges of receiving extra funding for more road repairs. She said he will be sorely missed and difficult to replace. It is Mr. Lane’s last PTAC meeting as a staff member and she hopes he will join PCTAC as a member-at-large or offer advice. She opened the meeting to other parting comments from the Committee.	49:49
	Mr. Bernal commented having had the good fortune of knowing several individuals who took on the very challenging and difficult job Mr. Lane held. Mr. Lane is an excellent example of the quality of individuals the County has been fortunate to have in his position. He thanked Mr. Lane and wished him good luck.	51:27
	Mr. McGovern commented that he continuously was impressed with Mr. Lane’s understanding of maintenance and management. He said, without a doubt, his is the most thankless job in the department. He has known a number of people that have held Mr. Lane’s position in the last 40 years and no one has done it as well. He personally appreciates Mr. Lanes’ patience and understanding.	52:08

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9.	Mr. Verburg commented that Mr. Lane’s presentations to the Committee were very professional. Mr. Lane always answered their questions very well, no matter how difficult or easy they were. He thanked Mr. Lane for everything he did for the Committee. Mr. Casertano commented via chat that Mr. Lane was a great partner over the years and would also be missed by many outside of Pima County DOT.	53:10  53:47
10.	<b>Call to the Audience</b> – <i>Lucretia Free, PCTAC Chair</i> <b>Jonah Ivy</b> wants to be involved in the PCTAC and see Tucson transformed into a more walkable and innovative community. He asked if there is a plan or goal to expand the light rail system, in particular between Tucson and Phoenix. He also wants to know if there is a long-term plan (20- to 50-year vision) for Tucson and Pima County’s public transportation. He plans to attend future PCTAC meetings. Chair Free informed meeting attendees PCTAC cannot respond during Call to the Audience. DOT will make note of the questions and respond in the notes for the next meeting.	54:13 54:27  55:10
11.	<b>Next Meeting: September 28, 2021 via WEBEX</b> – <i>Lucretia Free, PCTAC Chair</i> Agenda Items – Please submit by September 3, 2021 to <a href="mailto:Annabelle.Valenzuela@pima.gov">Annabelle.Valenzuela@pima.gov</a> .	56:10
12.	<b>Adjournment</b> – <i>Lucretia Free, PCTAC Chair</i> Motion to adjourn moved by Mr. McGovern; seconded by Mr. Verburg. Without opposition, meeting adjourned at 1:00 PM.	56:50 57:00

Respectfully submitted, Juanita Garcia-Seiger, Assistant