



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

**Abrams Public Health Department, 3950 S. Country Club Road
Tuesday, June 25, 2019
Noon**

Members Present: Lucretia Free, Albert Letzkus, Yolanda Weinberger, Eric Ponce, Kendall Elmer, Dan Eckstrom, Don Weaver, Curtis Lueck, Ed Verburg and John Bernal

Members Absent: Lynn Mangold, Dan Castro, and Tom McGovern

Others Present: Ana Olivares (PCDOT), Carmine DeBonis Jr. (Deputy County Administrator-Public Works), Yves Khawam (Assistant County Administrator-Public Works), Jim Cunningham (PCDOT), Robert Lane (PCDOT), Annabelle Valenzuela (PCDOT), Kathryn Skinner (PCDOT), Rich Franz-Under (PCDOT), Jessica De La Ossa (PCDOT), La Tasha Parker (PCDOT), Priscilla Molina (PCDOT)

1. **Pledge of Allegiance - Lucretia Free, PCTAC Chair, (Part I - 00:08)**
 2. **Call to Order - Roll Call - Chair Free, (Part I - 00:33)**
Chair Free calls the meeting to order at 12:10 p.m. La Tasha Parker takes roll call and a quorum is present.
 3. **Action: Approval of Meeting Summary for May 28, 2019 Meeting - Chair Free, (Part I - 01:20)**
Don Weaver makes motion to approve the meeting minutes and Albert Letzkus second. Motion passes unanimously.
 4. **Update on PCTAC Notifying Board of Supervisors (BOS) Regarding Location of Future Meetings - Albert Letzkus, Vice Chair (Part I - 01:45)**
Committee members agreed to go back to their Board Members and discuss hosting meetings at other locations. Mr. Letzkus asked for an update if PCTAC members had an opportunity to discuss with Board of Supervisors about having meetings at other locations.

Chair Free mentioned a letter was sent to BOS to decide whether or not they were interested in meetings located in their respective districts. The discretion is up to the BOS.
[**See "PCTAC" Notifying BOS Regarding Location of Future Meetings](#)
- **Field Trip to San Joaquin Rd. - Chair Free, (Part I – 03:07)**
San Joaquin Rd. has various kinds of treatments that are under consideration by the County.

Ana M. Olivares, P.E., Director

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Mr. Ponce stated the committee toured San Joaquin Road between W. Old Ajo Way and W. Milky Way Dr. which is a 4.3 mile section that was rated to be of poor pavement condition. Approximately 14, one thousand-foot sections of several pavement treatments were identified and addressed with different surface applications. The purpose of the treatments is for the Department of Transportation (DOT) to evaluate each section and to have a better understanding of the cost effectiveness of each treatment.

5. Questions on Funding Distribution for FY 2019/2020 Road Repair Program - Albert Letzkus, PCTAC Vice Chair (Part I - 05:08)

In reference to a memo dated June 11th, from Mr. Huckelberry to the BOS regarding Fiscal Year 2019/2020 Budget Options, the concern is at the bottom of page 6. To achieve fiscal neutrality would be to not transfer \$5M of general fund monies to DOT for pavement preservation and road repair. This option may also be the least desirable, but still the first option. Is there a de-emphasis by the County Administrator's office not to include this \$5M from the general fund? Is there any updated information on this?

Mr. DeBonis stated the discussion by the BOS on the budget was to look at options to achieve tax neutrality both in rate and levy. There were a couple of areas that were discussed in greater detail by BOS. One being the capital program of the County and use of financial mechanisms that had issuance and interest cost with the ability to delay certain projects. Discussion by the BOS regarding potential for achieving personnel savings, a hiring freeze and savings due to attrition or elimination of vacant positions throughout various departments. The BOS did vote to continue the budget hearing to July 2nd. The memorandums that Mr. Letzkus is referring to were issued by the County Administrator to the BOS outlining a number of issues or opportunities with the topics that were mentioned. It will be up to the BOS to decide which options they view are acceptable.

6. Fiscal Year 2019/2020 Pavement Program Update - Robert Lane, PCDOT Staff (Part I - 10:41)

The table in this packet is a summary of the local, arterial, collector and the regional priority roads. Currently, Fiscal Year 2019/2020 is balanced by the BOS districts exclusive of the HURF (Highway User Revenue Fund) bonds. The HURF bonds were a list of roads that were generated years ago. The first year has been completed and we are moving towards the second year. Sabino Canyon Rd., between the City limits and Cloud Rd. will be completed in July before school starts. This table shows both cost and allocation by mile.

DOT would like to reflect the amount of funds that were allocated and the amount of miles treated as they move forward. This includes, but not limited to local, arterial collectors, the regional priority or the DOT 59 HURF Bonds. Procurement of the roadway construction projects will be facilitated in a different manner.

The local roads are going out to competitive bidding. The arterial and collectors will be utilizing the new Job Order Contract (JOC). This new JOC will be specific for pavement repair,

preservation and associated infrastructure improvements such as American Disabilities Act (ADA) compliance issues. Advertising the projects for the local, arterial and collector roads will begin in July. The process for obtaining JOC's for the qualified list was discussed. If the budget is approved, DOT can move forward with the regional priority on multiple items. The County is researching the most cost effective direction to address the work and to strive for completion within the fiscal year. The schedule for construction has tentative dates. Once DOT retains the contractor's schedule they can package and put together the district individual summary per the contractor's schedule.

DOT is looking to balance based on size, location, treatment by years identified and regional priority roads. Since the regional priority roads are a subset of the arterial and collectors grouping similar areas, the visualization App guides you through the different bid packages based on the road prioritization list. DOT will package all the arterial roads together, for example Districts 1 and 3 since they are in a similar area. The bid package can easily be identified.

Mr. Weaver commended Robert and the staff for the work they have done, but he did provide some suggestions for the future. Green Valley has a road prioritization committee that assesses every road in District 4. They would like to have more of an input in the decision process. The Paser rating fails to give us enough definition of when a road is considered failed. A request to bring this to the next committee meeting and discuss if this is something the committee would recommend to the County.

Chair Free inquired about the next timeframe for 2021. She would like to have some direction to begin the process for 2021.

Mr. Lane stated this would be discussed at the July meeting.

Chair Free suggested that the sub-committee meet before the next PCTAC meeting in July. She would like to discuss the concerns Mr. Weaver has cited. Anyone who is not on the sub-committee and would like to be added, please contact Annabelle Valenzuela.

Mr. Letzkus stated in the second table the line totals \$19,660,103. This includes the local, arterial and regional priorities. This is under the assumption DOT receives the \$5M from the general fund.

Mr. Lane responded, yes. This charts shows the subtotal, the DOT-59 HURF Bond including the grand total.

[**See Fiscal Year 2019/2020 Pavement](#)

7. Pima County Transportation Network Management Vision - Yves Khawam, Public Works Administration, (Part I - 29:19)

This presentation will be looking at better ways to manage mobility across the region. For all types of funding it starts with mandates from the federal government. Much of the funding that comes into the region stems from federal highways, funneled through ADOT, then PAG and eventually to the region. It requires a performance-based approach on how those elements are structured. Mobility is the core function, but it also mitigates concerns over safety. It is important to increase accessibility for individuals with disabilities, transit, freight, social justice, etc. The highest value enhancement can be evaluated through observation and simulation to maximize return on investment.

[**See Pima County Transportation Network Management Vision](#)

Chair Free asked if the remainder of the presentation could be summarized for a higher level discussion.

Mr. DeBonis mentioned there are three components to the presentation and the committee heard component one. Components two and three could be presented at a later time at a future meeting.

Chair Free agreed that would be a good idea.

8. Next Meeting June 25, 2019, Abrams Public Health Center - Lucretia Free, PCTAC Chair, (Part II - 01:44)

a. Agenda Items

Due by June 5th to Annabelle.Valenzuela@pima.gov

- July Agenda Item: Fiscal Year 2020/2021 Pavement Program Roadway Prioritization Schedule

b. Location

Abrams Public Health Center, 3950 S. County Club
Meeting begins at noon

9. Call to the Audience - Chair Free, (Part II - 02:09)

Chuck Dorr - Portillo Hills II HOA in Green Valley. Mr. Dorr would like to encourage the committee to alter or expand the criteria on how they determine the selection of roads for repair. Also, use a more current rating system to evaluate the state of our roads.

Jim Chrisman - Suncrest (1-127) subdivision off W. Magee Rd. Since the major construction of Ina Rd. and Cortaro Farms Rd., it has turned Magee Rd. into an expressway/highway. Repave Magee Rd. and Pima Farms Rd. due to the two years of repositioning traffic that has ruined the road due to overuse.

Joseph Herrick - Tucson Asphalt Inc., green asphalt is a product that should be considered as cost effective treatment for road repair in Pima County. It would yield a 25% in savings.

Martha Michaels - Sabino Town and County Estates have concerns regarding the distribution of local road dollars. In Fiscal Year 2019/2020, funding will be available for failed local roads. Equal distribution of the funds is not equitable for each of the five districts.

Mia Tittle - Moondance Way. Pima County has a \$600M road problem. A company here today said they can save the County 40-60% with green asphalt. A possible \$240M savings. How long would it take to decide to visit the green asphalt site off of Sunrise Rd.?

10. Adjournment – *Chair Free*, (Part II - 19:43)

Motion is made to adjourn by Dan Eckstrom. A second is made by Curtis Lueck. Motion passes. Chair Free adjourns meeting at 1:35 p.m.