



PIMA COUNTY
TRANSPORTATION
PIMA COUNTY TRANSPORTATION ADVISORY COMMITTEE

SUMMARY OF WEBEX MEETING
Tuesday, February 22, 2022
12:00 PM

Members Present: Albert Letzkus, John Winchester (12:06 PM), Dan Eckstrom, Melissa Brown-Dominguez, Charlene Robinson, Tom Berezny, Frank Santa Cruz, Ed Verburg, John Bernal, Tom McGovern

Members Absent: Lucretia Free, Ramón Valadez, and District 3 Vacancy.

Also Present: Transportation Staff: Ana Olivares, Director; Lauren Ortega, Deputy Director; Kathryn Skinner, Deputy Director; Matt Sierras, Maintenance Operations Division Manager; Michelle Montagnino, Maintenance Operations Assistant Division Manager, and Annabelle Valenzuela, Support Services Division Manager.

Chair Ed Verburg welcomed the committee and called the meeting to order at 12:02 PM.

Item	Agenda Topic	Recording Time
1.	Pledge of Allegiance – <i>Ed Verburg, PCTAC Chair</i> Chair Verburg led the group in reciting the Pledge of Allegiance.	Pt 1 00:10
2.	Call to Order - Roll Call – <i>Ed Verburg, PCTAC Chair/Annabelle Valenzuela, PCDOT Staff</i> Ms. Valenzuela took attendance; a meeting quorum was achieved.	Pt 1 00:55
3.	Action Item: Approval of Meeting Summary of February 22, 2022 , <i>Ed Verburg, PCTAC Chair</i> Mr. Bernal motioned to approve; Mr. Berezny seconded. Without opposition, motion passed. Chair Verburg complimented County staff for their work on meeting summaries.	Pt 1 02:44
4.	El Tour de Tucson Update – <i>TJ Juskiewicz, El Tour Executive Director</i> Reference Mr. Juskiewicz’s presentation regarding the largest cycling event in the United States. It has been ongoing for 38 years. In 2021, there were 6,700 participants representing all 50 states with 30% of the riders from outside of Arizona and 51% outside of Pima County.	Pt 1 03:34
	There are three primary routes consisting of 102-, 57- and, 28-mile long routes. There are fun rides for children between 1 to 10 miles and 3,000 riders rode the 100 miles, down to a few hundred for the children rides.	Pt 1 04:48
	For 2022, the 102-mile routes will be consolidated to an area south of Downtown to minimize the use of barricades, road closures, and law enforcement detail requirements, while keeping routes safe and efficient during a University of Arizona game-day weekend.	Pt 1 05:05
	Monthly meetings will be held with representatives of City of Tucson, Pima County, State officials and law enforcement, engineers and other safety officials as plans are underway for the November 19, 2022, El Tour de Tucson event.	Pt 1 06:25
	Mr. Berezny informed that Green Valley representatives last year perceived a lack of coordination between El Tour, law enforcement and fire district first responders and asked how was the support determined? Mr. Juskiewicz replied that Pima County Lieutenant Carlson has reviewed all entities that should be involved and invited them to attend the next meeting is in March.	Pt 1 07:11

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4.	<p>Mr. McGovern had heard that portions of the route last year were needing maintenance and asked Mr. Juskiewicz if discussions included the different routes planned for next year. Mr. Juskiewicz replied that last year was difficult due to ongoing construction projects at Houghton Road and the new interchange at I-10. It was challenging getting people safely across the interstate and onto good roads. Riders used Old Vail instead. In 2022, Valencia will be used to take riders to Old Spanish Trail and routes on the southern part of The Loop such as Sahuarita and Green Valley roads are projected to be worked on especially Helmet Peak and Continental.</p>	Pt 1 08:40
	<p>Mr. Juskiewicz said this year's 102-mile route should have 95-98% of the roads in good shape but it will depend on road construction remaining on schedule. Some roads are still in bad shape but they are minimal as compared to the 102-mile ride.</p>	Pt 1 10:26
	<p>Mr. McGovern said the PCTAC is traditionally the entity where citizens and neighborhood associations request priority paving of their residential and collector streets. So that the PCTAC can understand El Tour's needs and determine their fit in the County's overall road upgrading plan, he asked if El Tour would submit a specific request detailing what is needed and by when.</p>	Pt 1 11:00
	<p>Mr. Juskiewicz s had asked the El Tour planning committee to review the proposed route. Feedback from ADOT pertained to questions about keeping riders on Aviation Parkway after 10:00 AM. He said that if consolidating routes, the ride would go beyond that time.</p>	Pt 1 12:14
	<p>Mr. Juskiewicz said roads such as Aviation Parkway are preferred. Though there are on and off ramps, cyclists can ride through safe scenic areas without too many intersections. If Aviation Parkway were to suddenly be unavailable, the El Tour planning committee would need to redraw a whole new route. It is hoped that by early March, the El Tour committee will have determined their route needs and route construction concerns.</p>	Pt 1 12:40
	<p>Mr. McGovern said the plan sounded good and would look forward to seeing the route once it was near completion.</p>	Pt 1 13:28
	<p>Mr. Berezny said that in the Green Valley area, Helmet Peak and a portion of Mission Road are scheduled for resurfacing and repaving by the end of June. He asked if El Tour had spoken with ADOT about the overpass at I-19 and Sahuarita Road and whether construction on the overpass would be complete by November 19th. Mr. Juskiewicz said ADOT had acknowledged El Tour's concern about this particular road but as was done last year with the Houghton Road interchange, the agreement could involve a work around onto other roads and perhaps crews pausing construction for just the day of the event. El Tour received feedback that riders loved the small amount of traffic and the scenery on this side of town as opposed to the north side of Pima County. The only issues are the rough state of the road conditions but they are going to be worked on.</p>	Pt 1 13:42
	<p>Mr. Winchester commented that he rode the tour and believes it is the best, least invasive and most beautiful, route planned as coming out of Old Nogales Highway into Downtown. However, the eastern stretch of the 57-mile route, was very rough. He asked if it is hoped that the construction on the eastern corridor be moved there to avoid the rough part of the route taken in 2021? Mr. Juskiewicz replied that challenges experienced were at Golf Links and over the other side of Houghton, but once on Old Spanish Trail, the ride was decent with only one or two trouble spots. The committee would need to look at using the new Valencia Road starting by the Amazon plant and taken to the east to Old Spanish Trail and Pistol Hill which are newer smooth roads with beautiful scenery. This would help cut down on the number of rough miles and avoid damage to the cyclists' wheel sets and blown out tires as a result of bad roads.</p>	Pt 1 16:04

Item	Agenda Topic	Recording Time
4.	<p>Mr. Winchester thanked Mr. Juskiewicz and the El Tour team acknowledging that it must not be easy balancing all concerns. Being a cyclist, Mr. Winchester asked if there is any way that cyclists' feedback can help El Tour? Mr. Juskiewicz replied that surveys and sounding groups' feedback noted the 57-mi ride was not as scenic as the 102 mi. This resulted in the El Tour planning committee reviewing whether route consolidation would allow the 57-mi riders onto Old Spanish Trail and Pistol Hill to have them experience the scenic National Park area with its million saguaros. Providing safe, scenic, consolidated routes that are law enforcement-friendly, with less impact on the community and first responders would be ideal.</p>	Pt 1 18:11
	<p>Mr. Letzkus asked if the Old Nogales Highway had been considered for a north-south reroute. He wanted to know if the posted 55 MPH limit had been considered a safety concern, since 50 percent of county-wide speeding tickets were written on that road when photo enforcement was used. Mr. Letzkus felt Mission Road would be safer to use going to Green Valley.</p>	Pt 1 19:43
	<p>Mr. Juskiewicz replied that bicyclists could ride Old Nogales Highway at about 35 MPH as they enter tribal lands with minimal incidents and few accidents. He also said it is difficult to plan for events on the Reservation, compared to being on County roads, State roads or City roads. He cited an example in Mesa, AZ, where El Tour was denied a permit for a route through tribal lands. Without recourse, the event was cancelled. He further elaborated that planning an event route for over 10,000 people is difficult when there are these uncertainties. With speed limits all along the road, Law enforcement reviewed Old Nogales Highway and made the route as safe as possible. Road conditions on Old Nogales are greatly improved and its condition is rated good to very good. There are few accidents due to less traffic on Old Nogales than on other routes.</p>	Pt 1 21:08
	<p>Mr. Letzkus inquired if right lanes were closed off when traffic goes down that road? Mr. Juskiewicz replied that some sections were coned off. Coordination with three barricade companies helps cover 100+ roadway miles to make sure cyclists know where they are riding.</p>	Pt 1 22:45
	<p>Chair Verburg thanked Mr. Juskiewicz and welcomed him to stay to hear Ms. Montagnino's excellent update on road repairs.</p>	Pt 1 23:29
5.	<p>DOT Staff Introductions and Department Overview – Ana Olivares, PCDOT Director</p> <p>Ms. Olivares briefly introduced Deputy Directors Kathryn Skinner and Lauren Ortega along with the five Division Managers encompassing the make up the Department of Transportation with oversight of approximately 200 budgeted employees. Reference the Organizational Chart provided by Ms. Olivares for details on the following Divisions:</p> <ul style="list-style-type: none"> ➤ Annabelle Valenzuela – charged with the Administrative Support Services Division oversight of these units: Community Relations, Customer Interface, Policy Coordination, Administrative and Human Resources Support; ➤ Robert Johnson – charged with Analysis and Programming Division oversight of these units: Analysis, Programming, and Right of Way Management; ➤ Lauren Fecteau and Gabe Leyva – run the Smart Mobility Division overseeing the Analytics and Process Management and Traffic Operations Units; ➤ Matt Sierras – runs Maintenance and Operations Division overseeing these units: Pavement Maintenance, Earth Work Maintenance, Miscellaneous Work, Contracts, Signals, Markings and Signage Maintenance, Warehouse and Inventor Sign Fabrication; and ➤ Michelle Montagnino – introduced last month as Assistant Division Manager, now successful candidate to lead the Construction Monitoring Division and continue the oversight of the Pavement Management Program, along with these units: Construction Management, Survey, QC Program and Permit Site Inspection. 	Pt 1 23:50
	<p>Ms. Olivares, the deputies and five division managers can be reached if there are any questions. The Organizational chart is posted on the PCDOT web site.</p>	

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5.	Mr. Letzkus observed that many organizations, including Pima County and others in the transportation industry, refer to the term “analytics.” He asked how the term is different from “data analysis”? Ms. Olivares replied that the terms are similar. The data that is collected is organized and analyzed to make changes or to make improvements where needed. It’s about data gathering, organizing, reporting and decision-making.	Pt 2 00:02
	Mr. Letzkus asked if traffic counts and monthly crash data collection from the Sheriff Department were included. Ms. Olivares replied yes.	Pt 2 01:13
	Mr. Letzkus inquired if the County still had the 32 or 33 working permanent count stations and Ms. Olivares replied that she was unsure if the actual counters are all working as the department now relies on StreetLight data to provide traffic volume. Counters are still used but are not being replaced when they are no longer operational.	Pt 2 01:27
	Mr. McGovern complimented Ms. Olivares saying he could see, on paper, the department’s modernization. The many changes and reorganization have been made for better. He asked what happened to the word “planning” that was part of Robert Johnson’s Division called “planning and programming.” He asked, how does long-term planning get done? Ms. Olivares replied that planning is in programming areas with standards and details, project budget oversight and planning, and pre-design is done. Transportation staff work with the County’s long-range planning and with Pima Association of Government when they work on long-range planning.	Pt 2 01:55
	Mr. Bernal asked if in-house design is still done and by which Division? Ms. Olivares replied that in Robert Johnson’s Division, there is some existing capability but it takes time. She provided the Leon Ranch Road example. It was designed in-house and produced a small set of plans not requiring technical reports (like drainage reports and traffic studies), and did include pre-design, project budget and oversight.	Pt 2 03:30
	Chair Verburg thanked Ms. Olivares for the excellent and very helpful presentation that highlighted what each divisions is doing.	Pt 2 04:27
6.	<u>Road Repair Update</u> – Michelle Montagnino, PCDOT Staff Reference Ms. Montagnino’s presentation for FY22 Pavement Program details regarding:	Pt 2 04:38
	<ul style="list-style-type: none"> ● Completed Projects: No changes since PCTAC’s January meeting. Not shown: <ul style="list-style-type: none"> ● <i>Not listed:</i> <ul style="list-style-type: none"> ○ <i>Arivaca</i> milling and paving project is delayed until there is a resolution to the pavement damage reported last month. Contractor has wrapped up their entire scope though. ○ <i>Mary Ann Cleveland</i> had utility issues on milling and paving portion. Wrap up by June. ○ <i>Southeast Area</i> impacted by Mary Ann Cleveland however work continues in J6 area and wrap up by June. 	
	<ul style="list-style-type: none"> ● In Construction: <ul style="list-style-type: none"> ● Four <u>curb ramp projects</u> listed moving forward; <i>South of CDO</i> and <i>South Area</i> are near completion next month; ● <u>Crack sealing</u> project moving into completed category soon; will use an existing DO to advance additional crack sealing work. 	Pt 2 06:34
	<ul style="list-style-type: none"> ● Three new subdivision <u>paving projects</u> underway: <ul style="list-style-type: none"> ○ <i>JOC Avra Foothills & Ranchita Avra</i> M&P currently underway; may be completed next month. ○ <i>JOC Tucson Estates</i> Pre-lowering of utilities, M&P started end of February. ○ <i>BOS Districts 1 & 3 Ava Valley/Catalina</i> construction, utility prelower & paving started in February. 	Pt 2 07:18

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6.	<ul style="list-style-type: none"> ● In Construction Paving Projects (cont'd) <ul style="list-style-type: none"> ○ BOS Districts 1 & 4 - Utility lowering continues; M&P begins March; ○ BOS District 1 Area A – wrapping up Villa Entrada area and will address Swan/Alvernon area ○ BOS District 1 Area B – M&P started; ○ BOS Districts 1 & 3 – M&P started; 	Pt 2 08:08
	<ul style="list-style-type: none"> ● Recently Advertised – Department advanced additional funding needed to complete three more projects: <ul style="list-style-type: none"> ○ BOS District 1 – JOC Casas del Oeste, Sunny Hills Estates, & Thornydale Terrace Locals: 2.65 mi; Arterial / Collector: none Engineer’s Estimate: \$1.3M – 1.4 M Bid Opens: March 1 ○ BOS District 1 – JOC Metropolitan No. 1, Metropolitan Estates & Heritage Hills II Locals: 2.49 mi; Arterial / Collector: 0.15 mi Engineer’s Estimate: \$1.2M – 1.3 M Bid Opens: March 2 ○ BOS District 1 – JOC Northpoint Ridge Add, Northpointe Ridge, Saguario Vista, and Sheva Vistas Locals: 4.99 mi; Arterial / Collector: none Engineer’s Estimate: \$1M – \$1.15M Bid Opens: March 3 	Pt 2 08:52
	<ul style="list-style-type: none"> ● Program Status by the Numbers – Reference slide 6, Ms. Montagnino reported a small percentage of projects in the advertised category now with most work in construction; one of the Awarded Not Started, the Green Valley Project is scheduled for a pre-con meeting on March 1. Other pre-construction projects are lined up. 	Pt 2 10:57
	<p>There is a revised budget estimate of \$96.5M. A portion of that amount is in the construction phase.</p>	Pt 2 11:41
	<p>Mr. McGovern asked if the \$11M is a loan from the department. Ms. Montagnino said DOT’s HURF revenues are coming in ahead than initially projected, allowing DOT to add funding to complete this year’s program.</p>	Pt 2 11:51
	<p>Mr. McGovern understood funding is being added and not more projects. These are the same projects previously discussed but they cost 10 percent more than originally budgeted. Ms. Montagnino replied that he was correct.</p>	Pt 2 12:29
	<p>Mr. McGovern asked if additional funding would impact next fiscal year’s projects, besides recalculating cost estimates. Ms. Montagnino replied the added \$10M, will not be subtracted from next year’s program. The department will review initial planning efforts to develop the analysis on the FY23 package. The road list will be on schedule for April. DOT is taking into account the elevated pricing seen this year, which will impact what can be accomplished with the funding. The dollar amount that was projected overall for funding, has remained consistent for the FY23 program.</p>	Pt 2 12:43
	<p>Mr. McGovern is interested in seeing if there will be any impact to the anticipated schedule for achieving a PCI rating of 80 or higher by 2030. Ms. Montagnino said staff would reevaluate and see where those numbers end up but is hopeful price increases seen this year are temporary. There had been great bid pricing until recently and she hopes things will stabilize and return to a normal environment from a construction cost perspective. Mr. McGovern was equally hopeful.</p>	Pt 2 14:06

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6.	<p>Ms. Olivares agreed with Ms. Montagnino and the annual budget has been set aside for each year through 2030 and there is no change, at this time. However, as usually required by how bid pricing comes in each year, pricing may be tweaked. We were fortunate to have received higher bid prices this year and equally lucky that the department had enough revenue that allowed keeping projects as planned. By 2030, there could be more valleys and hopefully not too many more peaks. At this time, funding for next year's program and the year after that remain the same.</p>	Pt 2 15:00
	<p>Mr. Berezny asked about the pre-construction meeting for the Green Valley projects. He requested a copy of the firmed up work schedule to keep constituents in the Green Valley area informed. Ms. Montagnino replied that she would provide the schedule, though it would still be preliminary and subject to change.</p>	Pt 2 16:21
	<p>Mr. Berezny asked if one of the three bid packages mentioned earlier, would include Summerhaven. Ms. Montagnino replied one package is for Summerhaven and the other two for Countryside area.</p>	Pt 2 16:58
	<p>Mr. Berezny asked if fog sealing would be applied on some roads and if there would be any impact because of budget constraints. Ms. Montagnino said the contract was awarded for fog sealing and the project would be moved into the "in construction" phase in March. The schedule is only about 2-3 weeks long. Mr. Berezny wants to be kept informed on this project too.</p>	Pt 2 17:16
	<p>Chair Verburg congratulated Ms. Montagnino on her new position and thanked her for the solid presentation.</p>	Pt 2 18:02
7.	<p>RTANext Update – <i>Kathryn Skinner, PCDOT Deputy Director / Tom McGovern, PCTAC Member</i> Ms. Skinner reported that on January 27, 2022, the RTA Board appointed new members to the Citizens Advisory Committee (CAC) of the RTANext. Ten new members were recommended for approval to be added for a total of 32 committee members. Three membership openings remain for representatives of Tohono O'odham Nation, Pascua Yaqui Tribe and City of South Tucson. Since no applicants from these areas were received, the committee will continue pursuing new members for these specific geographic areas.</p>	Pt 2 18:18
	<p>Ms. Skinner reported that at the same meeting, the Regional Council and the RTA Board took additional actions that will affect RTANext and some of the structures of existing RTA Committees:</p> <ul style="list-style-type: none"> A) In addition to adopting the new members to the CAC, they recommended an adjustment to the RTA Technical Management Committee (TMC) which is generally is made up of City Managers, the County Administrator and technical experts. It was recommended that one more member from the City of Tucson be added to the Committee. B) They also recommended the Board write an official position, identifying a proposed plan with funding to complete the existing RTA projects, and that can define the specifics of how to address projects in the existing RTA that may need to move to the RTANext. A proposal is forthcoming. C) Adjustments were also made to the Citizens Accountability for Regional Transportation (CART) Committee for RTANext. Two new members will be added for the City of Tucson and one more member for Pima County. 	Pt 2 19:40
	<p>These changes, Ms. Skinner said, will address some of the controversial conversation about voting structures and membership make up of several different committees.</p>	Pt 2 21:02

Item	Agenda Topic	Recording Time
7.	<p>Ms. Skinner reported the last action that may potentially affect RTANext, is direction provided to the CAC requesting the establishment of a process for reviewing and revisiting the RTANext plan at some interval (possibly 5-, 10-year intervals) in order to assess feasibility in need of some of the scopes originally put forth. As has been experienced with the existing RTA plan, Ms. Skinner said, things can change over a 20-year time period. Details forthcoming.</p>	Pt 2 21:14
	<p>Ms. Skinner said there was a lot of activity in a month and is hopeful that the CAC will resume meetings. At this point, she said, all jurisdictions have submitted projects for RTANext. The CAC can start setting those projects in the composition of the new plan.</p>	Pt 2 21:54
	<p>Mr. McGovern acknowledged Ms. Skinner’s very thorough and excellent summary of last month’s efforts. He elaborated on the last comment regarding all jurisdictions having developed their project lists for submittal. The City of Tucson’s plan, though published, has yet to be officially submitted into PAG’s website portal. He is unsure about the reason for the delay, though the City may be further modifying it.</p>	Pt 2 22:17
	<p>He also said that onboarding of the ten new members is underway and the anticipated three more are doing training and briefing. They have about six weeks to catch up on 3 years of work before the first scheduled CAC meeting on April 4, from 1-3 PM. Thereafter, meetings will be held on the first and third Monday of each month, with the optional meeting being on the third Monday, if needed. The schedule will be posted and available for the committee. In time, a plan will be developed for voter approval.</p>	Pt 2 23:27
	<p>Mr. Bernal, a member of the PAG’s TMC, shared that a five-member Project Review Task Force has been activated to review lead agencies with proposed scope changes. The TMC met twice already and has committed to doing so every two weeks to analyze scope adjustment review criteria since it is anticipated that the RTA will receive proposals for project elimination, scope reduction or scope expansion. Mr. Bernal said the requests will be reviewed from a technical point of view, reported back to the TMC and interacted with the CAC. At the second meeting, the RTA shared materials that the task force would be referencing. Within the next two weeks, the task force would be reviewing the City’s First Avenue project, which is proposed for some scope adjustment. The RTA process, he said, is really getting fired up.</p>	Pt 2 25:51
8.	<p>Topics for Future Discussions – Ed Verburg, PCTAC Chair Chair Verburg requested topics for future agenda items be emailed to Annabelle Valenzuela by March 4, 2022, in advance of the March 22, 2022 meeting.</p>	Pt 2 27:35
9.	<p>Call to the Audience – Ed Verburg, PCTAC Chair. Rick Penick resides at 7300 N. Leonardo Da Vinci Way, 85704 (Casas Adobes). The areas of concern are Ina Rd. South. / Magee Rd. North / La Canada West / Paseo Del Norte on the East. The roads are beyond rough. Neighbors living in the area for over 30 years confirm these roads have never been resurfaced. However, roads around the area are in good shape. There are four churches, Haralson Elementary and a Jr. High. Parents cut through the neighborhood twice daily to pick up their kids; there are school buses and four different trash companies that pound on the pavement. Manhole covers on San Martin Road are 4-5 inches below grade and extremely dangerous, posing a risk to the children that walk to school. Hundreds of potholes have been covered or filled with tar and pea gravel which is not an acceptable job. Melissa Cancio and other members of the County have been very helpful, however he can’t understand how the roads are selected for resurfacing. Please address this issue, it is long overdue.</p>	Pt 2 28:12
	<p>Chair Verburg stated that the PCTAC worked on the criteria to address worst roads first and added criteria related to schools and sidewalks but Mr. Penick’s concerns could not all be addressed at this time. He said staff would be working on a response and thanked Mr. Penick for addressing the PCTAC.</p>	Pt 2 33:47

Item	Agenda Topic	Recording Time
10.	Next Meeting: March 22, 2022 via WEBEX – <i>Ed Verburg, PCTAC Chair</i> Please submit agenda items by March 4, 2022 to Annabelle.Valenzuela@pima.gov .	Pt 2 34:36
11.	Adjournment – <i>Ed Verburg, PCTAC Chair</i> Motion to Adjourn made by Ms. Robinson; seconded by Mr. McGovern. Without opposition, meeting Adjourned at approximately 1:11 PM.	Pt 2 34:53

Respectfully submitted, Juanita Garcia-Seiger, Assistant