



PIMA COUNTY TRANSPORTATION ADVISORY COMMITTEE

WEBEX Meeting
Tuesday, July 28, 2020
12:00 PM

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

Members Absent: Dan Eckstrom and John Wallace

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), Rich Franz-Under (PCDOT), Annabelle Valenzuela (PCDOT), John Olivas

1. **Pledge of Allegiance** - *Lucretia Free, PCTAC Chair*
2. **Call to Order- Roll Call** - *Lucretia Free, PCTAC Chair*
Chair Free calls the meeting at 12:03 P.M. Ms. Valenzuela takes roll call and a quorum is present.
3. **Action: Approval of Meeting Summary for February 25, 2020** – *Lucretia Free, PCTAC Chair*
Mr. McGovern makes a motion to approve the meeting minutes and Mr. Bernal seconds the motion.
4. **RTAnext Update** – *Kathryn Skinner, PCDOT Deputy Director*
The RTA CAC has been having virtual meetings and on June 8th they had a presentation on the “Environmental and Economic Vitality” element that concluded all of the categorical elements of the existing RTA Plan. On July 13, the meeting included a review of the RTA Corridor Improvement Element projects and overview of the RTA Plan. The Pima County RTAnext Development Plan schedule outlined the outreach and activities from January through mid-March prior to pandemic, and from mid-March through the end of June during pandemic. Based on the input, PCDOT put together a proposal made up of six categories: Public Transit (\$53M), All Weather Roads (\$65M), Livable Streets (\$80M), Technology (Region wide \$150M), Pavement Preservation (\$383M) and Widen Roadways (\$486 M). The proposal included 21 named projects that will incorporate required technology and livable street elements to align with Mobility on Demand strategies.

Mr. Bernal asked if the Sonoran Corridor was the diagonal line on the Map. Ms. Skinner responded that it was included in the plan to acknowledge it as a project as part of RTAnext, however, ADOT would be determining the proper alignment at a later time.

Mr. McGovern asked if \$383M for maintenance is for all Pima County roads to get to an 80 Pavement Condition Index (PCI), and would the 80 PCI be reached at the end of the RTA plan. He also asked if the



County's HURF would be used to keep the roads at the 80 PCI after the plan. Ms. Skinner confirmed it would be for unincorporated County's arterial and collector roadways to be brought to 80 PCI by 2030 and to keep them at that rating for another 10 years. County HURF would be used after 20 years. Mr. McGovern asked if the proposed new projects were segregated for a cost estimate to see what the 20-year cost would be for the projects in the plan. Ms. Skinner reported that all roadways were included in a street saver scenario to get the roadways to an 80 PCI by 2030 and then maintain after that; therefore, an individual project list was not generated.

Mr. Lueck asked if the maintenance for future projects are included in the estimate. Ms. Skinner responded that yes, in general they are included. Mr. Lueck stated that we have a 20-year plan and if roadways are improved in the first 10 years, is the lifecycle cost included. Ms. Skinner explained that the 21 individual projects (\$486 M) does not include the maintenance cost, the cost for maintenance of those projects would be in the pavement preservation element. Mr. Lueck also commented that the projects on the map should not be clearly defined as the project limits are not established. Ms. Skinner pointed out the map was an RTA map, and the projects limits that are not defined should be annotated.

5. **Impact Fee Update** – *Kathryn Skinner, PCDOT Deputy Director*

The State Statute has changed and required the Impact Fee Ordinance re-write process that is a three-step process; the Land Use Assumptions Report, Infrastructure Plans and Fee Study. The process started last summer with the draft Land Use Assumptions Report and the Improvement Plan drafted last October. The Board of Supervisors (BOS) held the public hearing in January and approved both plans in February. The State Statute requires that a new ordinance is in place by the end of this calendar year so that fees can be collected starting in January of 2021. The Fee Study public hearing was held by the BOS on July 7, 2020 and the adoption of the Fee Study and Ordinance is scheduled for the August 17, 2020 BOS meeting. The current Impact Fee Program has 10 benefit areas, the new Impact Fee Program will have seven. The new project list includes 28 new projects that includes technology improvements to allow us to better move to our future of using technology to improve transportation network. There are four phases of implementing the fees. PCDOT worked with major stakeholders such as the Metropolitan Pima Alliance, Metro Tucson Chamber, as well as the Southern Arizona Homebuilders.

Mr. Bernal asked about the current RTA plan and the assumptions made about the Impact Fee contributions, and what is the plan going forward into the RTA plan with projects that are listed in the adopted project list and what assumptions will be made with Impact Fee contributions. Ms. Skinner stated the proposed Impact Fee Plan includes projects within the existing RTA program where we have not met our Impact Fee contribution to date. Those are limited due to new State Statute which you can only contribute the amount that is proportionate to new development. In the RTAnext program, there are a few projects that are overlapped between both programs. In the call for RTA projects, it was requested that if you were exceeding the monetary amount for project category, you could identify funding sources to supplement funding. PCDOT kept the submittal beneath the cap, and did not include these new Impact Fee Projects to the new RTAnext.

Mr. Letzkus stated he believed Impact Fees were paid by a developer to be used for roads that they directly impact as a result of a development. Is this a different program that we could use the sum total of all fees to build roads anywhere in the County? Ms. Skinner explained the new Impact Fee program was consistent

with the current program in that fees collected within the benefit areas can be used on the named projects within that area. It is not always that the improvement is adjacent to the development, but in the designated benefit area.

6. **Fiscal Year 2020/2021 Road Repair Program** – *Ana Olivares, PCDOT Director*

In February before the pandemic, the 10-year plan was to repair all the roads in unincorporated Pima County to a PCI rating of 80. This plan consisted of HURF Funding and the PAYGO Allocation for \$26 million for fiscal year 2020/2021. During pandemic, the HURF is uncertain and difficult to forecast. The State of Arizona will provide updated forecasts in mid-August. The BOS also deferred the PAYGO and instead the BOS approved the use of short-term financing; the use of Certificates of Participation (COPS) for fiscal year 20/21 road repair and preservation program. The short-term financing provides funding upfront and to be paid back in three years. Approximately \$50 million of COPS is being allocated for fiscal year 20/21 and the road repair and preservation program is currently scheduled for \$56 million. There is \$3 million left over from fiscal year 2017/2018 pavement repair program and \$3 million from the Department's HURF funding that will be applied this fiscal year for a total of \$56 million. In December of 2019, the PCTAC established the criteria process for roadway selection by splitting the funding of 66 percent to Local Roads and 34 percent to Arterials and Collectors and based on that split, the roadways would reach a PCI of 80 in 10 years. The other part of the selection process was to allocate resources based on maximum return on investment for Arterials and Collectors and to allocate resources and repair worst roads first for Local roads. The roadways were selected and are now posted on the [website](#).

Ms. Weinberg asked if the fewer vehicles on the roadway with people staying at home currently makes it easier for completion for road repair and preservation projects. Ms. Olivares confirmed that the reduced volumes have made it easier for production rates of our contractors.

Chair Free asked if PCDOT was having trouble finding contractors. Ms. Olivares stated that pavement preservation projects have been ongoing; however, we have some contractors that struggle finding employees for the labor.

Mr. McGovern asked for clarification of the \$3 million left over from the 2018 program. Ms. Olivares explained in fiscal year 2017/2018, the BOS approved a Local Property Tax for Local Roads and it was to be used for unincorporated Pima County and all the jurisdictions for a two-year period. That budget was set on an estimate and with good bidding processes and either more collections happened and other residuals, the money would have rolled over to fiscal year 2018/2019 but did not because the Local Property Tax for Roads was not approved in 2019; therefore, the money will be rolled over for fiscal year 20/21 and will be used on Local Roads just like the Tax was intended.

Mr. Bernal asked if the projects labeled concrete would be Portland cement concrete. Ms. Olivares clarified that the concrete listing is for the concrete on the ADA Ramps.

Mr. Letzkus expressed his understanding there were not many inspectors on staff left over from the reorganization of the Department and with a \$56 million dollar program, asked if the field inspection work be contracted. Ms. Olivares responded that there are staff available to inspect some of the work and the inspections will also be contracted.



7. **Fiscal Year 2019/2020 Pavement Program Update** – *John Olivas, PCDOT Staff*

The budget for the program for fiscal year 2019/2020 was \$36.7 million and expenditures came in at \$36.2 million. There were 58 miles of arterial/collectors and 75 miles of local roads that were milled and overlaid. There were three miles of crack seal and 16 miles of crack seal and fog for arterials and collectors. There were five miles of micro seal on arterial/collectors and 203 curb ramps for local roads.

Mr. Ponce commented PCDOT has done a tremendous job in completing the program and asked if PCDOT was going to advertise in the form of public service announcements. What other methods can show the public what has been done on roads.

Mr. Olivas provided an overview on social media that shows all the work that has been completed.

Mr. Lueck commented that RTA does advertise and thinks PCDOT should advertise with all accomplishments in the future.

Mr. Weaver stated that Green Valley Council has been sending out emails to HOA in addition to articles in the newspaper with all of the work that has been done.

Mr. DeBonis stated in addition to social media, PCDOT has an annual report that will be published soon and we could look for opportunities for messaging for fiscal year 2020/2021 program.

8. **Next meeting August 25, 2020, WEBEX** - *Lucretia Free, PCTAC Chair*

a. **Agenda Items** – Please submit by August 5, 2020 to Annabelle.Valenzuela@pima.gov

9. **Call to the Audience** - *Lucretia Free, PCTAC Chair*

Ms. Martha Michaels: Thank you for your time, work, and expertise in developing a system that allowed criteria to fairly include Sabino Town and Country in the 2020/2021 local road repair list. We look forward to our new pavement.

10. **Adjournment** - *Lucretia Free, PCTAC Chair*

Meeting is adjourned at 1:13 p.m.