



PIMA COUNTY TRANSPORTATION ADVISORY COMMITTEE

SUMMARY OF WEBEX MEETING

Tuesday, October 26, 2021

12:00 PM

Members Present: Tom Berezny, John Bernal, Dan Eckstrom, Kendall Elmer, Lucretia Free, Albert Letzkus, Tom McGovern, Frank Santa Cruz, Ed Verburg, Ramon Valadez, John Wallace

Members Absent: Melissa Brown-Dominguez, John Winchester

Also Present: Transportation Staff: Ana Olivares, Director; Kathryn Skinner, Deputy Director; Rich Franz-Under, Michelle Montagnino, Annabelle Valenzuela; Development Services Staff: Carla Blackwell, Director

Madam Chair Lucretia Free called the meeting to order at 12:00 PM.

Item	Agenda Topic	Recording Time
1.	Pledge of Allegiance – <i>Lucretia Free, PCTAC Chair</i> Chair Free led the group in reciting the Pledge of Allegiance.	06:56
2.	Call to Order - Roll Call – <i>Lucretia Free, PCTAC Chair/Annabelle Valenzuela, PCDOT Staff</i> Ms. Valenzuela took attendance; a meeting quorum was achieved.	07:20
	Side Bar: County Administrator’s Health Update – <i>Carmine DeBonis, Deputy County Administrator</i> Mr. DeBonis briefed PCTAC regarding the County Administrator’s condition following the unfortunate accident of Saturday, October 23 rd , when a vehicle struck Mr. Huckelberry while he was riding his bicycle. He confirmed Mr. Huckelberry was transported to the hospital and his family publicly disclosed that he is in serious but stable condition. The family appreciates the well-wishes, thoughts and prayers being offered. The County made a web link available for the public to upload messages. Over 400 well-wishes for recovery have been received since Sunday. The county will share updates as the family makes the information available. Focus will be on providing accurate information while respecting Mr. Huckelberry and his family’s privacy during this difficult time. In Mr. Huckelberry’s absence, County operations are being handled by his trusted team of officials: Jan Leshar, Chief Deputy County Administrator is the lead for County Administration. Deputy County Administrators Garcia and DeBonis assist as needs arise while continuing working with their respective departments. Chair Free conveyed PCTAC’s concern, prayers and well-wishes for County Administrator Chuck Huckelberry and his family.	08:47
3.	Action Item: Approval of Meeting Summary for September 28, 2021 – <i>Lucretia Free, PCTAC Chair</i> Mr. Berezny motioned to approve; Mr. Elmer seconded. Without opposition, motion passed. Chair Free acknowledged Supervisor Steve Christy, welcoming all attending Pima County Board members to feel free to impart wisdom, thoughts, comments or questions as needed.	13:20 14:17

Item	Agenda Topic	Recording Time
4.	<p>Road Repair Update – Michelle Montagnino, PCDOT Staff Reference Ms. Montagnino’s presentation for FY22 Pavement Repair Program details and project photos.</p>	1 15:00
	<p>Construction Updates</p>	
	<p>Town of Ajo – the first completed project for FY22 included 6.3 mi of arteria/collector and 2.4 mi of local roads. All milling and paving with final stripping was completed last week. Southeast Mill & Pave – construction continues on this project. Marsh Station Road is complete; Calle Riconado subdivision area will be done this week; followed by Vail and the J6. Arivaca Area Mill & Pave – project is moving along well. Ruby Road and the Arivaca/Sasabe section west of the Town of Arivaca are complete. Currently working on the section of Arivaca Road that heads into town towards I-19. Green Valley Curb Ramps – these projects will wrap up by end of November. The final subdivision is being worked on. Catalina & Central Area ADA – two crews are moving this project along nicely in the Catalina area and the Butterfield business district. La Bella & New Day – a new mill and pave subdivision project. Construction began October 18, utility adjustments were made last week and moving into paving this week.</p>	1:15:37
	<p>Recently Awarded</p>	
	<p>FY 22 –BOS Districts 1 & 4</p>	1:20:41
	<ul style="list-style-type: none"> ▪ 2” Mill and overlay in the Northeast portion of town ▪ 5.98 mi. arterial/collector and 25.58 mi. local roads ▪ Hard Bid Award: Southern Arizona Paving ▪ NTP: 12/13/2021; utility adjustments are underway 	
	<p>BOS District 5</p>	
	<ul style="list-style-type: none"> ▪ 178 ADA curb ramps in 3 South Area subdivisions, primarily in Cardinal and Manzanita area ▪ JOC Award: Tucson Asphalt ▪ Work starts: 11/01/2021 	
	<p>BOS District 1-South of CDO</p>	
	<ul style="list-style-type: none"> ▪ 158 ADA curb ramps in 5 subdivisions south of CDO ▪ JOC Award: Sunland Asphalt ▪ Work starts: 12/2021 	
	<p>Recently Advertised</p>	
	<p>BOS District 1 Area A</p>	1:22:25
	<ul style="list-style-type: none"> ▪ 2” mill & pave in area north of River Road & between Oracle & Swan ▪ Hard Bid Award: TBD, opens this afternoon ▪ 7.5 mi arterial/collector 23.9 mi locals 	
	<p>BOS District 1 & 3</p>	
	<ul style="list-style-type: none"> ▪ 2” mill & pave in area west of south of W Ina Road & West of N. Oracle Road. ▪ Hard Bid Award: TBD, opens 11/02/2021 ▪ 3.8 mi arterial/collector 24.2 mi locals 	
	<p>BOS District 1 Area B</p>	
	<ul style="list-style-type: none"> ▪ 2” mill & pave in area north of W Ina Road & between I-10 & N. Oracle Road ▪ Hard Bid Award: TBD, opens 11/19/2021 ▪ 5.9 mi arterial/collector 13.9 mi locals 	
	<p>BOS District 1 & 3</p>	1:24:03
	<ul style="list-style-type: none"> ▪ 2” mill & pave in W Avra Valley Road north, Trico-Marana north & Catalina Area west of Coronado National Forest ▪ Hard Bid Award: TBD, opens 11/23/2021 ▪ 16.8 mi arterial/collector 8.2 mi locals 	
	<p>BOS District 1</p>	
	<ul style="list-style-type: none"> ▪ 140 Curb ramps in 4 subdivisions North of CDO: Casa del Oeste, Heritage Hills, Thornydale Terrace / Metropolitan Estates / Metropolitan No. 1 & Sunny Hills Estates ▪ JOC Award: TBD, opens 10/27/2021 	
	<p>BOS District 1</p>	
	<ul style="list-style-type: none"> ▪ 196 Curb ramps in 4 subdivisions in Countryside area: Countryside Vista, Countryside, North Pointe Ridge & Saguaro Vista ▪ JOC Award: TBD, opens 10/28/2021 	

Item	Agenda Topic	Recording Time
	<u>Program Status by the Numbers</u>	
	<p>Table shows percent of project completion in relation to ADA ramps to miles. Pie chart shows project cost breakdowns per categories. The smaller portion represent the complete project status to date; the larger amount is in construction; about \$13M is for awarded but yet to start projects; \$30M in projects being advertised and \$24M going out for bid in three to four weeks.</p>	25:32
	<u>Road Repair & Preservation Projects Map</u>	
	<p>The updated Road Map shows status of projects in completed and in construction for the FY 22 program. The map will continue to be updated as new projects are underway or completed.</p>	26:20
	<p>Regarding the BOS Districts 1 and 4 project in the northeast, Mr. Berezny asked if the Summerhaven and Tanque Verde areas were included. Ms. Montagnino replied that Tanque Verde is included but Summerhaven is a separate project due to the unique and tight road conditions in the area. Mr. Berezny then inquired about the Green Valley and Elephant Head areas. Ms. Montagnino informed that the project package was submitted to Procurement and it is estimated the bid opening will be in early December but it is not officially advertised yet.</p>	26:43
	<p>Mr. Berezny said residents in the Green Valley area inquired if it is a normal or new style configuration to curb ADA ramps at 30 degree angles and then square them off on either side? Ms. Montagnino replied she would double-check about the ramps but thought it was an ADA requirement.</p>	27:38
	<p>Mr. Berezny relayed that one of the Green Valley HOAs asked who, prior to milling and paving, would cut over-hanging trees or clear vegetation right up to the roads. Is it the County, the contractor, homeowners or the HOA that do that work? Regarding the tree limbs and excessive vegetation, Ms. Montagnino replied that typically the County's contractor, AAA, clears that ahead of the project but that is not happening as quickly this year due to the unusually high monsoon that is keeping them busy elsewhere. She said anything the residents are willing to do to help, would be appreciated.</p>	28:15
	<p>Mr. McGovern asked how the county is doing budget-wise on these projects. It appears that half are above and half below the engineer's estimates. He asked if there will be any remaining money or if the projects will be slightly extended to use up the money as projects are completed. Ms. Montagnino believes most bids are coming pretty close to the planned budget. Some projects are coming in over budget, such as the curb ramp projects but there have been some good Hard Bid projects such as the milling and paving projects coming in. There are some areas where additional work can be added to a project depending on the amount of savings. After this first round of bid packages are in, in December, the department may provide recommendations to the Board for potential use of those cost savings.</p>	29:27
	<p>Mr. Berezny said last month PCTAC voted to have a 50/50 split in subsequent years for locals and arterial/collectors. He asked for an estimate of total remaining number of miles of local and arterial/collector roads requiring milling and paving, after this fiscal year. Chair Free asked Ms. Montagnino to email the estimate and/or provide it at the next meeting.</p>	31:28
	<p>Supervisor Christy received comments from HOA and neighborhood residents saying they had not realized that their "community" roads are made up of different plats, built at different times, and with some gradations that do not meet pavement repair requirements as other roads, even if in the same "neighborhood"- such as Indian Ridge neighborhood in District 4. That neighborhood area is really made up of five or six different plats, developed at different times. The quality of the roads vary from street to street and they see paving and repairing in some areas but then discontinued in other parts of the same neighborhood. Supervisor Christy asked if the committee can review the concept as a neighborhood issue, rather than as designated plats.</p>	32:45

Item	Agenda Topic	Recording Time
	Ms. Olivares replied that ‘subdivision’ is the current limit due to available resources and maintaining of current PCI ratings. The suggestion can be reviewed as the program near completion.	34:10
	Supervisor Christy said one can understand how perplexing the situation can be when a resident sees paving is done on a street across from them, but their own road is not getting paved. Ms. Olivares acknowledged the concern and said the difficult decision stems from varying PCI levels. She further added that small collector roads leading into large subdivisions have been included this year, though the department wishes it could make it all complete.	34:39
	Mr. Verburg acknowledged the La Paloma project by saying he was appreciative of the terrific progress and that it was looking great.	35:45
5.	RTANext Update – <i>Kathryn Skinner, PCDOT Deputy Director / Tom McGovern, PCTAC Member</i> Ms. Skinner said the RTA met last month but there is not much to update the PCTAC on. The topics of interest such as the RTANext plan and the Citizen’s Advisory Committee (CAC) composition, were tabled to October 29 th . Information on these topics may be available next month.	36:10
	Mr. McGovern, Chairman of the CAC, said the Regional Council’s Friday agenda will address the items regarding voting rights of the PAG Council and the RTA Board regarding proportional or representative voting. This is one of the City of Tucson’s primary concerns and of interest will be how other jurisdictions weigh in and whether they can arrive at agreement. Following the PAG Council is the RTA Board and they have several items regarding the structure of the RTA going forward. This includes review of 20-year sales tax revenue forecast and costs to complete current RTA projects, which is one of City of Tucson’s primary concerns. There appears to be significant shortfall of available money to complete those projects, however, the City expects the RTA will somehow cover those costs. That sets the stage for discussions on statutory mandates and legal requirements regarding how funding for projects will be done. To be determined, is the continuing conversation of the selection of the CAC, which Mr. McGovern feels is a moot point, until they act on the other issues and reach agreement with City Council. More will be reported next time.	37:18
	Mr. Bernal asked Mr. McGovern to clarify if it was the Regional Council discussing voting structure or if it is the RTA Board. Mr. McGovern said that the conversation started at PAG Regional Council, and that what was decided there, would be reflected in the RTA process.	40:37
	Mr. Valadez provided a historical perspective as he was involved in the creation of the RTA. He said part of the issue is that a power grab is going on. He explained, the original RTA legislation gave the City of Tucson and Pima County veto authority on actions. In 2004, Mayor Walkup for the City and Mr. Valadez for Pima County, served as representatives on the Regional Council for the RTA. They exercised their veto authority in the spirit of regional cooperation, agreeing to be on one ship and either float or sink together. They floated though Mr. Valadez believes there is now selective amnesia. Chuck Huckelberry and Mr. Valadez crafted the original Administrative Policies for the RTA. In May 16, 2006, and not only was there a vote on the tax, but the plan with very specific on amounts of all projects. It has been the City that has asked that their projects be pushed back until the final quarter of the actual RTA, because they were not ready to move forward. There is now a scope delta (change) between original project price and current resulting in a substantial scope creep. A policy was adopted in 2006, after the committee and community voted on the RTA, stating that any jurisdiction could increase the scope of a project to fit their design/desire which was within the rules, but they would pay the difference. Scope creep of a lot of projects has been considerable and now part of the reason this is going on, is because the RTA has not paid the difference. There is a State Law that does not allow it and RTA Policy that was created to assure it would be the responsibility of the jurisdiction not the RTA.	41:18

Item	Agenda Topic	Recording Time
6.	<p>Non-Maintained County Roadway Overview Part 2 – Ana Olivares, PCDOT Director</p> <p>Ms. Olivares invited Carla Blackwell, Director, Development Services Department (DSD), to address follow-up questions received about last month’s overview regarding how roads become part of the Pima County Transportation system through development review.</p>	44:50
	<p>Please reference Ms. Blackwell’s PowerPoint presentation on the process of how property owners can determine who plans, owns, maintains or has rights to a particular road in front of their property.</p>	45:40
	<p>The Major Streets and Routes (MSR) Map lays out what the major arterial streets will be for the region. This guide is updated every 10 years along with the Comprehensive Plan, with DOT and DSD working hand-in-hand on the process with other jurisdictions. The MSR determines road width and setbacks and the kind of road dedications and right-of-way the County will be getting from the developers and seeking from State Land Right of Way as developers seek land use changes affecting streets and roads. There also are taking or condemnation situations and State Land use and Right of Way needs that DSD works with.</p>	47:55
	<p>Most important point is that Pima County does not create their own roads. There are special projects, such as the Aerospace Parkway where the road was built to serve industrial development on County lands. However, almost all of the roads in the County maintenance system come from private development. 10% County roads entered into the maintenance system come from private development, 90% are out of the subdivision plat process, which is the highest form of consumer protection for landowners. All subdivision plats require engineered drawings with roads built to County’s street standards and public reporting requirements that delineate who is going to maintain the roads or whether they will be dedicated to the public or Pima County or whether they will be gated and remain private.</p>	49:39
	<p>Most developments and platted subdivisions have licensed real estate owners and title reports and include assurance agreements which are important in requiring that roads in subdivisions are built for public uses meet county standards before being accepted into the County’s maintenance system. Lacking that assurance, those lots cannot be sold. Most assurance agreements used in County are third party trusts where lots are held in trust until all improvements, such as drainage and roads, have been installed.</p>	51:05
	<p>A couple of issues have surfaced around older plats, those established prior to the 1960s. Examples are Diamond Bell and New Tucson, where land was platted and possibly sold without improvements. These are examples of how the county works with the Arizona Department of Real Estate on a case-by-case analysis to come up with a process between the County and the developer on how to install or bring roads up to County maintenance standards.</p>	51:57
	<p>Regarding road construction standards, such are governed by the Subdivisions Streets Standards Manual and DOT administers those standards and works with DSD to review those standards. At one point there was a public standard and a private street standard. They were changed to the same standard of construction due to a couple of instances where HOAs went bankrupt trying to maintain private streets. The County then was approached to take the streets over but the roads were smaller and not built to county standards. The decision was made to have the same standard for both.</p>	52:58

Item	Agenda Topic	Recording Time
6.	<p>As for the maintenance system, Ms. Blackwell said one once streets are built and inspected, lots are released for sale. Streets are reviewed after a year for acceptance into the County system by the County Engineer. Some division plats give 90 percent of local roads, the 10 percent not in county system are created through easements and lot splits resulting in most conflicts. A lot split is the most unprotected purchase a homeowner can buy because very little review went into original lot splits. Not until 2005, did Pima County institute a lot split review process. Pima County DSD will do naming and addressing of an easement if groups of neighbors collaborate to name the easement, making it easier for mail delivery and emergency services. Emergency services has a terrible time making it through a lot of these easements, such as Summit with dirt roads, where lots were created in the late 1990s after the State Legislature allowed a 5-lot split, rather than 3.</p> <p>Ms. Blackwell said lot split situations can result in a wash down the middle of property without hydrology studies being completed, therefore leaving homeowners unprotected. There is not much the State Legislature allows counties to do to protect people in lot split situations. The best way for land owners to determine road status is by using PimaMaps. It has layers upon layers of data for every parcel and is recommended as the first place to search for information. Prior to purchasing lots or homes, Ms. Blackwell recommends everybody do their own due diligence and use licensed real estate agents, title insurance and look for and read recorded surveys, deeds and title. All of which are part of a private transaction between a buyer and a seller, and Pima County is not necessarily involved in that.</p> <p>Supervisor Steve Christy commented the map looked familiar. Ms. Blackwell said the map is a fine example of “don’t trust your eyes...” Just because there is a road cutting the quickest way to your house, doesn’t mean it is a legal access. She was glad the Leon Ranch Road issue was resolved. It was once a large ranch and parts of it were sold in 1970s to Rancho del Lago. There should have been a reservation for the road, however there are no public records of it, causing a dispute between developers and neighbors to the north. DSD resolved the issue and now developers will be dedicating the land to Pima County to keep the road open.</p>	54:01
7.	<p>PCTAC Officer Elections – <i>Lucretia Free, PCTAC Chair</i></p> <p>Chair Free informed that her term and tenure as Chair and that of Mr. Letzkus’ as Vice-Chair end January 2022 she asked PCTAC members to step up to serve in either of those roles. Chair Free will start the meeting in January with a nomination and voting process and the new Chair will take over the meeting. PCTAC members can nominate themselves or be nominated for either role.</p>	01:01:36
8.	<p>PCTAC Meeting Schedule November, December – <i>Lucretia Free, PCTAC Chair</i></p> <p>Chair Free recalled last year, November and December meetings were cancelled due to COVID. She asked if PCTAC would like to cancel the December meeting and have last meeting in November. A rescheduling would be required because the fourth Tuesday falls during Thanksgiving week. After discussion of availability, Mr. McGovern asked November 30th be considered. Mr. Berezny agreed and asked that staff provide an update in lieu of a December meeting. The Chair and other PCTAC members also agreed.</p>	01:02:01
	<p>Mr. Verburg did not receive meeting materials prior to last two meetings. Material distribution had been consistent for past two years. He said presentations are great and order of the meeting goes smoothly. He asked staff double-check his email address is included. Director Olivares informed of unusually busy monsoon season with a department short staffed with recent departures but assured a return to successful distribution process.</p>	01:07:12

Item	Agenda Topic	Recording Time
9.	Call to the Audience – Lucretia Free, PCTAC Chair Kylie Walzak on behalf of Honorable Supervisor Matt Heinz, she invited PCTAC and members of the public to attend free presentations at 2 PM on November 16 and 17 of the book “Confessions of a Recovering Engineer” by Chuck Marohn, President and Founder of Strong Towns. Mr. Marohn’s writing emphasize bottom-up strategies for making investments in towns, cities, and specifically in transportation networks, that actually build wealth, increase safety and mobility, while improving quality of life for community residents. To learn more and to pre-register for in-person or virtual option, visit: https://strongtownstucson.com	01:08:15
	Martha Michaels was unable to attend and asked that comments be read into the record. The work that PCTAC did enable PDOT to pay failed local roads this past year has been very important and much appreciated. STCE received new pavement in January. We have benefitted in many ways. The appearance of our roads and property values has improved. More importantly, the safety of our residents has greatly increased. Driving through our neighborhood is now bump free. We have new sidewalks, so neighbors may now walk, cycle, meet and engage in other activities on a smooth, safe, surface. This coming Sunday, families can now take their children trick-or-treating without fear of tripping on broken pavement. New pavement has enhanced the quality of our life in our neighborhood. Thank you. Stay well and enjoy your upcoming holidays.	01:11:25
10.	Topics for Future Discussions – Lucretia Free, PCTAC Chair Chair Free informed that topics for discussion and future agenda items may be emailed prior to next meeting.	01:12:45
11.	Next Meeting: November 30, 2021 via WEBEX – Lucretia Free, PCTAC Chair Please submit agenda items by November 12, 2021 to Annabelle.Valenzuela@pima.gov .	01:13:24
12.	Adjournment – Lucretia Free, PCTAC Chair Motion to adjourn made by Mr. McGovern; seconded by Mr. Bernal. Without opposition, meeting was adjourned at approximately 1:12 PM.	01:14:05

Respectfully submitted,

Juanita Garcia-Seiger, Assistant