



PIMA COUNTY TRANSPORTATION ADVISORY COMMITTEE

**SUMMARY OF WEBEX MEETING
Tuesday, April 26, 2022
12:00 PM**

Members Present: Albert Letzkus, John Winchester, Melissa Brown-Dominguez, Tom Berezny, Frank Santa Cruz, Ed Verburg, John Bernal, Tom McGovern

Members Absent: Dan Eckstrom, Lucretia Free, Charlene Robinson, Ramón Valadez and District 3 Vacancy

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

A DOT staff assistant provided general ground rules for meeting attendees and informed of a slight delay in audio due to new recording equipment. Virtual and in-person participants were asked to refrain from having side conversations or unnecessary interruptions to provide the best audio for the record.

Welcoming in-person members to the first live meeting in about two and a half years, Chair Verburg called the meeting to order at 12:02 PM.

Item	Agenda Topic	Recording Time
1.	Pledge of Allegiance – Ed Verburg, PCTAC Chair Chair Verburg asked Mr. Bernal to lead the group in reciting the Pledge of Allegiance.	Pt 1 02:16
2.	Call to Order - Roll Call – Ed Verburg, PCTAC Chair/Annabelle Valenzuela, PCDOT Staff Ms. Valenzuela took attendance; meeting quorum was achieved.	Pt 1 02:44
3.	Action Item: Approval of Meeting Summary of March 22, 2022, Ed Verburg, PCTAC Chair Mr. Bernal motioned to approve; Mr. Letzkus seconded. Motion passed.	Pt 1 04:06
4.	San Joaquin Pavement Treatment Testing Update, Matt Sierras, PCDOT Maintenance Operations Division Manager. Reference Mr. Sierras’ presentation and the webpage link shown on slide 9 for a status update on 13 pavement sections and 2 surface treatment applications being tested on 4.3 miles of San Joaquin Road between Old Ajo Highway and Milky Way Drive. In 2018, this road segment rated PCI 30.	Pt 1 05:00

The pavement treatment testing program started in Dec 2018, under the guidance of Robert Johnson, who recently retired. Mr. Sierras took over the project and assured the Committee he would catch up on all the data to provide them additional findings next time.

Infrastructure Management Systems (IMS) completed PCI surveys on each test section used to model pavement performance in Dec. 2019, Aug. 2020, and Mar. 2021. IMS is scheduled to perform additional testing later this year.

Initial determination:

- Early on, some treatments were eliminated from further consideration because they dropped below 80 PCI; therefore, falling short of the county’s goal

Item	Agenda Topic	Recording Time
4.	Observations:	Pt 1 06:51
	<u>Three test sections were removed from further consideration due to ratings falling below PCI 80:</u>	
	<ul style="list-style-type: none"> • Section 15 consisted of 1" green asphaltic concrete overlay with fiber over existing pavement. Rating quickly dropped from 100 PCI to PCI 78. • Section 7 consisted of fog seal, chip seal class 1, pulverized and recompact 6" of existing pavement and subgrade. Rating dropped to PCI 79. • Section 11 consisted of fog seal, double chip seal class 1, pulverized and recompact 6" with 2 lbs. of cement per square feet. PCI rating dropped to 75. 	
	<u>Two test sections were performing well and the best value to date:</u>	Pt 1 08:28
	<ul style="list-style-type: none"> • Section 3 consisting of a 2" overlay (PAG 2) over existing pavement found to be holding at a PCI 97. • Section 10 consisting of a 2" mill and fill (PAG2) over existing pavement was performing well and holding at a PCI 98. 	
	<u>Though still early in the evaluation, staff learned:</u>	
	<ul style="list-style-type: none"> • Treatments that dropped below PCI 80 were discontinued for failure to provide a good return on investment (ROI). • The two test sections of 2" overly and 2" mill and fill found to be performing well, do follow long-standing industry standards being used. • Results of upcoming PCI evaluation will be shared. 	Pt 1 09:01
	Mr. Berezny asked if the 2" mill and fill, performing the best so far, is what was currently being used for the current Road Repair Program and therefore providing the best ROI. Mr. Sierras replied affirmatively.	Pt 1 10:30
	Mr. Bernal asked if the County has been applying 2" mill and fill on roads in older subdivisions that already had 4" ABC and a double-chip seal. Mr. Sierras replied yes.	Pt 1 10:49
	Mr. McGovern asked if there are photos of the treated sections on the webpage and if it was expensive to inspect and rate individual sections, since testing started so early? He also recommended that observations be done for at least five years to see what the actual curves look like. Mr. Sierras replied yes to the online photos and stated that the cost was reasonable because the PCI evaluations were not only for the test strip but were part of the annual rating performed for the Pavement Preservation Program.	Pt 1 11:14
5.	Road Repair Update – Michelle Montagnino, PCDOT Construction Monitoring Division Manager Reference Ms. Montagnino's presentation for FY22 Pavement Repair Program with details and photos discussing <u>completion of:</u>	Pt 1 13:55
	<ul style="list-style-type: none"> • 5 Milling and Paving Projects, including: <ul style="list-style-type: none"> ○ Central Low Volume (Butterfield Business District local roads) – completed 04/19 ○ BOS District 1 Area B (North of Ina area) – completed 04/22 • 2 Surface Treatment Projects: Crack Seal and Surface Treatments from Cactus Asphalt to be completed 04/29 • 3 Curb Ramp Projects: Green Valley 11/18; Catalina & Central Area ADA 11/24; and South Area 03/18 	Pt 1 14:24
	In-Construction:	
	<ul style="list-style-type: none"> ○ Curb ramp projects are being affected by the concrete shortage causing delays for <i>Countryside</i> – 62 % complete; <i>South of CDO</i> – 70 % complete and <i>North of CDO</i> – 78 % complete • Staff has kept close watch on project schedules to coordinate with follow on pavement projects. • Several subdivisions in those packages were closed out, allowing for pavement to begin. 	Pt 1 15:15

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5.	<p>New Paving Projects started this month include:</p> <ul style="list-style-type: none"> ● Cardinal Estates and Mission Ridge (construction started 04/11/22) ● Casas Adobes and Wildwood (new; construction started 04/22/22) ● Manzanita Terrace (new; construction started 03/25/22) ● Northpointe/Raintree (new; construction started 4/26/22) ● Green Valley Mill & Pave (started this month) 	Pt 15:55
	<p>Advertised Projects include:</p> <ul style="list-style-type: none"> ○ <i>Summerhaven:</i> Combination of 2" mill, pave and pavement overlay of 4.2 mi. local roads in BOS District 4 Summerhaven community. This JOC contract had a bid and none of the contractors met the June 30th completion date due to concrete shortages, asphalt availability and general market saturation. ○ <i>Countryside Vista M&P:</i> Consisting of 2" mill and overlay of 2.47 mi. local roads in BOS District 1. It was scheduled to open April 26. ○ <i>Countryside M&P:</i> Consisting of 2" plane/mill and pave in the BOS District 1 with 3.83 mi local roads. It was scheduled to open April 27. <p>The intention is to provide a little longer construction time for items that do not go to bid this time, knowing the ramifications of the market and the funding from this year's budget will move forward to cover expenses without affecting the FY23 program.</p>	Pt 1 17:00
	<p>Program Status by the Numbers – Everything is in the advertised or awarded status. Completion numbers are increasing in just about every category.</p>	Pt 1 18:50
	<p>Overall Status by the Dollars – The original program budget of \$85.5M was revised to \$97.5 M due to escalation in construction and material costs. With the availability of HURF, the department was able to fund added project costs through the operating budget.</p>	Pt 1 19:15
	<p>Coming Soon! A presentation next month on soon to be published FY23 Pavement Preservation Program.</p>	Pt 1 19:43
	<p>Pavement Preservation Map – status of constructions projects and roads completed up to this point.</p>	Pt 1 19:58
	<p>Mr. Berezny asked what would happen if the Summerhaven construction is not finished by June 30th, would the designated funds be applied to a project that can be completed by that date? Ms. Montagnino replied that funding would follow the project into next fiscal year.</p>	Pt 1 20:28
	<p>Mr. Berezny asked Ms. Montagnino to provide a brief overview of the methodology used to determine major arterial / collector and when minor get worked into the major.</p>	Pt 1 21:40
	<p>Ms. Montagnino explained the arterial/collector network is chosen on a benefit-cost ratio criterion. The staff rely on the StreetSaver program to calculate the benefit cost for each road. This helps create the ranked road list program for the designated amount for the year. Arterials are major roads. Major collectors run between subdivisions off the arterial network. Some local or minor collectors can be those small segments of roads that enter subdivisions. Latitude is taken there, as far as benefit cost ratio, so that when the local subdivision is triggered, even if the entrance (minor collector) is not picked up that year, it is rolled up into the package to complete a holistic approach to the subdivision.</p>	Pt 1 22:27
	<p>Mr. Berezny said that the County Administrator had recently sent correspondence to the Vail Tour de Tucson, and one section of road is rated poor (PCI 50) in the Green Valley / Continental area. The PCI rating for this minor arterial is a 50 and he counted about a dozen unclassified or minor/local roads. He asked what the process is for those collectors and getting those failed roads repaired? There are roads in their local areas, like those leading into Madera Canyon, that see a lot of traffic 365 days a year. He wants to make sure that those kinds of roads are taken into consideration before a road with PCI 50 bumps them.</p>	Pt 1 24:10

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5.	<p>Ms. Montagnino explained an arterial/collector will not bump a local road off the list because there are two different funding sources used. Typically, the department tries to work on a whole road to provide nice long segments. Some roads that are deferred one year are the first selected next year regardless of the benefit cost ratio but it requires a balancing act so as not to continually push things off. The benefit cost ratio is a good starting point but a lot of engineering judgement goes into the road selection process.</p>	Pt 1 26:10
	<p>Chair Verburg asked Ms. Montagnino to provide in next month's presentation an example of a cost benefit analysis in the decision-making process to help other members of the committee to better understand the process.</p>	Pt 1 27:43
	<p>Mr. Bernal asked if the curb ramps and Portland Cement concrete work on the arterial/collector or local system. Ms. Montagnino said most are local and she would provide the committee a breakdown of the local budget but one challenge is that it depends on the neighborhood. Federal guidelines dictate that if there is a mill and pave, it is considered a reconstruction and will trigger need for ADA upgrades.</p>	Pt 1 28:10
	<p>Mr. McGovern said there is support from the committee for fixing one or two roads that need upgrading to provide a safe smooth riding surface for the El Tour de Tucson event. He wants to see how staff addressed that in the FY23 program. Ms. Montagnino said it would be addressed.</p>	Pt 1 29:49
	<p>Chair Verburg referenced an April 5, 2022 memo the department sent to the County Administrator and the response from the County Administrator. When compared with other jurisdictions, Chair Verburg said there is proof of the fantastic job the staff is doing on the program. He said the entire staff's work is appreciated and he gave kudos for Ms. Olivares' leadership.</p>	Pt 1 31:00
6.	<p>RTANext Update – <i>Kathryn Skinner, PCDOT Deputy Director / Tom McGovern, PCTAC Member</i> Ms. Skinner briefed the committee on the topics discussed April 4th by the RTA Citizens Advisory Committee as they held their first meeting since 2021. They covered ground rules and background, the Open Meeting Law, RTA revenues, and what they could anticipate in terms of revenue for the RTA Plan and the RTA Next. They also reviewed the RTA Next major roads and projects and discussed future agenda items. Their next meeting is scheduled at 1PM on May 2.</p>	Pt 1 32:00
	<p>Mr. Berezny asked if the <i>Norte</i> sewer connection between the airport and Tucson Mall was part of the City of Tucson's Transportation Mobility Plan or part of RTA next. Mr. McGovern said it is one of the City's proposed major projects.</p>	Pt 2 00:00
7.	<p>Topics for Future Discussions – <i>Ed Verburg, PCTAC Chair</i> Chair Verburg requested topics for future agenda be emailed to Annabelle Valenzuela by May 24, 2022, in advance of the May 26, 2022 meeting.</p>	Pt 2 01:13
	<p>Mr. Bernal inquired about the status of the budgeting process for next Fiscal Year. Ms. Olivares said the department's budget was complete and would be presented to the Board of Supervisors on May 11, for tentative approval in June. It was requested a similar presentation be made at the next PCTAC meeting.</p>	
8.	<p>Call to the Audience – <i>Ed Verburg, PCTAC Chair.</i> David Bricklin – Manzanita Estates – I'm a bicyclist. 1. Recent paving in Via Entrada created a much safer option for getting up and down to the Loop. Please don't discourage this safer route by adding speed bumps. If you do add them, please do more for cyclists than leaving a foot at each end. This is not enough. And please reconsider your aversion to slots in the middle. With some creative design (like a slightly offset chevron), you can create slots for cyclists in the middle without encouraging car drivers to try to put one wheel in them. 2. Skyline from Swan to Sunrise could be a good alternative to Sunrise. Sad that the recent paving didn't extend the width by a few feet to provide a bike lane. Please seek money for that in the future.</p>	Pt 2 02:30

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8.	<p>Call to the Audience – Ed Verburg, PCTAC Chair.</p> <p>David Bricklin – (Continued) - In the meantime, could you repaint the fog lines to make the travel lane a bit narrower and create a foot or two of pavement for cyclists outside the fog line? I know you have standards for travel lanes, but I also know deviations are possible when warranted, and it seems to be warranted here. I was told by someone in the department that cars on that stretch are supposed to know this is a shared pavement with cyclists. There is no way for them to know that. The speed limit is 45 MPH.</p> <p>Jon Kiser – Coronado Foothills Estates – We were very surprised and disappointed to see that when Skyline Drive was repaved between Sunrise and Swan, bike lanes were not added. My wife and I often use this part of Skyline, in both directions, to access The Loop and other Pima County bike lanes from our home. I don't know what the process is, but we would really appreciate bike lanes being added to this stretch because it is quite dicey riding with high-speed traffic zooming by us with very little margin. This often forces us to choose to put bikes on a vehicle to go for a bike ride which basically prevents us from avoiding vehicle use. We also drive this stretch and frequently observe drivers making risky passing moves around cyclists and sometimes swerving across the center line nearly hitting oncoming traffic instead of just slowing down to pass cyclists safely. This is a dangerous road for us cyclists and even riskier when sunrise and sunset blinds drivers.</p> <p>Barry Weiss – Coronado Foothills Estates – Skyline between Sunrise and Swan has always been a problem for the many bicyclists who live north of Skyline. The road is narrow with no shoulder. Cars can't easily move out of their lane when passing bicyclists because the road has rolling hills and drivers can't always see if there is a vehicle coming in the opposite direction. The result has been that it's scary to leave our neighborhood on a bicycle. Indeed many bicyclists will only leave the neighborhood by taking their bicycles in a car. You just repaved Skyline without creating a shoulder or bicycle lane. I can't believe you did that. It's going to make things even worse because with the repaving, cars will be driving even faster than before. I know that my wife and I, this will pretty much eliminate riding a bicycle from our home. Tucson is supposed to be a "bicycle-friendly community." It would be great if you could keep it that way. My understanding is that land on the side of Skyline is public easement, and creation of a shoulder or even separated bicycle path is physically possible. Please consider this option.</p>	Pt 2 14:23
9..	<p>Next Meeting: May 24, 2022 via WEBEX – Ed Verburg, PCTAC Chair</p> <p>Please submit agenda items by May 6, 2022 to Annabelle.Valenzuela@pima.gov.</p>	Pt 2 14:23

Chair Verburg asked if the Committee preferred the next meeting be virtual or live. He said it is nice to offer a hybrid meeting to the public but it does require hard work setting it up.

Mr. McGovern said though he prefers in-person meetings, he can see it is a lot of work and thinks continuing the hybrid arrangement for a few more months would be good.

Mr. Berezny also preferred in-person meetings but the key is that the residents of Pima County do not necessarily have the time to get off work to attend. He did not want to hold these meetings after 5 pm like the City of Tucson, the virtual aspect for the public would be a good thing to continue. For the committee members, he felt in person would be best.

Ms. Brown-Dominguez was grateful having had the convenience of a hybrid meeting this morning and agreed that having the hybrid option available for the public would be good.

John Winchester said the current location is additional travel time for him. Though he prefers in-person meetings downtown, he also agreed that the hybrid-meeting model be continued for the public to attend.

Chair Verburg recommended the PCTAC continue with the hybrid meeting option, not only to benefit from achieving a quorum but most importantly because this is a citizen's advisory committee, since we must hear from the public. The Committee could reconsider in a couple of months.

Item	Agenda Topic	Recording Time
9.	Chair Verburg recommended the PCTAC continue with the hybrid meeting option, not only to benefit from achieving a quorum but most importantly because this is a citizens advisory committee, that we hear from the public. We can reconsider in a couple of months.	P3 12:25
10.	Adjournment – <i>Ed Verburg, PCTAC Chair</i> Motion to Adjourn made by Mr. Berezny; seconded by Mr. Bernal. Without opposition, meeting Adjourned at approximately 1:02 PM.	P3 19:44

Respectfully submitted,

Juanita Garcia-Seiger, Assistant