



PIMA COUNTY TRANSPORTATION ADVISORY COMMITTEE

SUMMARY OF WEBEX MEETING

Tuesday, March 22, 2022

12:00 PM

Members Present: Albert Letzkus, John Winchester, Dan Eckstrom, Melissa Brown-Dominguez, Charlene Robinson, Tom Berezny, Frank Santa Cruz, Ed Verburg, John Bernal, Tom McGovern, Lucretia Free, Ramón Valadez

Members Absent: District 3 Vacancy

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

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 00:22
2.	Call to Order - Roll Call – <i>Ed Verburg, PCTAC Chair/Annabelle Valenzuela, PCDOT Staff</i> Ms. Valenzuela took attendance; meeting quorum was achieved.	Pt 1 01:10
3.	Action Item: Approval of Meeting Summary of February 22, 2022 , <i>Ed Verburg, PCTAC Chair</i> Mr. McGovern motioned to approve; Mr. Bernal seconded. Motion passed unanimously.	Pt 1 03:08
4.	DOT Staff Updates – <i>Ana Olivares, PCDOT Director</i> Please reference Ms. Olivares’ presentation regarding latest revisions to the Department of Transportation’s leadership. She reported Planning and Engineering Division Manager Robert Johnson would retire the end of March, after serving Pima County in various roles throughout many years. Recruitment was underway. An update would be provided once vacancy was filled.	Pt 1 03:42
	Ms. Olivares informed of her upcoming June 3, 2022, plans to join her husband in retirement. She informed Kathryn Skinner would assume leadership of the Transportation Department as Interim Director on June 4 th and the transition would be seamless.	Pt 1 04:34
	Chair Verburg acknowledged Ms. Olivares’ 32 years of public service and valuable contribution to the PCTAC.	Pt 1 06:08
	SIDEBAR: Ms. Valenzuela announced the Honorable District 4 Supervisor Steve Christy had joined the meeting. Chair Verburg acknowledged Supervisor Christy and welcomed his participation.	Pt 1 06:26
5	Road Repair Update – <i>Michelle Montagnino, PCDOT Staff</i> Reference Ms. Montagnino’s presentation for FY22 Pavement Repair Program with details and photos regarding:	Pt 1 06:47
	<ul style="list-style-type: none"> ● Completed Projects: <ul style="list-style-type: none"> ○ <i>Avra Valle Foothills & Avra Ranchita</i> - completed in early March ○ <i>South Area Curb Ramps</i> - completed last week ○ <i>Crack Seal Treatment Program</i> – completed mid-February 	Pt 1 07:21

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5.	<ul style="list-style-type: none"> ● In-Construction Projects – the slide included percent complete for each project, based on amounts billed at end of February. <ul style="list-style-type: none"> ○ New in-construction projects included: <ul style="list-style-type: none"> ▪ <i>Central Low Volume projects in the Butterfield business district and other low volume roads in the area</i> – construction began end of February and contractor submitted for substantial completion today. This project will soon move into the completed category. ▪ <i>Surface Treatments</i> – Micro-seal on Cortaro Farms Road was completed early March. Contractor is fog-sealing and on schedule for completion in late April. ▪ <i>Curb Ramp Projects</i> – these projects are speeding up: <ul style="list-style-type: none"> ● <i>Countryside Area</i> and other curb ramp projects; and ● <i>North of CDO</i> – will move along faster since the South Area curb ramp project was completed. The contractor is moving onto the North of CDO curb ramps project. 	Pt 1 07:50
	<ul style="list-style-type: none"> ● Awarded Projects include: <ul style="list-style-type: none"> ○ <i>Casas del Oeste, Sunny Hills Estates and Thornydale Terrace</i> – this BOS District 1 JOC project was awarded to Granite and consists of 2-inch plane/mill and pave of 2.65 mi. local roads within the subdivision. It was a follow-on project to some curb ramp projects underway and came in lower than the engineer’s estimate at \$1.3M. ○ <i>Metropolitan No. 1, Metropolitan Estates and Heritage Hills II</i> – this BOS District 1 JOC project was awarded to Granite and consisted of 2-inch plane/mill and pave of 2.49 mi. local roads and 0.15 mi. arterial/collector. This project came in just above the engineer’s estimate at \$1.27M and was a follow-on to the North of CDO Curb Ramp projects. ○ <i>Northpoint Ridge Add, Northpointe Ridge additions, Saguaro Vista & Sheva Vistas</i> – this BOS District 1 JOC project was awarded to Markham. Project consisted of 2-inch plane/mill and pave of 4.99 mi. local roads within subdivision limits. This project came in a little over the engineer’s estimate at \$1.1M. 	Pt 1 10:57
	<ul style="list-style-type: none"> ● Program Status by the Numbers – The Countryside Subdivision and the Summerhaven packages advertised in early April. There were two projects in the Awarded but Not Started category, mostly smaller JOC subdivision work that would be addressed quickly. Most other projects were In-Construction and well underway such as the Curb Ramp projects at 87% completion and quickly moving into the Completed stage by April. 	Pt 1 12:34
	<p>Arterial and local road projects were making steady progress.</p>	
	<ul style="list-style-type: none"> ● Overall Status by the Dollars – The original program budget of \$85.5M was revised to \$97.5 M due to received bids and increased pricing because of the economy and material shortages. The additional funds were allocated from the department’s Operating budget. 	Pt 1 13:44
	<ul style="list-style-type: none"> ● Road Repair and Preservation Projects Map – yellow marked road projects were yet to be started. However, the red marked road projects would quickly be changing into blue to show project completion. 	Pt 1 14:13
	<p>Mr. Bernal inquired if the challenges on Arivaca Road had been resolved. Ms. Montagnino replied that the department was looking at different treatment options for the base course. The staff was leaning toward a lime sub-base treatment for those areas. The staff would work with the contractor to develop a work plan, schedule and defined limits of needed repairs.</p>	Pt 1 14:28
	<p>Mr. Berezny thanked the Department of Transportation staff and confirmed receiving the proposed project schedule requested last month. He said it helped keep residents informed. Ms. Montagnino replied that Green Valley would soon see more activity because staff issued a Notice to Proceed for utility adjustments starting April 4th.</p>	Pt 1 15:17

Item	Agenda Topic	Recording Time
5.	Referencing slide 3, Mr. Letzkus asked Ms. Montagnino for general details on the 13% in-construction area for Districts 1 and 4. She replied that the projects were in the northeast side of town, in the Prince and Snyder area, coming from the far northeast and working toward the northeast/central area. The contractor was next moving into the Cloud area.	Pt 1 16:01
	Mr. Letzkus asked for general area details for Districts 1 and 4, Areas A and B projects. Ms. Montagnino replied that the 36% in-construction work for Area A was in the north central area, north of River and east of Oracle Road. Area B work was north of Ina and West of Oracle Road.	Pt 1 16:57
	Chair Verburg appreciated the progress report and asked Ms. Montagnino how she was keeping up with monitoring all the contractual work with so much activity going on. She acknowledged supportive staff keeping her on track.	Pt 1 17:33
6.	<p data-bbox="245 680 1377 703">Infrastructure and Mobility Vision Update – Lauren Fecteau, Traffic Operations Manager</p> <p data-bbox="245 716 1377 810">Please reference Ms. Fecteau’s presentation summarizing the department’s Technology-based Transportation Vision and plan to address ongoing multimodal safety and mobility issues including factors such as:</p> <ul data-bbox="245 821 1377 1016" style="list-style-type: none"> <li data-bbox="245 821 1377 844">• Continued rise in fatalities in the past 5 years; currently a 13-year high throughout the region; <li data-bbox="245 854 1377 911">• Drop in peak travel performance causing delay, congestion and queuing affecting travel performance on some roads; and <li data-bbox="245 921 1377 1016">• Escalating infrastructure and maintenance costs outpacing current FY21 revenues for Highway User Revenue Funds (42%), Permit fees and licenses (2%), and General Fund Transfer (40%) specific for pavement preservation. 	Pt 1 18:00
	Ms. Fecteau briefly discussed the benefits and framework of eight Mobility on Demand Enablers that provide improved mobility options for travelers via technology and integrated transit and signal networks and operations, real-time data, 5G/fiber-optic connected travelers and intelligent GPS transportation systems for emergency responders and traveler-centric solutions. This multi-disciplinary team effort will be in collaboration with the UArizona Center for Applied Transportation Sciences (CATS) and PAG Jurisdictions (Pima County, Marana, etc). They will seek community feedback and conduct traffic modeling through simulation modeling (DynusT) to evaluate return on investment network-wide and offer employer-based incentive programs that educate, reward and recognize employers for providing flexible schedules, telework and vanpool program and rideshare opportunities, to name just a few examples. Ms. Fecteau explained the Vision focuses on utilizing existing infrastructure to implement supply and demand side solutions to optimize complex transportation and mobility issues by using technological advancements and travel equity instead of relying only on infrastructure expanding solutions.	Pt 1 23:00
	Mr. McGovern acknowledged the complex issue and appreciated DOT staff having studied this issue for several years. The issue of induced traffic, he said, is an economic benefit or driver when people can take a certain trip because they can get there easily, quickly or directly. He said the benefit could, however, be overlooked in the detail of numbers and analysis and hoped that an Economic Advisor might be included in the CATS committee as MOD app options were discussed. The second consideration was reallocating traffic from another part of the network that could then affect air quality. There are many issues and he wondered if the studies would consider them.	Pt 2 01:39
	Ms. Fecteau agreed and said that it would be part of the process for the department to collaborate with CATS, including PDEQ, to review all facets of outreach and stakeholder collaboration.	Pt 2 04:30
	Mr. McGovern teasingly asked Ms. Fecteau to speed things up because the data would be needed for RTANext discussions regarding widening vs. simply allowing roads to get plugged [congested?] so people used transit, but that would be a false argument.	Pt 2 05:17

Item	Agenda Topic	Recording Time
6.	<p>Mr. Letzkus appreciated the report and stated that the original report distributed with the Technology-based Transportation Vision last month was thorough and professional. He hoped the focus would be on ‘roundabouts’ and less on traffic signals. He requested statistics from the last three years be provided to see a three-year trend of fatal and property crashes. Another general observation he made was that the document, though well done, was more of a theoretical dream of what the world could be 20 or 30 years from today. He preferred to see movement toward every day practical solutions such as transportation demand management. Mr. Letzkus said connected vehicles were about 20 years out and he wanted to drill down to practical street- level applications. Studies showed ‘roundabouts’ reduced fatalities as compared to traffic signals. He felt they are the present and future way to go. Ms. Fecteau said the intent of the Vision was to review supply and demand options to evaluate for efficiency and cost-effectiveness for various locations and get stakeholder feedback about impediments and concerns, prior to going directly for a solution.</p>	Pt 2 05:54
	<p>Mr. Letzkus requested the committee receive detailed crash data in future updates. He asked for the last three-year trends on fatalities and overall crash numbers in Pima County. Ms. Fecteau replied yes.</p>	Pt 2 10:43
	<p>Mr. Bernal asked Ms. Olivares if the Board of Supervisors had weighed in on the report and direction the Department was heading in. She replied affirmatively saying that a similar presentation was shared with four Board offices and they provided feedback. Some questions were about how the Vision, initiatives and strategies would be presented to the public.</p>	Pt 2 11:07
	<p>Ms. Free asked if Oro Valley was involved with the County and CATS. Ms. Fecteau replied no, they were not involved in initial meetings. Their collaboration would be a part of the discussion but Oro Valley was not involved in the initial formation or meetings.</p>	Pt 2 12:39
	<p>Ms. Olivares added that all jurisdictions were aware of CATS. Marana, ADOT, Pima County and City of Tucson provided dues / funding for the CATS. The other jurisdictions have not done so yet though all were invited to participate and share in the regional data resulting from CATS.</p>	Pt 2 13:15
	<p>Mr. Letzkus commented to Ms. Olivares that the vision statements would be staff intensive, and wanted to know if there were plans to add staff to the program, else Ms. Fecteau would be the last active Traffic Engineer in the department. Ms. Olivares said Ms. Fecteau was devoted to the initiative. Recruitment were underway to fill the Traffic Studies section leader vacancy and as the effort progressed, more resources would be identified. A Traffic Signal Manager would be added to fill Ms. Montagnino’s vacancy.</p>	Pt 2 13:45
	<p>Mr. Letzkus asked Ms. Olivares to put in “a plug” on his behalf so he could participate in Dr. Wu’s CATS program. Dr. Wu had said participation was limited to employees of the four government organizations. Mr. Letzkus, however, thought being an active member of PCTAC, was “kinda like being an employee” who could attend the CATS meetings, webinars and seminars free. Ms. Olivares offered to look into it and then added that the meetings were virtual.</p>	Pt 2 15:24
7.	<p>RTANext Update – <i>Kathryn Skinner, PCDOT Deputy Director / Tom McGovern, PCTAC Member</i> Chair Verburg congratulated Ms. Skinner being designated interim director. She acknowledged having big shoes to fill.</p>	Pt 2 16:45

Item	Agenda Topic	Recording Time
7.	<p>Ms. Skinner reported that the next RTA/CAC meeting was yet to be published. However, based on Mr. McGovern’s presentation last month, meetings could begin April 4th. The other active group is the Technical Management Committee (TMC) Project Review Taskforce reviewed the remaining roadway projects, discussed scope and proposed changes. They reviewed the City’s (Grant to River) and the County’s (Orange Grove to Ina) First Avenue Project. The TMC’s Task Force were meeting every two weeks. A report on the full package was forthcoming.</p>	Pt 2 17:10
	<p>Regarding maintenance funding request for RTANext, Ms. Skinner informed that the County submitted their project proposal list to the RTA in June 2020. It had not been updated since. The request had been to propose roadway projects for RTANext. The County provided a comprehensive proposal with a pavement preservation element. The valued cost on the element was estimated at \$383M to cover the unincorporated portion of the County and would bring arterial/collector roadways to an average PCI 80 and maintaining them for the duration of the 20-year program, similar to what Pima County had been working on with the 10-year plan. A few years into the program, estimates had not been readjusted and great progress was made at improving the network PCI. If needed by the CAC, estimates supported by the StreetSaver program would be revisited.</p>	Pt 2 18:50
	<p>Ms. Skinner said that in the Fall of 2019, each jurisdiction in PAG presented to the CAC their reflections of the RTANext framework. The County, Oro Valley, ADOT and the City of Tucson agreed pavement preservation maintenance was a very important part of what this community needed and looked forward to getting that done. She added, the CAC would discuss everything proposed to date and the County would respond to procedural requests.</p>	Pt 2 20:24
	<p>Mr. McGovern confirmed the RTA/CAC would hold a virtual meeting April 4, 1-3 PM. It would be open to the public and the committee. May 2 will be a hybrid in-person/virtual meeting.</p>	Pt 2 21:34
	<p>Mr. McGovern said that the maintenance topic had several angles to it. One, expressed by various committee members, was whether only RTA projects should be included in maintenance money from the RTANext tax and two, whether local streets belonged in that maintenance funding package, since there was a regional focus for RTA. The questions needing to be addressed were: What projects should be included? Should only new projects be added to RTANext? He added that projects in the 20-year plan would need some work but not total rebuilds, so the amount needed to maintain those approved by the public in the next election may not be the direction the Committee wanted to pursue. There are questions about what exactly needed to be maintained. The RTA, he said, needed to understand where the greatest needs are, what other funding was traditionally used or anticipated being used, and how RTA money could be leveraged to bring the whole region to a PCI 80.</p>	Pt 2 22:15
	<p>Mr. Eckstrom reported that he lives in the City of South Tucson (District 2), and unlike larger jurisdictions, it lacks the technical expertise. He is interested in pavement preservation. In May 2006, the jurisdiction teamed up with another for an item up for election. He asked if the new members of the CAC were in place at the RTA because he was looking for creative ideas to help the small jurisdiction. He hoped Messrs. Bernal and McGovern, two capable engineers and active members of the CAC, RTA and TMC committees, would make themselves available because he thought it was important to take care of small jurisdictions who do not have representation from disadvantaged marginalized communities of color.</p>	Pt 2 25:06

Item	Agenda Topic	Recording Time
7.	<p>Mr. McGovern replied that it was good input and said the CAC, when asked, after the 3-year term, if they wanted to continue and 22 of the 35 members agreed. The Board recently appointed 10 new members but lacked representation from the Pascua Yaqui, Tohono O’odham and South Tucson. The number then became 32. The RTA Board committed to finding 3 more. In the meantime, he thought input from the City of Tucson and County District 2 would help. The previous Chair of the RTA was the Mayor of South Tucson.</p>	Pt 2 28:25
	<p>Messrs. McGovern and Bernal confirmed their willingness to assist and Mr. Eckstrom was appreciative of their help.</p>	Pt 2 30:23
8.	<p>Topics for Future Discussions – Ed Verburg, PCTAC Chair Chair Verburg requested topics for future agenda items be emailed to Annabelle Valenzuela by April 8, 2022, in advance of the April 26, 2022 meeting.</p>	Pt 2 32:00
	<p>Mr. Berezny requested an update on the pavement treatment testing on San Joaquin Road. The last survey data PCDOT posted was done in May 2021. Ms. Olivares replied that the update would be available for next month’s meeting.</p>	P2 32:06
9.	<p>Call to the Audience – Ed Verburg, PCTAC Chair.</p>	P3 00:03
	<ul style="list-style-type: none"> ▪ Kenneth (Scott) Wright – La Canada Foothills – Mr. Wright is worried about the pavement in his neighborhood, which is rated poor or failed. Signs went up last month that pavement work was going to be done. However, the work was for pavement to the north and south of La Canada Foothills area. He spoke with PCDOT Melissa Cancio and BOS District 1 office Kate Hiller. He learned that this might be an opportunity to put in a request for next year’s plan to have the areas included in next Fiscal Year’s planning for resurfacing. 	
	<ul style="list-style-type: none"> ▪ Briana Zorilla – Loma Alta Estates 1-20 – (read into the record by Ms. Valenzuela) I want to address the terrible road conditions in my neighborhood Loma Alta Estates and the adjoining neighborhood of Orange Grove Park. We are bordered by Harelson / Cross schools and several churches. The amount of traffic going through our neighborhood is substantial and only Band-Aids have been made to cover the potholes and deteriorated asphalt. My car is currently in the shop, 2021 Model, for a damaged strut caused by our roads. My husband’s truck had electrical issues from the rattling caused by the poor condition of our roads. My property taxes have risen to epic proportions over the years and all we ask is to have a nice road so our kids can ride their bikes and our cars won’t fall apart! We need action now... every neighbor I’ve met has commented on this issue. 	P3 03:47
	<ul style="list-style-type: none"> ▪ Brian Horch – Recently moved into the area northeast quadrant of Ina and La Canada. For the past two years, there has been a band-aid, one pothole after another fixed on that road. I have family that lived in the quad off of Zaragoza and they have had their road resurfaced. I believe our roads handle significantly more traffic and are significantly more in disrepair. As well as out front of the school on the crosswalks, some kids can be injured on the crosswalk. I request that the northeast quad of Ina and La Canada be added as a priority to next year’s fiscal cycle for full pavement restoration. 	P3 05:03
	<ul style="list-style-type: none"> ▪ Scott Rice – I also live in the Orange Grove park neighborhood off Ina and La Canada on that northeast side. Over the years, we have watched the pothole division do what they can to repair these roads but what ends up happening is that they actually create a bump. It may eliminate the pothole, but it creates this bump and it is extremely rattily. We have a middle school. We have Harrelson Elementary and Cross. We have four churches. The Church of Latter Day Saints is extremely busy on the main drag of La Oesta, which gets multiple busses a day feeding into the elementary and the middle schools, including after school events such as sports events. Heavily trafficked areas including the stretch of San Martin that goes from all the way across that entire Orange Grove Park neighborhood is heavily trafficked with school busses. There is also a community pool. There is a lot of traffic. The road is pretty atrocious. 	P3 07:29

Item	Agenda Topic	Recording Time
9.	<p>▪ Scott Rice (continued) – I would challenge any one of you - you can look at Google satellites - to go take a drive and take a look at it. I work in the community here and get a chance to go into all these neighborhoods. I see some of the really bad roads that we have. I am looking at the map of some of the roads that have been completed, they needed it. Being involved in the community especially on the northwest side here, some of the roads really needed it but I can tell you that Harrelson area, the San Martin Drive, Ellison, and Orange Grove Park neighborhood is in disarray and definitely needs to be on a list. There is also washes off Rosario that run across and wash out the roads. The pothole division is constantly there, it is a nuisance for the neighborhood. The crosswalk at Harelson elementary right there at the quad, I stand there to pick up my sons. I watch kids trip when they're not paying attention. Just the crosswalk alone is that bad. So whatever it takes to not chip seal but get that actually repaired the appropriate way which we've seen done just across on the west side of la Canada and we are just on the east side. I want to voice my opinion for that neighborhood. It's pretty bad, go take a look. It's heavily trafficked. I urge you to put a stamp on that neighborhood.</p>	P3 08:46
	<p>Chair Verburg said staff would work on a response and thanked each speaker for addressing the PCTAC and bringing the information before the committee.</p>	P3 10:53
	<p>SIDEBAR: Mr. Verburg asked if Supervisor Christy wanted to add anything. Supervisor Christy acknowledged DOT Director Olivares' retirement and thanked her on behalf of the Pima County residents and especially District 4. He said he tried very diligently, and successfully, to get the attention of Pima County Department of Transportation to pour all of its resources into District 4 and it appears that is what happened. He said he could not thank her enough for that. He wished her the best knowing Ms. Skinner will do a great job filling in. He thanked all the PCDOT staff for their dedicated work.</p>	P3 11:10
10.	<p>Next Meeting: April 26, 2022 via WEBEX – <i>Ed Verburg, PCTAC Chair</i> Please submit agenda items by April 8, 2022 to Annabelle.Valenzuela@pima.gov.</p>	P3 12:25
	<p>With COVID restrictions lifting and mask wearing optional, the PCTAC discussed having in-person meetings; however, the Abrams Building is not available in April. Ms. Brown-Dominguez asked if there could be an option to remote in. Ms. Valenzuela informed that the Public Works Building, basement conference room, was available for a hybrid meeting. Ms. Free asked about accessibility and available parking. Mr. Berezny suggested using the Board of Supervisors meeting room. Ms. Valenzuela offered to provide meeting room options with adequate virtual meeting capabilities and nearby parking facilities for the committee and public. Mr. Letzkus felt parking at the public works garage would be better.</p>	
	<p>Motion to hold in-person meetings beginning in April made by Mr. Berezny; seconded by Ms. Free. Discussion was held to have a hybrid option. Without opposition, motion passed. Within a week, PCDOT support staff would confirm meeting room, virtual meeting capabilities, and parking availability. Ms. Olivares confirmed options would be provided and the meeting would be scheduled.</p>	
11.	<p>Adjournment – <i>Ed Verburg, PCTAC Chair</i> Motion to Adjourn made by Ms. Free; seconded by Mr. Berezny. Without opposition, meeting Adjourned at approximately 1:25 PM.</p>	P3 19:44

Respectfully submitted, Juanita Garcia-Seiger, Assistant