



**PIMA COUNTY TRANSPORTATION ADVISORY COMMITTEE
(PCTAC)**

**Abrams Public Health Department, 3950 S. Country Club Road
Tuesday, October 22, 2019
Noon**

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

Members Absent: Dan Eckstrom and Yolanda Weinberger

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), Robert Lane (PCDOT), Rich Franz-Under (PCDOT), John Olivas (PCDOT), Jessica De La Ossa (PCDOT), La Tasha Parker (PCDOT), Priscilla Molina (PCDOT)

- 1. Pledge of Allegiance - *Lucretia Free, PCTAC Chair*, (Part 1 - 00:10)**
- 2. Call to Order - Roll Call - *Chair Free*, (Part 1 - 00:33)**
Chair Free calls the meeting to order at 12:01 p.m. La Tasha Parker takes roll call and a quorum is present.
- 3. Action: Approval of Meeting Summary for September 24, 2019 Meeting - *Chair Free*, (Part 1 - 01:30)**
John Bernal makes motion to approve the meeting minutes and Tom McGovern seconds. Motion passes unanimously.
- 4. Subcommittee Update - *Chair Bernal*, (Part 1 - 22:23)**
The sub-committee met on October 16th, to discuss the results of the survey data. The results will assist staff with the criteria required for identifying road priorities. In December, staff will adopt criteria for road repair. By early 2020, a generated list for road improvements for the Fiscal Year 2020/2021 should be completed. The next sub-committee meeting has been tentatively set for November 22nd. The next full PCTAC meetings are November 5th and December 3rd. The sub-committee is committed and ready for the hard work ahead.

Call to the Audience - (Part 1 - 00:58)

Linda Cain - Rincon Desert Estates (Camino Loma Alta) - This road is approximately two miles long and filled with potholes. This is a busy location with multiple various types of vehicle and non-vehicular traffic. Please repave this road.

Ana M. Olivares, P.E., Director

201 N.Stone Avenue, 4th Floor, Tucson, Arizona 85701-1207 • Phone: 520-724-6410 • Fax: 520-724-6439

Ztii W. Jiang - Petitioning for road repair because road is in very bad condition.

Brian Bickel - Foothills Clusters HOA – In the next eighteen to twenty-four months, residents will be preparing a package for repaving the private roads in Foothills Clusters. There is one Pima County maintained road within their subdivision and the HOA is requesting the County consider repaving this at the same time they do the private roads.

David Davenport - Drexel Heights - Many homes in Drexel Heights are in violation of the federal guidelines in regards to where fire hydrants are located. Mr. Davenport also had concerns regarding water meter locations and requirement to pay an impact fee to move the water meter closer to his residence.

Hank Romo - Linda Vista Estates – Street sweeping in his neighborhood is causing cars parked on the curb to be covered with dust and debris because the driveways are not long enough to park. The streets are in bad condition and requested the roads be improved.

Gary Cheney - Old Ajo Wy (W Mission Rd) - Contacted County regarding repair of shoulders because they have deteriorated significantly and is a potential hazard. The road is only 1 to 1 ½ mile and requested the road repaving be expedited.

Frank Mueller - Galinda Estates (N Larrea Ln) - A few hundred-yard section of road at the end of Cloud Rd was on a repaving list in 2020 and he cannot find any information on the Pima County website now. He is requesting information on what is going on with this roadway.

Joey Juliano - AZ Bicycle Racing Association (Mission Rd, Duval Mine Rd, Helmets Peak Rd and Gates Pass Rd) - The importance of prioritizing rural roads repair that attracts thousands of cyclist each year is vital. Tucson's reputation as a top biking destination is in jeopardy because of poor road maintenance.

Michelle Levine - Painted Hills – The Painted Hills community has complained for twenty to thirty years regarding road repair. Maintenance workers have created more of an issue by raking gravel on the road. There is only a small strip of paving left on the road and requests to know where their tax dollars are going. Constituents should create class action lawsuits against Pima County Transportation for lack of action.

Martha Michaels - Sabino Town Country Estates - It has been more than thirty-three years since our neighborhood roads have been repaved. Our roads are severely degraded and are considered failed. We have advocated for road repair since 2005. Please fix our roads.

Joseph Herrick - Tucson Green Asphalt would like to do a thirty-minute presentation regarding Thin Lift Asphalt. A sample was brought in for the committee to review.

Angela Wiseman - Cactus Canyon Rd - Cactus Canyon Road has degraded and the pavement rating is a four, which is in the failed category. Additionally, the bike path is poorly maintained so cyclists and children are rarely riding on the path. Ms. Wiseman asked to be informed if her road was going to be repaved.

J.J. Marie - Camino Pablo (River Rd and Campbell Av) - The County is good at patching pothole but after it rains, the potholes start all over again. He also requested a moratorium be placed on new projects until road repairs are completed in the County.

Ramon DiRohena - River Crossing – There are areas of town where the roads have been repaved, but asked why the are roads in bad condition where he lives.

5. **Public Engagement Update** - *Annabelle Valenzuela, PCDOT Staff (Part 1- 25:24)*

Since October 16th, approximately 1750 residents of Pima County has responded to the survey. The Department of Transportation (DOT) participated in Tucson Meet Yourself. During this community event, staff gathered two-hundred surveys from the public. DOT will continue to post on social media, provide extended news releases and lengthen the call to audience during scheduled PCTAC meetings until November. Ms. Valenzuela and the Committee reviewed and discussed the responses received on the survey.

Ms. Valenzuela presented a map to show the responses received by zip code and Board of Supervisor District. The map depicts different shades according the number of responses. Question 6 on the Survey: Rank the Following by Importance is also depicted on the map by bar graphs. Repair local roads in worst condition first has more than half of the responses as most important. Repair paved local roads based on dates of last treatment and consider non-vehicular use when prioritizing repair of paved local roads (walking, cycling, strollers and wheel chair uses are also rated as important.

Staff continues to review the data and comments from the survey and has upgraded the license to survey monkey to be able to group comments into categories will provide a final report after November 18th. Other key words that residents mentioned were roads, area, traffic, volume and safety. Ms. Skinner reiterated that many of the responses correlated with most important and important fields in the survey

6. **Clean Water Act, Section 404 Update** - *Suzanne Shields, Director Regional Flood Control District (Part 1- 38:02)*

Ms. Shield said the State of Arizona is looking at taking over a portion of the Clean Water Act regarding what is called a 404 Permit. A 404 Permit is required when a wash or what is known as waters of the United States are disturbed. The Corp does not charge fees for the 404 Permit but it does take time. Pima County Flood Control streamlined the process by obtaining a regional general permit that allows Flood Control to respond quickly to drainage problems in incorporated or unincorporated Pima County. Pavement repair most likely does not require a 404 Permit whether from the State or

Federal Government. The 404 Permit would only be required for new projects such as putting in bridges, culverts or bank protection.

Recently, the State has made a couple of changes. First, the State will charge for permits. The simplest permit would cost \$20,000 and an individual permit for such as bank protection along a wash could cost upwards of \$100,000. Second, when a jurisdiction obtained a permit from the Corp, Fish and Wildlife gave approval to move forward under the Endangered Species Act. The State does not have the authority to do this, but this will not affect Pima County because the County already has a blanket Section 10 Permit.

Ms. Shields said that most likely the State assumption of the 404 permitting process would not apply to road repair projects. It would only apply to new projects for road widening or where other disturbances are done.

7. [Pay-As-You-Go Update](#) - Yves Khawam, *Assistant County Administrator - Public Works* (Part 1-44:39)

Mr. Khawam explained how PAYGO would be funded by allocating cash to projects but selling short-term debt to overcome expenditure limitation. In 1980, voters approved a change to the Constitution limiting the amount of money that municipalities can expend on an annual basis. The amount is indexed annually based on population growth and an inflation rate. We are limited on how much we can spend. Even though we will be paying cash for it, there is no ability to exceed the limitation so we will be selling short-term debt to cover the expenditure limitation override.

Transportation PAYGO funding comes from three sources. 1. PCDOT's operational cost savings from department restructuring. 2. 1997 HURF Bond debt reduction. 3. Increase in State (HURF and VLT) shared revenues. The General Fund component is 60 percent of the decrease in the secondary tax rate and 60 percent of the growth of assessed value. Other funding sources will be made available.

The Board of Supervisors (BOS) will be voting on the Pay-As-You-Go proposal on November 5, that will be allocating \$10 million in Fiscal Year 2020/2021 from the General Fund Capital Improvement Fund for road repair, and increasing that allocation by \$5 million a year until the amount is \$25 million a year or until the Board finds such an allocation is no longer necessary.

In addition to the PAYGO funding, County Administrator has recommended an additional \$10 million of Fiscal Year 2018/2019 ending fund balance be allocated to local road repair. Of this funding, \$2 million will be allocated for each BOS District and the road selection will be applying the "worst first" approach recommended by PCTAC for this fiscal year. The local roadway listing has been provided to the PCTAC and if approved by BOS, those roads would be completed this current fiscal year.

MOTION by *John Bernal, PCTAC Member* - (Part 2- 12:44)

Mr. Bernal makes a motion that PCTAC recommend to the Board of Supervisors (BOS) that they act positively to the County Administrator's PAYGO recommendation. Chair Free will provide a letter on behalf of the PCTAC to the BOS. Don Weaver seconds the motion. Motion passes unanimously.

8. **Roadway Condition and Prioritization Update** - *Rich Franz-Under, PCDOT Staff* - (Part 2 – 18:06)

Mr. Franz-Under stated the LiDAR (Light Detection and Ranging) van would be on display for the committee at 2:00 P.M. The van has completed 470 miles thus far and is collecting a series of measurements to use for the Pavement Condition Index (PCI). The van will be collecting data from November through the middle of December. There are limitations with the LiDAR Van including collecting data at night and during wet conditions.

9. **Fiscal Year 2019-2020 Pavement Program Update** - *John Olivas, PCDOT Staff*, (Part 2 - 10:30)

Mr. Olivas stated the Estrella Subdivision work is underway and should be completed in January 2020. Green Valley Fairway No.3 and remaining projects for local streets have been awarded. North Manor Subdivision is scheduled to advertise in November. Estrella, Green Valley, and North Manor were separate from the local package because they all contained ADA Ramps. The arterials, collectors and regional priorities will be one large conventional bid and will advertise in the end of October. Two or more JOC Contracts (each at \$2 million or less) will start releasing/bidding projects in November. The Master Agreements for surface treatments and crack filling were accepted on October 17th.

The bid packages that are out to bid do not include thin lift asphalt at this time. They are all mill and fill type surface treatments. If there are cost savings, the PCTAC will have an opportunity to recommend on how the extra money will be utilized

10. **Thin Lift Asphalt Update** - *Ana Olivares, PCDOT Director* (Part 2 - 13:40)

The County is working on a thin asphalt concrete overlay specification and the draft should be completed by the end of the year. A thin lift overlay is not recommended for high volume roads or roads with heavy truck traffic. It is also not recommend to be used on a failed road. Ms. Olivares mentioned the options for utilizing thin lift overlay is recommended for low to moderate traffic/truck volume, limited structure fatigue and cracks less than ¼ in width.

Next Meeting November 5, 2019, Abrams Public Health Center - *Lucretia Free, PCTAC Chair*, (Part 2 - 29:54)

a. **Agenda Items** - Due by October 24, 2019 to Annabelle.Valenzuela@pima.gov

b. **Location** -

Abrams Public Health Center, 3950 S. County Club

Meeting begins at noon

11. **Call to the Audience** - *Chair Free*, (Part 3 – 28:50)

Martha Michaels - Sabino Town Country Estates - Please repave our roads.

Constituent asked if there is an updated list for the roads that will be repaired over the next five years. Mr. DeBonis said there was not a list, but once the criteria have been set, a list will be prepared.

Motion: Tom McGovern made a motion to adjourn the committee meeting and Dan Castro second the motion. Meeting Adjourned.