

Pima County 2015 Bond Election

Frequently Asked Questions about the Road Repair and Pavement Preservation Program – Proposition 425

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How much bond funding is proposed for the Road Repair and Pavement Preservation Program?

The Road Repair and Pavement Preservation Program is one of three projects in Proposition 425. If Proposition 425 is approved by voters, \$160 million will be spent on road repair and pavement preservation.

Will all of the bond funds for Road Repair be spent in unincorporated Pima County?

No. The funds will be distributed between Marana (\$9,344,000), Oro Valley (\$12,016,000), Sahuarita (\$4,272,000), South Tucson (\$432,000), Tucson (\$65,584,000) and unincorporated Pima County (\$68,352,000). The distribution is based on each jurisdiction's share of the total taxable net assessed value of property County-wide as recorded on January 9, 2015.

How are the bonds going to be repaid?

These bonds will be repaid within 10 years with property taxes levied County-wide. For this reason, the assessed value of properties in each jurisdiction was used when determining the distribution of bond funds to each jurisdiction.

Which roads will be repaired and how were these roads selected?

The attached map shows the major roads, referred to as arterial and collector roads that will be repaired. Each jurisdiction selected the arterial and collector roads for their jurisdiction using their existing pavement management practices. Approximately 374 miles of arterial and collector roads have been identified; this represents approximately 60 percent or an estimated \$94.5 million of the \$160 million of bond funding. The remainder of the bond funding is proposed for repairing local roads.

How do I know if my neighborhood street is going to be repaired?

Local (neighborhood type) roads will also be repaired as part of this program. Each jurisdiction has reserved a portion of their bond funding for the repair and preservation of local roadways. Jurisdictions will follow their established pavement management practices when selecting local roadways. The City of Tucson will use their already established Bond Oversight Commission to select local roads. The Pima County Pavement Preservation Commission, a citizen committee of seven members, will make recommendations to the Board of Supervisors regarding which local roads to repair within unincorporated Pima County.

What is Pavement Management?

Pavement preservation is part of an agency's pavement management system. This includes the inspection, analysis and programming of road repair and preservation projects. Each road is inspected and assigned a condition rating (good to failed) based on an established rating

system. The pavement treatment method (overlay, chip seal, micro seal, etc.) is based on the condition of the roadway. Projects are prioritized based on traffic volumes, location, utility conflicts and cost.

Why did a road that is in good condition get scheduled for repair when another that is in failed condition did not?

The programming of road projects is based on each jurisdiction's pavement management system. It is much less expensive to do preventative maintenance work while the pavement is still in fair or good condition rather than wait until it is failed, thereby maximizing the length of pavement life at the least cost. If a failed road is scheduled for an upcoming capital improvement (adding addition lanes, signalization, full reconstruction, etc.) it is often not included in the bond program as pavement conditions would be improved as a result of the capital improvement.

When will these roads be repaired?

The County intends to sell bonds once a year over 12 years in order to not exceed the voluntary property tax rate cap. Roads will be repaired every year for up to 12 years. On an annual basis, each of the jurisdictions will plan their own repair work and will provide a more specific schedule for repairs.

What will the bond funds pay for?

The bond funding is limited to construction costs directly related to pavement repair and preservation. It will not be used for design or project management. It will not be used to make capacity improvements such as adding new lanes, sidewalks or signals to roads.

Why aren't gas taxes or Highway User Revenue Funds (HURF), being used for road repair and pavement preservation?

The State distributes HURF funds, which are funded primarily with gas tax and vehicle license revenues, to cities, towns and counties for road repairs and improvements. However, the gas tax in Arizona has not been increased since 1991. This fact, in combination with the increased fuel efficiency of passenger vehicles and road funding sweeps by the State Legislature over many years, has created a shortfall in revenues for road repair. General obligation bond funding is a locally controlled, emergency funding measure to provide funds to address the road repair and pavement preservation needs of this region since other funding sources are not currently available.

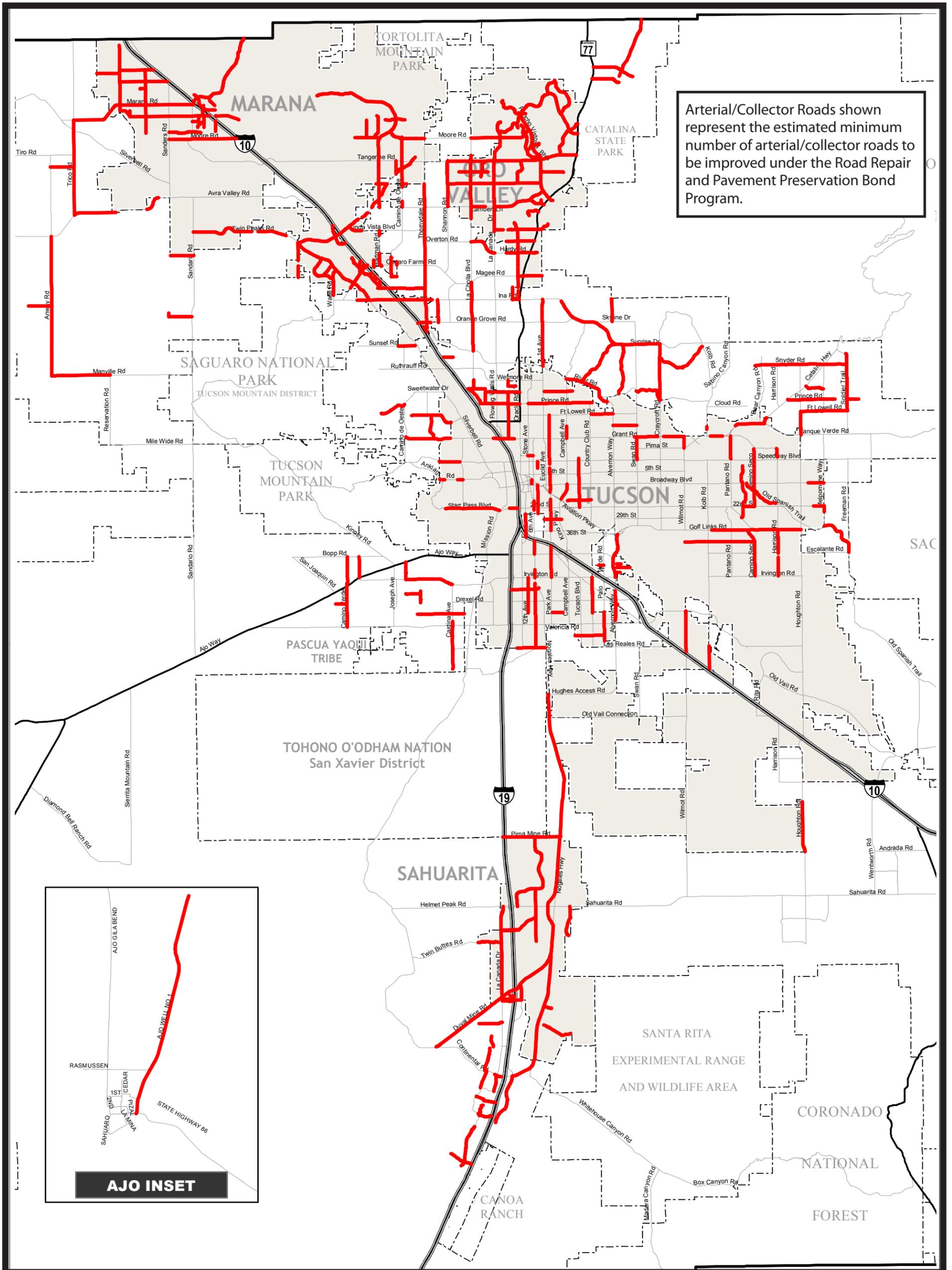
For more information on the proposed Road Repair and Pavement Preservation Program and the Pima County 2015 bond election, please visit www.pima.gov/bonds2015.



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Pima County Board of Supervisors: Sharon Bronson, Chair, District 3; Ally Miller, District 1
Ramón Valadez, District 2; Raymond J. Carroll, District 4; Richard Elías, District 5
Pima County Administrator: Chuck Huckelberry

