

425.2 Road Repair & Pavement Preservation

Purpose

The purpose of the Road Repair and Pavement Preservation Program is to fund the repair and preservation of public roadways in Pima County. Funding for pavement repair and preservation over the past eight years has been significantly insufficient, resulting in a roadway system with 53 percent of roads in poor or failed condition according to pavement condition ratings provided by each city and town, as well as Pima County. This bond funding is significantly insufficient to repair all of the public roadways throughout Pima County and additional funding will be necessary. The most appropriate funding source for these repairs is the traditional user fee – the gas tax, which has not been increased in Arizona in 24 years. General obligation bond funding is an emergency funding measure since other funding sources are not available.

Implementation Procedures and Principles

1. Allocation of Funding - Funding will be distributed based on each jurisdiction's share of the total taxable net assessed value of property County-wide as recorded on the January 9, 2015 assessment rolls. For each jurisdiction the taxable net assessed valuation, valuation percentage of total, and bond allocation is as follows:

Jurisdiction	FY 2015/16 Taxable Net Assessed Valuation	Taxable Net Assessed Valuation Percentage of County-wide Total	Bond Dollar Allocation
Marana	\$445,006,943	5.84	\$ 9,344,000
Oro Valley	572,696,599	7.51	\$12,016,000
Sahuarita	203,179,337	2.67	\$ 4,272,000
South Tucson	20,327,664	0.27	\$ 432,000
Tucson	3,123,679,235	40.99	\$ 65,584,000
Unincorporated County	3,255,471,857	42.72	\$ 68,352,000
Total Pima County	\$7,620,361,635	100.00	\$160,000,000

2. Eligible Expenses - Funding is limited to those construction costs directly related to pavement repair and preservation. Bond funding will not be used for the design or management of the road repair and pavement preservation projects. Intergovernmental agreements with each jurisdiction will define all reimbursable expenses prior to the initiation of any work or expenses.
3. Eligible Roadway Treatments – Appropriate treatment types will be selected based on existing roadway conditions such that, once treated, the road will not fall into a failed condition in the 10 years following treatment and only minimal treatments are required in the following 10 years.
4. Supplanting of Funds – The funding included under this bond project will not supplant any HURF funds previously allocated or planned to be budgeted by each jurisdiction for the purpose of pavement repair or preservation.
5. Commitment to Contribute to a County-wide Road Condition Inventory - Prior to the start of this project and on an annual basis until the completion of all improvements included under this bond project, each jurisdiction will be required to report updated roadway condition ratings to Pima County or the Pima Association of Governments (PAG). Pima County or PAG will be

responsible for maintaining a database and map of said roadway conditions, such that the general conditions of roadways across Pima County and the associated costs to repair such roadways, can be communicated effectively when continuing to seek additional funding for road repair for the region as a whole.

6. Functional Classification – For purposes of simplicity in reporting and mapping of improvements under this bond program, roads shall be defined as either “Arterial/Collector Roads” or “Local Roads.”
7. Basic Roadway Selection Guidelines - The following guidelines apply to all jurisdictions and all roadways improved in association with the bond project.
 - A. Arterial/Collector Roadway Selection - Each jurisdiction selected arterial and collector roads for inclusion in this bond program based on their established pavement management programs. All arterial and collector roadways that were selected for repairs are identified on the map titled Road Repair and Pavement Preservation Program Selected Arterial and Collector Roads. These identified roadways total approximately 374 miles and are estimated to cost approximately \$94.5 Million in bond funding to repair. If these identified roadways cost more than estimated, less bond funding will be available for local roadways. If these identified roadways cost less than estimated, additional arterials, collectors or local roadways would be selected based on each jurisdiction’s established pavement management program criteria. Though each pavement management program is unique to each jurisdiction, they generally follow these basic guidelines.
 1. Road Condition - Each road segment is rated utilizing the rating system of the jurisdiction.
 2. Pavement Treatment - Jurisdictions select the appropriate pavement treatment based on the road’s condition.
 3. Scenario/Report Analysis – Jurisdictions evaluate prioritization options either manually or utilizing automated computer programs. Priorities may be based on traffic volumes, location, utility conflicts and cost.
 - B. Local Street Selection - Each jurisdiction will reserve a portion of their funding allocation for the repair and preservation of local roadways. Based on the arterial and collector roadway selection and cost estimate, it is estimated that approximately \$65.5 Million in bond funding would be available for local road repair. Jurisdictions will select local roadways following these basic guidelines:
 1. Grouping of Streets – All jurisdictions will group local streets by neighborhood, or other logical boundary to ensure that repairs are provided for geographically associated residential streets.
 2. Road Condition – All jurisdictions will be able to report the weighted average road condition of the street grouping as described above.
 3. Pavement Treatment - All streets within selected street groups will be improved. Treatments may vary by street within the street group and will be determined by considering individual street segment condition, best practices and engineering judgment.
 4. Selection of Local Streets – Each jurisdiction will select local roads for improvement in conformance with their established pavement management practices. In the case of the City of Tucson, the selection of local streets will continue to be recommended and

approved by the established City Bond Oversight Commission at meetings open to the public. Pima County will establish the Pavement Preservation Commission; this commission will recommend to the Pima County Board of Supervisors local roads in unincorporated Pima County to be improved under this bond project. Ultimately, the governing body of each of the jurisdictions will select the Local Streets to be improved using these funds during their regular public meetings with the exception of the City of Tucson who has delegated this task to the City Bond Oversight Commission.

Pima County Pavement Preservation Commission

For accountability and transparency purposes, local road pavement preservation work funded under this bond program within unincorporated Pima County will be overseen by a seven-member Pavement Preservation Commission.

1. The Pavement Preservation Commission shall have a total of seven members, appointed as follows:
 - a. Five members, one appointed by each member of the Board of Supervisors;
 - b. Two members appointed by the County Administrator.
2. Appointments to the Commission are for a term of six years. Upon the resignation of any member, the appointing authority shall appoint another member to complete the remaining years of the original six-year term.
3. The duties and responsibilities of the Commission are as follows:
 - a. Oversee and monitor the local road repair and pavement preservation bond program.
 - b. Make recommendations to the Board of Supervisors for specific local road pavement preservation candidate projects in accordance with the prioritization principles developed by technical staff and approved by the Commission.
 - c. Make recommendations for information and database development to standardize and report annually the pavement condition of all roadways; arterial, collector and locals.
 - d. Review and approve semi-annual reports on the program in advance of the Pima County Bond Advisory Committee reviewing such reports.
4. The Commission will meet as often as it deems necessary but in any event no less frequently than semi-annually.
5. Under direction of the County Administrator, County staff shall prepare progress reports and otherwise brief the commission on the status of implementation of the road repair and pavement preservation bond program component of the bond implementation plan.

Specific Project Details

Location: Numerous public streets and highways within Pima County, including approximately 374 miles of arterial and collector roads identified on the map titled Road Repair and Pavement Preservation Program Selected Arterial and Collector Roads. Local roads will be selected on an annual basis following the guidelines specified in this ordinance.

Scope: This project will provide funding to repair and preserve the existing public roadways in Pima County, including roads within cities and towns, as well as in unincorporated areas.

Benefits: A good road repair and pavement preservation program supports the mission to provide safe and efficient transportation of people and goods in Pima County, reducing wear and tear on vehicles and the subsequent cost for repairs. A roadway system with a smooth and comfortable

riding surface also affects tourism by presenting a welcoming image to area visitors, as well as improving accessibility to local residences and businesses.

Total Cost Estimate: \$160,000,000

Bond Funding Estimate: \$160,000,000

Other Funding Estimate: Each benefit jurisdiction will be responsible for the funding of the administration, planning and design of projects included in this program.

Total Cost Estimate by Major Task: \$160,000,000 for construction

Implementation Periods: 1, 2, 3, 4, 5, 6

Project Schedule by Major Task: There is no land acquisition anticipated for this project. Planning and design to prepare bid packages is anticipated to take 3 to 5 months. Construction will begin approximately 6 months into the first implementation period and continue for the next 12 years.

Project Manager: Pima County is ultimately responsible for oversight of all expenditures incurred under this program. For road repairs that occur within cities and towns, the County will enter into Intergovernmental Agreements (IGAs) with the cities and towns, such that the cities and towns undertake project selection, design and construction under terms agreed to with Pima County as set forth in the IGA.

Operator: Roads improved under this program will continue to be operated and maintained by the responsible jurisdictions (city, town or Pima County).

Future Operating and Maintenance Costs: Each responsible jurisdiction (city, town or Pima County) will continue to fund their existing pavement maintenance programs after this bond program concludes. The roads improved under this program should not require additional reconstruction, or high cost maintenance treatments, within 10 years after these first major repairs.

Regional Benefits: Quality roads bring immediate and sometimes dramatic benefits to all Pima County residents through improved access to work, school, businesses and recreational areas; and improving comfort, speed and safety; as well as, lower vehicle operating costs.