

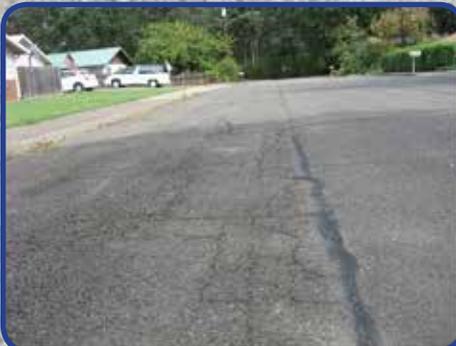
Transportation System Development Charges (SDCs)

Why doesn't the City use Transportation SDCs to pay for the needed street repairs?

SDCs revenue is generated through new commercial and residential construction. State law restricts how SDCs cannot be used to repair or maintain existing streets. Transportation SDCs can only be used for enlarging existing streets to support additional traffic, new streets that support new development and new traffic control devices such as signal lights and roundabouts.

Streets Issues and Funding Examined

In 2012, the City Council appointed a citizen committee to examine the city street issues and possible funding options to address needed maintenance and repair. The committee met for more than year and at the end of their work recommended that the City issue a \$10 million general obligation bond for street repairs, payable over 10 years. The committee recognized that additional funding will be needed in the future to address all of the city's street repair and maintenance needs.



The cover of a fact sheet titled "\$10 MILLION STREET BOND FACT SHEET" for the City of Dallas Region. The background is a close-up of cracked asphalt. The text is overlaid on the image. The City of Dallas logo is in the upper left, and the text "THE CITY OF DALLAS REGION" is in the upper right. The title "\$10 MILLION STREET BOND" is in large, bold, white letters, and "FACT SHEET" is in smaller, bold, white letters below it. A yellow highlight is under the word "BOND". The entire cover is framed by a blue border with an orange arc at the top and bottom.

Street Facts

The City of Dallas has approximately 56 miles of streets.

The City's streets were evaluated in 2014 by IMS, a third party engineering firm hired by the City. They determined that over half of City streets are below a **Pavement Condition Index (PCI)** rating of 75 (good condition). Of those streets, two-thirds are at a PCI of 40 or less (poor/very poor condition). Based on the criteria developed by the National Engineers Organization, the City's streets have a **D** grade on our infrastructure report card.

Current Street Funding

The City depends on two funding sources to pay for street maintenance and repair: Federal gas tax (a tax that was last increased in 1993) and State highway appropriations. The City does not use any general fund revenue, which includes property taxes for street maintenance.

The City expects to receive approximately \$1.1 million in Federal gas tax and State highway revenue in 2016, which will be used to pay for Street Department staff and operations costs, equipment and street repairs.

IMS, when it evaluated the City's streets, estimated the cost of bringing all City streets to good or better condition to be **\$15 million**. They also estimated that the City should be spending approximately \$660,000 a year on street maintenance and repair. The City currently spends on average \$270,000 on direct street repair. This leaves a current annual recommended maintenance shortfall of approximately \$400,000.

PCI Range	Condition Description	Required Maintenance
85-100	Very Good	None
70-85	Good	Thin Overlay
55-70	Fair	Medium to Thick Overlay
40-55	Poor	Thick Overlay & Localized Reconstruction
0-40	Very Poor	Reconstruction

Infrastructure Area	National	Oregon	Dallas
Wastewater	D	D	C
Dams	D	C	B-
Drinking Water	D	D	C+
Public Parks & Rec	C-	NR	C+
Roads	D	C-	D
Bridges	C+	C-	C+
Overall Grade	D+	C-	C

What Do the Grades Mean?

- A EXCEPTIONAL: FIT FOR THE FUTURE
- B GOOD: ADEQUATE FOR NOW
- C MEDIOCRE: REQUIRES ATTENTION
- **D POOR: AT RISK**
- F FAILING/CRITICAL: UNFIT FOR PURPOSE



What Gets Done with \$10 Million?

With a \$10 million road bond the City estimates it will be able to repair approximately 22 miles of streets. The \$10 million road bond will be spent entirely on streets repair.

Some of the basic estimates regarding the street bond:

- Average tax rate: \$1.09* per \$1,000.
- All-in true interest cost for the bond: 2.4% per year.
- Total amount of interest that will be paid over the life of the bond: \$2,312,800.
- Total amount that will be paid back over the 10 year period: \$12,312,800.

* Dallas property owners are currently paying \$.50 per \$1,000 for the Polk County road bond which will be paid off January 1, 2017. If approved by the voters the City will issue the streets GO bond after the County road bond has been paid off. This means the net increase in property taxes, over the current rate, will be \$.59 per \$1,000.

How will the bond effect me?

Assessed Property Values

\$150,000	\$200,000	\$250,000
\$13.63 per Month	\$18.17 per Month	\$22.71 per Month
\$163.50 per Year	\$218 per Year	\$272.50 per Year

Actual Increase to Property Owners (Based on \$.59 Increase)

\$150,000	\$200,000	\$250,000
\$7.38 per Month	\$9.84 per Month	\$12.29 per Month
\$88.50 per Year	\$118 per Year	147.50 per Year

Additional Information

If the streets bond is approved by the voters in May 2016, street repairs are expected to begin in summer 2017.