



Subdivision Paving Presentation

Somerset HOA

March 25, 2010





Agenda

- **Background/So What's The Problem/Why The Work Group?**
- **Summary of County Roads**
- **Analysis of Pavement Data**
- **Costs/Subdivision Road/Parcel Information**
- **Funding Options/Alternative Analysis**
- **Findings/Approach Suggested by Work Group**



Background

- Since 1978 – County has not provided urban services/ urban growth directed to urban areas.
- The County maintains all county roads: plowing, potholes, culverts, patching, etc
- County receives about \$15 million/year for transportation. (\$50/person \$135/HH on average).
- Approx. 300,000 county population/45,000 in unincorporated county.
- The County places a higher priority on maintaining/reconstructing roads that serve the most people and connect communities.

So What's The Problem?

- County does not tax unincorporated property owners at a level to repave/reconstruct subdivision roads.
- As a result, subdivision roads are deteriorating
 - 30% in good condition (20% near fair)
 - 36% are in fair condition
 - 34% are in poor condition
- The cost to bring all up to good condition in the next 5 years is about \$22 million, or about \$407/year per property for five years.
- Every year of delay increases the cost by \$1.5 - \$2 million

Who/Why the Work Group?


What: A small group of people to help think through the problem.

Who: Invitations to HOA's with paved roads with contact information from Land Use and interested people who had contacted us in last year/two.

When: Met four times to evaluate information, ask questions, provide thoughts.
Meetings announced in newspapers.

Representing Themselves: Did not represent HOA's – but asked them to say how they thought their neighbors would react.

Provided findings/guidance



Summary of County Roads/Pavement Condition



Centerline Miles of County Maintained Roads

(Source: 2008 HUTF Report)

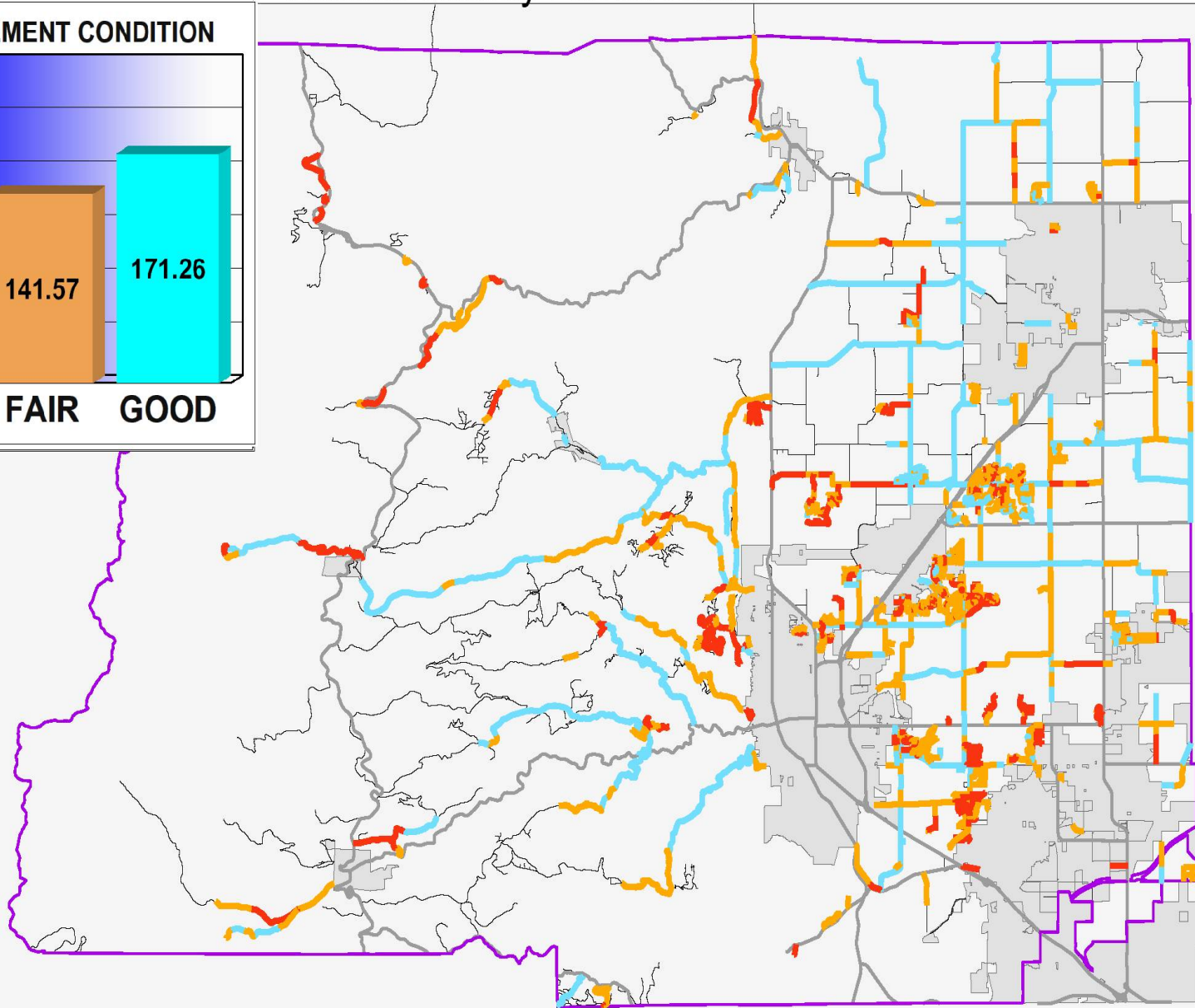
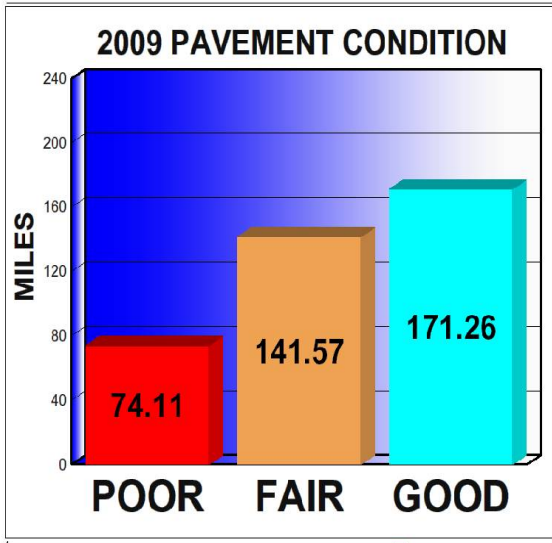
	Paved		Gravel		Total	
	Centerline Miles	% of Paved	Centerline Miles	% of Gravel	Centerline Miles	% of Total
Primary	240	62%	202	80%	442	69%
Subdivision	150	38%	51	20%	201	31%
Total	390	100%	253	100%	643	100%
% Of All Maintained Roads						
Total	61%		39%		100%	

2009 Pavement Condition by Primary and Subdivision Roads

(Source: 2009 PMS)

Condition Level Road Type	Good		Fair		Poor		Av. PQI	Lane Miles
	%	Lane Miles	%	Lane Miles	%	Lane Miles		
Subdivision	31%	88	36%	102	34%	97	5.8	285
Primary/Local	66%	330	22%	112	12%	58	7.0	500
Total Paved System	52%	417	27%	215	21%	154	6.6	785

Boulder County Paved Roads





Cost/Subdivision Information



Updated 2008 Subdivision Maintenance Expenses/Subdivision Parcel

(Source: Road Maintenance Cost Accounting System, Assessor)

	2008 Sub. Maintenance Expenses	# of Sub. Parcels	Average Maintenance Expenditure Per Sub. Parcel	Average R&B Property Tax Revenue per Sub. Parcel
2008 Exp.	\$ 840,312	10,674	\$79	\$8.37

Updated # of Lots in Subdivision Abutting Local Roads By Type and R&B Property Tax Revenue

(Source: Assessor/GIS)

Road Type	# of Sub. Lots w/ Access from Local Paved Rds.	Average Property Value	Average R&B Prop. Tax/Parcel	Total R&B Property Tax from Subdivisions
Subdivision Paved Rd.	10,674*	\$549,000	\$8.37	\$89,341
Nonsubdivision Local Paved Roads	1,651**	\$334,000	\$5.07	\$8,371
Total	12,325	\$526,000	\$7.93	\$97,715
<p>*Any parcel within a subdivision that uses a county maintained paved subdivision road for access, as well as any parcel that is not in a subdivision but uses a county maintained paved subdivision road for access.</p> <p>** Any non-subdivision parcel adjacent to or accessing a paved non-subdivision local access road.</p>				

Updated Cost to Resurface Local Paved Roads in 5 Years

(PQI of 7.5)

(Source: 2009 PMS, Assessors Data)

Road Type	2009 Total Cost * (PQI of 7.5 in 5 Years)	# of Parcels Using Rd. for Access	5 Year Cost/Parcel	Annual Cost/Parcel over 5 Years
Subdivision Rd.	\$21,726,487	10,674	\$2,035	\$407/year
Non-Sub Local Rd.	\$6,693,983	1,651	\$4,055	\$811/year
Total	\$28,420,467	12,325	\$2,306	\$461/year

* Estimated PMS costs have been increased by 20% to reflect other infrastructure such as culverts, base problems, bridges, drainage, guard rail, shoulders, sidewalks, etc.

Funding Options



Funding Options Discussed

Funding Source	Authority	Evaluated
Existing Funds	Commissioners	x
Gas Tax	State Legislature/Vote	
Vehicle Registration Fee/SOT	State Legislature/Vote	
Property Tax	Commissioners/Vote	x
Stimulus Funding	Not Currently Eligible	
Improvement Districts		
- Public Improvement District w/o bonding	Commissioners/Vote	x
- Public Improvement District w/ bonding	Commissioners/Vote	x
- Local Improvement District – w/o bonding	Commissioners	x
- Local Improvement District – w/ bonding	Commissioners/Vote	x



Implementation Decisions

Decisions	LID	PID	Admin. Complexity/Cost
Size/# of Districts	X	X	Very high w/ multiple districts
Bonding	X	X	High/interest and bonding costs/vote
One Time Improvement/No ongoing repair	X		One time improvements/not a long term solution
Direct connection between cost and benefit	X		There must be a reasonable nexus between cost and benefit to property
Ongoing Funding/Repair		X	Would require vote, but would be long term solution.
Public Vote	If bonding	X	Required for PID/Bonding, would occur with current County Policy for LID
Assessment Flexibility	More Options	Mill Levy	LID more flexible/PID is a mill levy



Decision Criteria

Geography

- Subdivision
 - â Regional/Countywide (PID/Property Tax)
- Fragmented improvements

Allocation of Costs

- Cost of improvements vs comparable treatment/parcel
 - â Per parcel (LID)
 - â Assessed value (PID/Property Tax)

Administration

- Elections/Bonding – more difficult with individual LID/PIDs
- Election/Property Tax – 40% to Cities
 - â Flexibility – ongoing funding easier to manage (PID/Property Tax)

Ongoing vs. One Time Funding

- One Time Funding – one time reconstruction/no ongoing replacement fund (LID)
 - â Ongoing Funding – allows predictable/strategic management, lower long term costs (PID/Property Tax)

Bonding vs. Pay as You Go

- Public Debt: Bonding/Public Vote/Greater Cost for Admin. & Interest
- â Pay as You Go: No public vote required/ Lower Cost



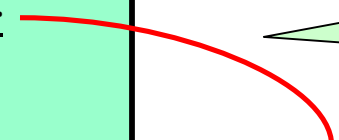
Scenario Summary: Average Cost/Parcel

*Average countywide assessed property value: \$337,000

**Average Subdivision assessed property value: \$549,000

Implementation Option	Who Decides?	Which Roads?	Who Pays?	Approximate Annual Cost for Years 1 –5 per Parcel	Ongoing Average Annual Cost per Parcel (Inflation Adjusted)
Subdivision Roads Only/Hybrid Options					
<i>Local Improvement District</i>	BOCC	Subdivision Roads	Subdivision Rd. User Property Owners	<u>\$407/Parcel per year</u>	N/A
<i>Public Improvement District</i>	BOCC and Subdivision Road User Property Owners Vote		Subdivision Rd. User Property Owners	\$406** per year (\$74 per \$100k)	<u>\$94.42 per year</u> (\$28 per \$100k)
All Unincorporated County Local Roads Option					
<i>Public Improvement District</i>	BOCC and Unincorporated County Property Owners Vote	All County Local Roads	All Unincorporated County Property Owners	\$284.45* per year (\$84 per \$100k)	\$91.47 per year (\$27 per \$100k)

Hybrid Option





Subdivision Road Paving Workgroup Direction



Findings of the Work Group

- **There is an immediate need to initiate a resurfacing program on subdivision roads.**
- **The county should provide a match to provide an incentive to support local contributions from affected property owners and to recognize that subdivision roads play an integral role in the county transportation system.**
- **A long term funding solution for on-going maintenance and resurfacing should be an integral part of any approach, so that in 10 years, the county is not finding ourselves in a similar position.**
- **The annual cost (either through an LID or a PID, or some combination) should be on average in the \$200/year per parcel range.**



Approach Recommended by the Work Group

One conceptual approach that appears to meet these criteria is a hybrid of the alternatives discussed above:

- **A significant county match from existing funding sources.**
- **Adoption by the Board of Commissioners in 2010 of a paved road subdivision Local Improvement District for 5 years that would be in the \$200/year per parcel range.**
- **Placement on the ballot of an unincorporated county local road (including subdivisions) Public Improvement District that includes properties that use local paved road for access to fund a permanent ongoing unincorporated local road resurfacing program (mill levy/average cost per parcel to be calculated).**



Commission Direction/Next Steps

- **Develop approaches to paying for the reconstruction of subdivision paved roads in a timely, cost-effective, affordable, efficient and fair manner**
- **Public information and outreach efforts**
- **Postcard to all sub. prop. owners:**
 - **informing them of issue**
 - **where to get background information**
 - **providing opportunity to comment**
- **Survey to gain feedback on different options**
- **Public Hearings/Comment Opportunities: Spring/Summer**





Questions/Discussion/Feedback

<http://www.bouldercounty.org/transportation/SubdivisionPaving.htm>

