



**Boulder County
Commissioners' Office**
P.O. Box 471
Boulder, CO 80306



Unincorporated Boulder County
Subdivision Property Owner

Learn about the issues and
your choice this fall on

Subdivision Paving

for unincorporated subdivisions
in Boulder County

SEE INSIDE:



The Choice
in November



Paving
Definitions



Funding
Facts



What is a
PID/LID?



Questions
& Answers

Learn More

As a property owner affected by this choice, we value your feedback. Your questions and input will help us better address your concerns and expectations.

How can I ask a question, submit a comment or stay informed?

To stay informed about what Boulder County is doing on subdivision paving, please select one or more of the following methods of communication:

Visit our Website

Go to www.BoulderCounty.org/SubdivisionPaving to:

- See recent updates and view Frequently Asked Questions
- Sign up for e-mail notices
- Submit a comment or question

Contact us by Phone

720.407.4787

Attend a Public Meeting

Scheduled for July 23, 25 and 30 at locations shown to the right.

Public Meetings

Residents of unincorporated subdivisions are encouraged to attend one of these meetings to ask questions and learn more about the proposed improvement district options. **All meetings will follow the same format and cover the same information.**

Niwot:

Tuesday, July 23, 5:30 – 7:30pm
Rocky Mountain Christian Church
9447 Niwot Road

Gunbarrel:

Thursday, July 25, 5:30 – 7:30pm
St. Mary Magdalene Episcopal Church
4775 Cambridge Street
(in Heatherwood subdivision)

East Boulder:

Tuesday, July 30, 5:30 – 7:30pm
Boulder County Recycling Center
Community Room (in back of complex)
1901 63rd Street
(one block north of Arapahoe Road)

Subdivision Paving Information Guide

A guide for property owners and residents of unincorporated Boulder County subdivisions

The Problem: There are approximately **150** miles of paved roads in nearly **120** subdivisions in unincorporated Boulder County that are in poor or deteriorating condition and need to be rehabilitated. Without action being taken, these roads will continue to get worse and become more expensive to fix.



I thought Boulder County already maintained subdivision roads, what more is needed?

Boulder County will continue to provide routine maintenance on subdivision roads, but some of these roads have not been resurfaced or repaved since they were built 20 to 30 years ago. All roads eventually wear out and need some form of rehabilitation.

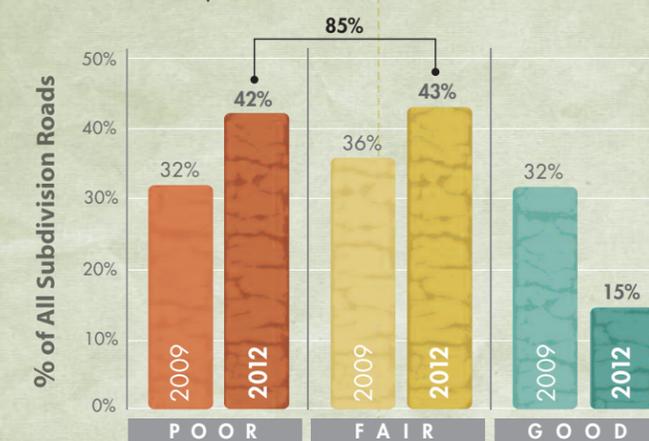
The Issue: When roads were first constructed within unincorporated subdivisions, Boulder County accepted the roads for "maintenance," which includes basic services such as snow removal, pothole patching and crack filling. **Routine maintenance does not include significant capital repair projects such as reconstruction or repaving of roads.**

With the passage of time, these roads now require some form of rehabilitation. Taxes collected from property owners and other revenue sources go towards routine maintenance of subdivision roads in addition to keeping all primary county roads and bridges in good condition. The county does not receive sufficient funding through tax collections or other revenue sources to pay for the rehabilitation of subdivision roads. (A breakdown of transportation funding is provided inside on page 3.)

The Choice: In November, registered voters in unincorporated Boulder County subdivisions will have the opportunity to vote on whether to form a **Public Improvement District (PID)** to permanently address the issue of fixing subdivision roads and keeping them in good condition. If the PID fails to pass, a **Local Improvement District (LID)** will go into effect to pay to repair the roads on a one-time basis over a 15-year project duration.

Both options will allow road improvements to begin in 2014. However, the cost to property owners and the pace of rehabilitation will be different depending on whether the PID is approved by voters or the LID is created through an administrative process by the Boulder County Commissioners (see pages 4–5 for details about the choice between a PID or a LID.)

**Boulder County Subdivision Pavement Quality
2009/2012 Comparison**



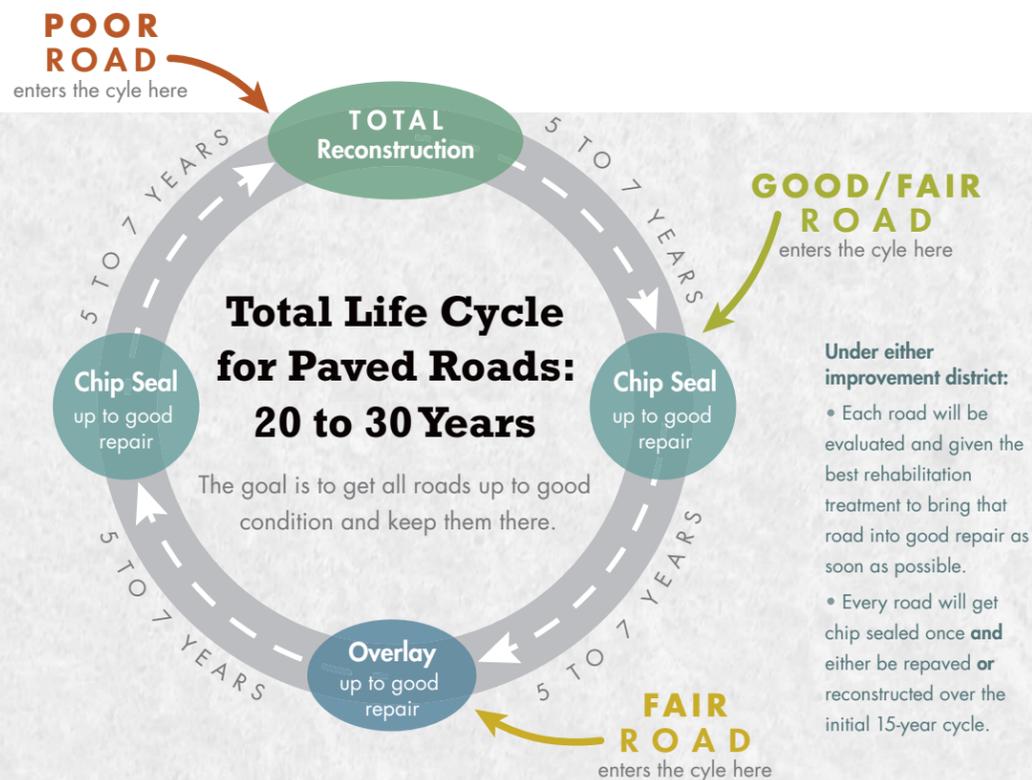
Note: Roads will continue to deteriorate at a rapid rate if nothing is done.

85% of Unincorporated Subdivision Roads are in Fair or Poor Condition, an increase of **17%** from 2009.

Routine Maintenance includes:

- Snow Removal
- Street Sweeping
- Patching of Potholes
- Asphalt Patching
- Crack Filling
- Road Grading
- Cleaning Culverts
- Improving Drainage
- Traffic Signs
- Pavement Markings

Road Rehabilitation includes significant capital repairs such as:



What is Road Rehabilitation?

Roads do not last forever, even with regular maintenance. When roads finally fail, they must be rehabilitated. Road rehabilitation includes periodic resurfacing such as chip sealing, asphalt overlays, and in extreme cases, total reconstruction of the road. Either improvement district will create a funding mechanism for rehabilitating deteriorating paved roads in the county's unincorporated subdivisions.

Common Types of Road Rehabilitation

Chip Seal – Entails sweeping the road clean then applying a thin coat of paving oil followed by a coat of 1/4" rock chips and finishing with a thin coating of sealant. Chip sealing extends pavement life up to 7 years and is a cost-effective way to extend the life of a road, especially with the advancements in chip seal technology. **Costs about \$40,000/mile.**

Overlay – Involves grinding off 1"–2" of the existing pavement and replacing it with the same depth of pavement. Used to extend the overall pavement structure of the road. Expected to last up to 10–12 years without other treatment. However, an intermediate chip seal can extend pavement life another 5–7 years. **Costs about \$150,000/mile.**

Reconstruction – Requires taking out all of the existing pavement surface, re-compacting the base material and replacing it with the necessary depth of pavement. Expected to last up to 15 years without any other treatment. However, an intermediate chip seal and overlay treatments can help this application last up to 30 years. **Costs about \$350,000/mile.**

All roads require periodic surface treatments to extend the life of the road. The type and frequency of surface treatments vary based upon use, subsurface conditions and other factors.

County Road Funding Facts

Annual Funding for Road Maintenance and Repair

The total amount of funding available for county road repair and maintenance each year is about \$12 million. Of that \$12 million, approximately \$1 million comes from property taxes. The rest of the revenue comes from the gas tax (a tax which has not been increased in 22 years) and specific vehicle ownership taxes and registration fees (collected when vehicles are registered or license plates are renewed in Boulder County). **This means that the average household in Boulder County pays only about \$100 per year from all available sources for the upkeep of county roads and bridges.**

Road & Bridge Fund Major Funding Sources



Figures shown are rounded numbers

Sales tax funding designated for the purchase of open space, regional trails, and transit cannot be used for road maintenance and rehabilitation. These sales tax initiatives were approved by voters solely for the specific uses outlined in the ballot language when they passed.

Prioritization of Road Funds

The Boulder County Comprehensive Plan directs that "In order to benefit the most people, and connect all parts of the county," the county shall "give priority to improving mobility in, and the maintenance and rehabilitation of, the county's arterial and collector transportation corridors."

Consistent with this direction, the Boulder County Transportation Department focuses available road and bridge funding on the maintenance and rehabilitation of the primary roads that serve the most people and connect communities, as well as maintenance of all subdivision roads accepted by the county.

[Continued on next page]

3/4 of 1%

of your property taxes goes into the Boulder County Road & Bridge Fund



643

Miles of roads the Boulder County Transportation Department maintains, including 150 miles of paved subdivision roads.

240

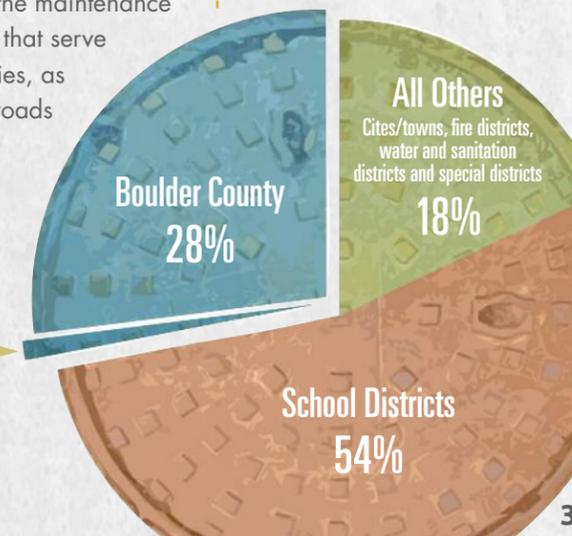
Number of miles of primary and regional county roads maintained and rehabilitated by Boulder County Transportation.



How are my property taxes distributed?

Boulder County only keeps 28% of all property taxes you pay. The rest goes to schools, cities and special districts.

Property Tax Distribution



County Road Funding Facts - Continued

Why is it important to address this issue now?

It will save taxpayers money to address this problem now rather than to allow roads to deteriorate further. The worse roads become, the more expensive they become to fix. Chip sealing a road in “fair” condition, for example, costs \$40,000 per mile and can extend the life of the road by 7 years. By contrast, when a road falls into “poor” condition it requires reconstruction, costing \$350,000 per mile.



Paying for Reconstruction

Because unincorporated residential subdivision roads directly and primarily benefit residents associated with those subdivisions, it remains the responsibility of the subdivision property owners to pay for the reconstruction and rehabilitation of these roads. This is similar to the way incorporated city and town residents pay additional fees and taxes for the upkeep of their neighborhood roads on top of what they already pay for county roads.

Furthermore, of the \$100 per household per year spent on county roads, unincorporated subdivision households receive about \$70 in direct services for the maintenance of their subdivision roads, including plowing and pothole fixing, whereas city households pay the same \$100 without any direct benefit to their neighborhood roads.

Total Reconstruction Costs

The total cost of the proposed rehabilitation program (for all of subdivisions in unincorporated Boulder County) over the next 15 years is estimated to be between \$50 million (if the PID and associated bonding is approved by the voters), and \$70 million if the PID is not approved and a LID is created by the County Commissioners. Bonding allows for improvements to happen more quickly and helps avoid inflation costs of letting roads deteriorate further.

Since some of these roads serve a broader countywide purpose, such as providing access to community facilities such as schools, places of worship or trailheads, Boulder County is committing to covering 20% of the total costs of subdivision road rehabilitation under either scenario.

PID vs. LID

If the **Public Improvement District** ballot issue passes in November, funding will remain available on a permanent basis to continue to maintain a high quality of roads in unincorporated subdivisions. If The **Local Improvement District** goes into effect instead, the improvement program will be a one-time only effort and end in 15 years; future rehabilitation of unincorporated subdivision roads will need to be considered again when the roads begin to deteriorate.

The Boulder County Commissioners have committed to putting a PID on the ballot in November because it offers a less expensive, quicker and permanent solution for addressing the problem of deteriorating subdivision roads. If the PID is not approved by voters in November, a Local Improvement District will be set in place to provide a one-time fix to bring all roads up to good repair.

Boulder County residents have made it clear that “doing nothing” to address the problem and letting the roads deteriorate further is not a viable option. Good roads translate into safer travel to and from home, improved neighborhood aesthetics, higher property values, and avoid the need of continuing to pay for repairing infrastructure that is critical to the community.



The Choice: PID or LID

What choice will I be making this fall? In November, property owners and registered voters within unincorporated subdivisions will have the opportunity to select whether they support a **Public Improvement District** (and the option of bonding to speed up the rate of repair and save money over time)

to permanently address the situation for rehabilitating subdivision roads, or whether a **Local Improvement District** should be created to repair the roads on a one-time basis.

Overall, a PID is considered a more cost-effective option for property owners because it:

- Provides the option of financing by bonding (which will be included with the ballot question in November) to significantly speed up improvements and minimize costs associated with inflation and the continued deterioration of roads
- PID payments are tax-deductible, while LID payments are not
- Provides a permanent solution to the problem of deteriorating subdivision roads
- Keeps roads in good repair for the duration, which saves costs over time

How a PID works:

- Funded by an on-going property tax to pay for specific road improvements within a set district
- Is tax-deductible
- Assures roads have a permanent funding source for future rehabilitation
- With the approval of voters in November, bonding can occur, enabling road rehabilitation to happen much more quickly while reducing the additional costs associated with inflation and continued road deterioration
- Property owners pay in proportion to their property value
- The property tax rate (mill levy) cannot be raised without another vote

How a LID works:

- Can be created statutorily by the Board of County Commissioners without a public vote
- Is not tax-deductible
- Is a one-time effort to rehabilitate the roads; it is not a permanent solution
- Improvements take longer since no bonding can occur without a public vote
- Annual assessment is based on a formula that includes assessed property value* and average length of road in a subdivision, in addition to administrative costs
- Payments stop when the improvements are paid for
- If any payment is missed, it becomes a lien on the property, enforced by the sale of the property (C.R.S. 30-20-615)



How would the cost be determined in each improvement district scenario?

The Boulder County Commissioners will finalize details on how each improvement district will be structured at a public hearing on August 14. Based on public input already received, the most likely scenarios for creating a PID and a LID are summarized below.

Under a PID:

The proposed recommendation is to set a property tax rate (mill levy) at an annual average cost per property not to exceed \$60 per \$100,000 of “actual” residential property value.*

This rate would be based on the full estimated costs to continuously rehabilitate roads, plus the costs of bonding and interest, after Boulder County’s ongoing 20% contribution.

Under a LID:

The cost to each property (assessed annually for 15 years) will likely be based on a combination (after Boulder County’s 20% contribution) of the following:

- Average length of road per property by subdivision
- Individual assessed property value*
- Administrative costs for a 15-year project duration

More detailed cost calculations for the LID will be made available at the July public meetings and on our website. (See back cover for details.)

*Information about a property’s “actual” or “assessed” value is available at www.BoulderCountyAssessor.org (select “property search” or “emapping” option)



Learn more at:

[BoulderCounty.org/
SubdivisionPaving](http://BoulderCounty.org/SubdivisionPaving)

Unincorporated Subdivision Road Facts:



Includes **150** miles of paved roads in more than **120** subdivisions.



40% of these subdivisions are in “poor” condition



Roads in **fair** condition will soon be in **poor** condition making rehabilitation even more expensive.



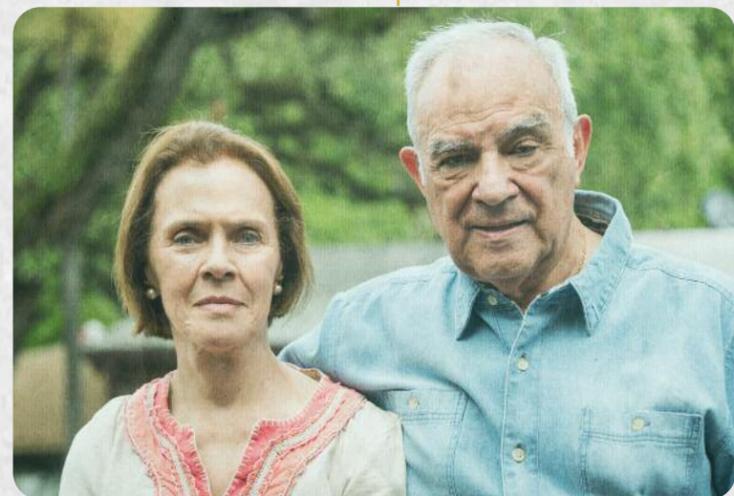
Q & A with Property Owners

Subdivision Paving Working Group



The Boulder County Transportation Department convened a citizen's Subdivision Paving Working Group (SPWG) this spring to review and offer guidance on how a PID or LID should be structured to address deteriorating subdivision roads in the manner most acceptable to property owners. The group of 15 members committed to a series of meetings from April through June, and are still actively engaged in the discussion.

All SPWG members are residents of an unincorporated subdivision representing different types of neighborhoods throughout the county. Together, they have provided Boulder County with invaluable input based on their perspectives (and their neighbors') from the homeowner's viewpoint.



Learn more at: BoulderCounty.org/SubdivisionPaving

Question:

Don't my property taxes already cover my subdivision roads?

Answer:

It is surprising to many people that property taxes make up less than 10 percent of the total revenues that pay for the maintenance and repair of county roads. The majority of the money comes from the gas tax and vehicle registration fees (see p. 3 for details). In reality, the average household in Boulder County (city and unincorporated) pays about \$100 each year from all revenue sources for the upkeep of county roads (less than \$10 per year from property taxes). With this money, the Boulder County Transportation Department maintains 643 miles of county roads, including 150 miles of paved roads in subdivisions, and rehabilitates and maintains 240 miles of primary and regional roads. Each year, the county repaves between 10 and 20 miles of primary roads and chip seals another 20 miles of road.

That same \$100 per household is also hard at work:

- Designing, constructing and repairing over 50 bridges and hundreds of minor structures
- Replacing hundreds of feet of culverts and cleaning hundreds of miles of drainage ditches
- Grading, re-graveling, and controlling dust on hundreds of miles of gravel roads
- Sanding and plowing thousands of miles of roads and patching thousands of potholes
- Maintaining pavement markings, traffic signals, and replacing and repairing road signs
- Maintaining a fleet of trucks, graders, street sweepers and other specialized equipment



Question:

How do you propose to keep costs as low as possible for property owners?

Answer:

Keeping costs as low as possible is a top priority determined by the citizen's Subdivision Paving Working Group (see upper left sidebar). Residents from different affected neighborhoods came together this spring to work directly with Boulder County staff to determine how a Public Improvement District might function in order to meet these three primary goals: 1) stop further deterioration of subdivision roads; 2) keep the costs to property owners as low as possible; and 3) deliver the improvements as quickly as possible so that all property owners will see some type of improvement within the first few years of the program.

The Subdivision Paving Working Group analyzed a variety of scenarios that worked to balance short and long term costs with delivering the improvements quickly. One recommended solution to keeping costs low is to pursue bonding and borrow funds at the current historically low interest rates. This would provide funds to improve the roads sooner and accelerate the road rehabilitation program. Bonding for the PID would also result in significant long-term cost savings by decreasing the negative effects of inflation. Additionally, fixing roads at the early stages of deterioration is cheaper than waiting for them to completely degrade and then fix them.

Question:

How is Boulder County participating in the effort to repair the roads?

Answer:

The Boulder County Commissioners realize that approximately 20% of subdivision roads are used for broader county purposes such as providing access to trailheads, schools or places of worship. Therefore, Boulder County is committed to contributing a 20% cash contribution to cover the costs of either improvement district. If a Public Improvement District is supported by the voters, Boulder County's contribution will be an ongoing commitment in partnership with the community in perpetuity. If a Local Improvement District is implemented, Boulder County's contribution will cover 20% of the cost for the one-time rehabilitation effort.



Question:

What is this expected to cost and when can we expect our roads to be repaired or improved?

Answer:

Specific details for how the Public Improvement District or Local Improvement District ultimately will be structured are still being worked out. The Boulder County Commissioners are currently considering recommendations proposed by the Subdivision Paving Working Group for how to create the ballot language for the PID, which must be set by late August, or structure the LID if the PID fails to pass. Details for both options will be presented at the July public meetings (see back cover for dates and locations) and on the website once the terms have been decided on.

Here are some assumptions we already know:

- In either case (PID or LID) rehabilitation will begin in 2014 and Boulder County will continue to perform ongoing routine maintenance.
- If a PID (and associated bonding) is approved by voters, roads in poor condition will be reconstructed in the first few years, followed by repaving of roads currently in fair condition and then those currently in good condition.
- Under either scenario, all roads will receive a chip seal surface treatment and either be reconstructed or repaved (overlaid) in the next 15 years, or sooner.
- If the PID is not approved and a LID is created, the reconstruction of the poor roads will take significantly longer (up to eight years), after which the roads currently in fair and good condition will be addressed.



What is the condition of my subdivision road?

A Subdivision Pavement Quality Map is available on the Boulder County website under: www.BoulderCounty.org/SubdivisionPaving

PID ↔ LID

The costs for the PID per property are not expected to exceed \$60/year per \$100,000 in actual residential property value, and the costs for the LID will vary based on a number of factors currently being considered (see p. 5 sidebar). To learn more, we encourage you to come to one of the public meetings in July or continue to check the website for updated information (see back cover).