

SCENARIO I Complete All Roads As Proposed With Asphalt Upgrades On Key Roads

\$7.0 Million Bond \$479,205 Average Principle and Interest 2018 - 2038	2016-2017 Average Assessed Value		2018-2028 Average Tax Impact		2028-2038 Average Tax Impact
			\$101		\$171
The average off water (416) home value is:	\$150,700		\$152		\$258
The average waterfront (792) home value is:	\$412,300		\$416		\$705
The average home value of (1,208) all homes is:	\$322,200		\$325		\$551

<p>Pros</p>	<p>Every road needing repair will be addressed immediately</p> <p>Provides most equitable safety, emergency and fire access for all tax payers</p> <p>Expands the base of bidders possibly providing more competitive bids</p> <p>Provides the highest wearable, durable, and longest lasting road surface</p> <p>Provides road surfaces on the most highest traffic roads to better withstand logging and other large commercial vehicles</p> <p>With the maintenance included, these roads will provide a longer life expectancy</p>
<p>Cons</p>	<p>Highest dollar amount investment scenario as compared to the other scenarios.</p> <p>Should be supported by increased annual road maintenance budget to protect the investment</p> <p>May be hard to execute as proper drainage required to support an asphalt road may not be achievable</p> <p>May require new aprons / culvert for driveways which may not be fully represented in the cost estimate</p> <p>If all of the roads are done at the same time, as opposed to a staggered schedule, the town will face a complete overhaul at the same time down the road</p> <p>May be the hardest to execute: no room to add drainage, utilities would need to be moved, trees cut, and driveways redone,</p>

SCENARIO II Complete All Roads (Asphalt Upgrades Eliminated)

\$5.5 Million Bond \$377,423 Average Principle and Interest 2018 - 2038	2016-2017 Average Assessed Value		2018-2028 Average Tax Impact		2028-2038 Average Tax Impact
			\$79		\$148
The average off water (416) home value is:	\$150,700		\$119		\$223
The average waterfront (792) home value is:	\$412,300		\$326		\$611
The average home value of (1,208) all homes is:	\$322,200		\$255		\$477

Pros	<p>Every road needing repair will be addressed immediately</p> <p>Less expensive financing cost as compared to Scenario I (\$5.5m investment cost vs. \$7.0m)</p> <p>Provides most equitable safety, emergency and fire access for all tax payers</p> <p>Combines best possible wear surface with low cost</p> <p>Provides the scenario of Chip Seal where road structure needs to be improved and SMO where it doesn't</p> <p>Expands the base of bidders possibly providing more competitive bids</p> <p>A higher maintenance budget may not be needed to support these surface improvements</p>
Cons	<p>Sacrificing the long term wearability of asphalt resulting in higher maintenance costs and earlier replacement need</p> <p>Road surface is more susceptible to damage by logging and other large commercial vehicles.</p>

SCENARIO III Top 10 Roads (19.05 miles) As Planned With Asphalt Upgrades

\$3.0 Million Bond \$209,083 Average Principle and Interest 2018 - 2038	2016-2017 Average Assessed Value		2018-2028		2028-2038
			Average Tax Impact		Average Tax Impact
			\$44		\$113
The average off water (416) home value is:	\$150,700		\$66		\$170
The average waterfront (792) home value is:	\$412,300		\$181		\$465
The average home value of (1,208) all homes is:	\$322,200		\$141		\$364

Pros	Less expensive financing cost as compared to Scenario I (\$3.0m investment cost vs. \$7.0m) Provides immediate improvement to the highest traffic, highest occupancy, worst condition roads. Provides most durable, wearable and longest lasting road surface
Cons	May not get the best bids as total miles of roads to be done are reduced by 70% (19 miles vs. 64 miles) May limit the base of bidders May limit the number of the planned enhancements (more loops) to the bike trail system. 40 miles of road do not get addressed

SCENARIO IV Top 10 Roads (19.05 miles) Asphalt Upgrades Eliminated

\$2.0 Million Bond \$137,660 Average Principle and Interest 2018 - 2038	2016-2017 Average Assessed Value		2018-2028 Average Tax Impact		2028-2038 Average Tax Impact
			\$29		\$98
The average off water (416) home value is:	\$150,700		\$43		\$147
The average waterfront (792) home value is:	\$412,300		\$119		\$403
The average home value of (1,208) all homes is:	\$322,200		\$93		\$315

Pros	Less expensive financing cost as compared to Scenario I (\$2.0m investment cost vs. \$7.0m) Provides immediate improvement to the highest traffic, highest occupancy, worst condition roads.
Cons	Sacrificing the long term wearability of asphalt resulting in higher maintenance costs and earlier replacement need May not get the best bids as total miles of roads to be done are reduced by 70% (19 miles vs. 64 miles) May limit the base of bidders May limit the number of the planned enhancements (more loops) to the bike trail system. 40 miles of road do not get addressed

SCENARIO V Utilize A Staggered Investment, \$3m in 2018, \$2M in 2023 and \$2M in 2028

\$3.0 Million Bond in 2018 \$2.0 Million Bond in 2023 \$2.0 Million Bond in 2028 \$161,428 Average Principle and Interest 2018 - 2038	2016-2017		2018-2023		2023-2028		2028-2038
	Average Assessed Value		Average Tax Impact		Average Tax Impact		Average Tax Impact
			\$44		\$73		\$171
The average off water (416) home value is:	\$150,700		\$66		\$110		\$258
The average waterfront (792) home value is:	\$412,300		\$181		\$301		\$705
The average home value of (1,208) all homes is:	\$322,200		\$142		\$235		\$551
<p>Pros A staggered approach allows for long term planning, fixing the worst of the worst first and a plan moving forward with a eased staggered investment and tax increases</p> <p>Cons Would require a commitment by the electors to invest a large amount of money every five years Costs five and ten years out would be subject to inflation (hard to predict for interest rates) Will require more administrative costs because engineering and finance costs will be repeated every year or every 5 years The number of contractors submitting bids would be reduced as a result of a smaller project</p>							

SCENARIO VI Increase Current Maintenance / Reconstruction Budgeting Levels By A Fixed Amount. e.g. \$300,000 for 2018

\$300,000 Added Annually Average Plus 2% Annual Inflation 2018 - 2038	2016-2017 Average Assessed Value		2018-2028 Average Tax Impact		2028-2038 Average Tax Impact
			\$69		\$85
The average off water (416) home value is:	\$150,700		\$104		\$128
The average waterfront (792) home value is:	\$412,300		\$284		\$350
The average home value of (1,208) all homes is:	\$322,200		\$222		\$274

Pros	Some high priority roads will be addressed on an annual basis
Cons	<p>A very small number and total miles of road could be improved in any given year</p> <p>Average cost per mile may be higher because of the loss of competitive bids from non-local companies</p> <p>Business as usual, what you see is what you get and the most expensive approach for replacing and maintaining town roads</p> <p>The illusion that this would be the most economical approach but extremely short sighted approach</p> <p>Only 5 miles of road gets addressed each year</p>

SCENARIO VII Continue Current Maintenance / Reconstruction Budgeting Levels

\$200,000 Added Every Other Year Plus 3% Inflation Every 2 years 2018 - 2038	2016-2017 Average Assessed Value		2018-2028 Average Tax Impact		2028-2038 Average Tax Impact
			\$45		\$52
The average off water (416) home value is:	\$150,700		\$68		\$78
The average waterfront (792) home value is:	\$412,300		\$186		\$214
The average home value of (1,208) all homes is:	\$322,200		\$145		\$168

Pros

Cons

Tax increase may be needed in any given year to fix roads that have failed or are near failing
 Continue to make repairs and improves within budget, additional emergency repairs may require additional tax payer funding
 When roads fail, we run the risk of potentially higher replacement costs as compared to a planned replacement
 Reduces the speed at which emergency service providers can respond
 Increased liability for accidents and EMS services as well as liability for vehicle repairs due to failing road infrastructure
 Property values will decrease due to the lack of sound road infrastructure
 Economic development will continue to decline
 Businesses will seek other places to open a business or move their business
 If we are not improving our infrastructure the residential and business climate will likely decline and Boulder would be a less desirable destination to live and work
 Taxes will continue to increase just to patch and repair what is falling apart
 Completely reactive in nature making it highly susceptible to inflationary factors the most expensive long term option
 Limits the ability to take advantage of any matching fund grants

	Investment Amount	Roads Reconditioned	Years to Completion	Tax Impact 2018 - 2028	Tax Impact 2028 - 2038
SCENARIO I Complete All Roads As Proposed With Asphalt Upgrades	\$7,000,000	64	2	\$101	\$171
SCENARIO II Complete All Roads (Asphalt Upgrades Eliminated)	\$5,500,000	64	2	\$79	\$148
SCENARIO III Top 10 Roads (19.05 miles) As Planned With Asphalt Upgrades	\$3,000,000	20	1	\$44	\$113
SCENARIO IV Top 10 Roads (19.05 miles) Asphalt Upgrades Eliminated	\$2,000,000	20	1	\$29	\$98
SCENARIO V Staggered Investment, \$3m in 2018, \$2M in 2023 and \$2M in 2028	\$7,000,000	64	10	\$73	\$171
SCENARIO VI \$300,000 Annual Budget Increase	\$300,000	5	20	\$69	\$85
SCENARIO VII \$200,000 "Emergency" Budget Increase	\$200,000	0 - 4	20	\$45	\$52