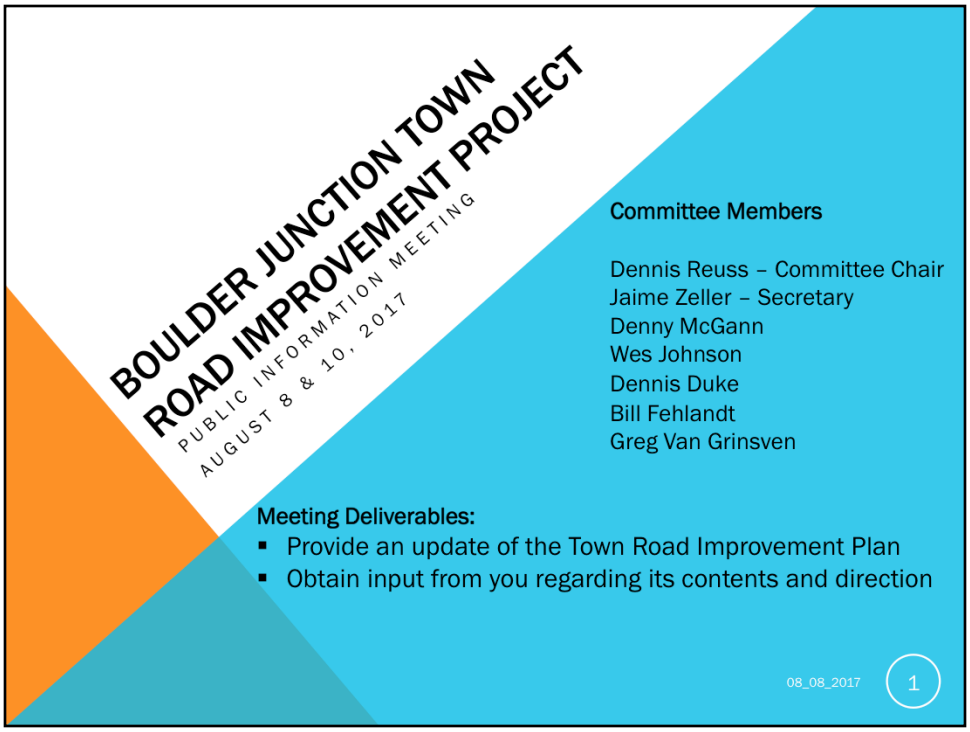


MY NAME IS GREG VAN GRINSVEN, AND ON BEHALF OF YOUR TOWN ROAD IMPROVEMENT PROJECT COMMITTEE, THE MEMBERS OF WHOM ARE LISTED ON THIS SLIDE, I WOULD LIKE TO WELCOME YOU TO THE FOURTH OF FOUR PLANNED PUBLIC INFORMATION MEETINGS.

THIS PUBLIC INFORMATION MEETING IS SIGNIFICANTLY DIFFERENT THAN OUR FIRST TWO MEETINGS BECAUSE THE SCENARIOS WE ARE ABOUT TO SHARE WITH YOU ARE BASED ON TWO VERY IMPORTANT NEW PIECES OF INFORMATION:

1. ACTUAL COST DATA ACHIEVED THROUGH THE BIDDING PROCESS WE WENT THROUGH TO BEGIN WORK ON ALLEN ROAD, FISHRTAP LAKE ROAD AND STILOSKI LANE, AND

2. AN ENGINEERING BASED ASSESSMENT OF EVERY MILE OF TOWN ROAD SERVICED AND MAINTAINING BY OUR TOWN CREW.

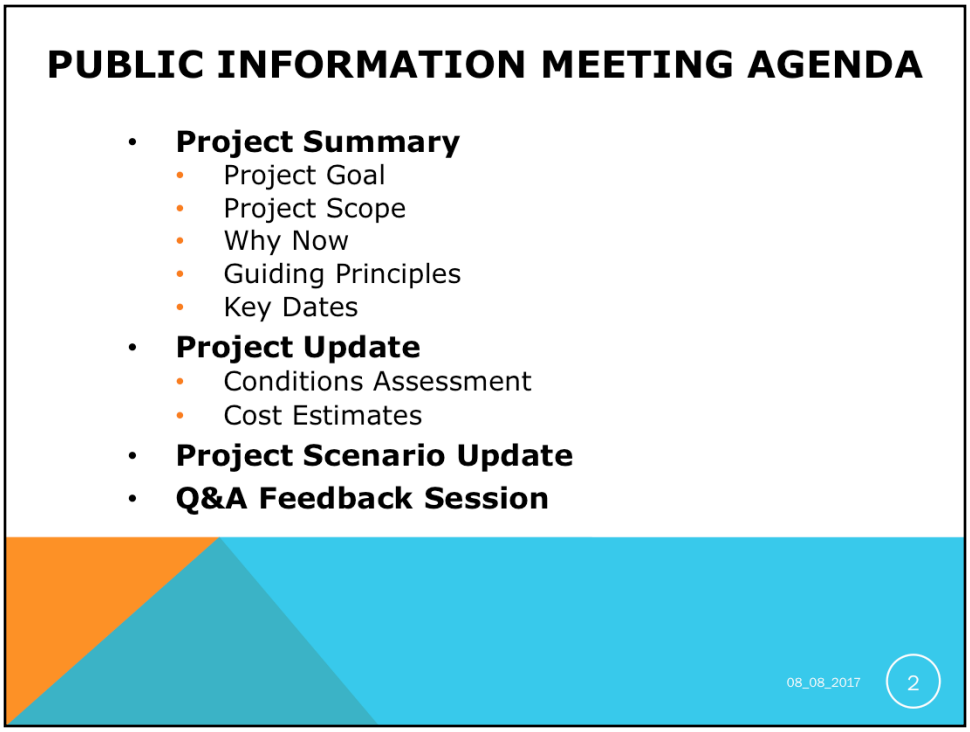
THE HANDOUT PROVIDED TO YOU AS YOU ENTERED THE ROOM, CONTAINS A TWO KEY DOCUMENTS.

1. A SUMMARY OF THE PROJECT, AND
2. A COPY OF THE SCENARIOS AND THEIR ASSOCIATED PROS AND CONS

WHILE IT IS NOT A FINISHED DOCUMENT, IT IS A VERY GOOD REPRESENTATION OF WHAT WE AS A COMMITTEE SEE AS THE POSSIBLE SCENARIOS THAT CAN BE PURSUED TO IMPROVE OUR ROADS AND THEIR ASSOCIATED INVESTMENT COSTS.

AT THE END OF THE DAY THIS IS YOUR PROJECT AND IT IS OUR GOAL TO MAKE SURE YOU TO HAVE ALL THE INFORMATION YOU WILL NEED TO MAKE AN INFORMED DECISION AS TO ITS OUTCOME.

IN ORDER TO CONSERVE TIME, I WOULD PREFER THAT YOU HELD YOUR QUESTIONS TO THE END, BUT IF I COMPLETELY LOSE ANY OF YOU ALONG THE WAY PLEASE STOP ME AND I'LL TRY AND GET US BACK ON TRACK.



THERE ARE FOUR COMPONENTS TO THE AGENDA I'D LIKE TO FOLLOW FOR TODAY'S MEETING.

THE FIRST COMPONENT IS A BRIEF SUMMARY OF THE PROJECT INCLUDING ITS:

GOAL
SCOPE
WHY NOW
GUIDING PRINCIPLES
AND KEY DATES

Click

THE SECOND COMPONENT IS AN UPDATE OF THE PROJECT WITH A FOCUS ON THE CONDITIONS ASSESSMENT WORK THAT WAS COMPLETED IN JULY AND AUGUST AND THE RESULTING CHANGES TO THE PROJECT COST ESTIMATES.

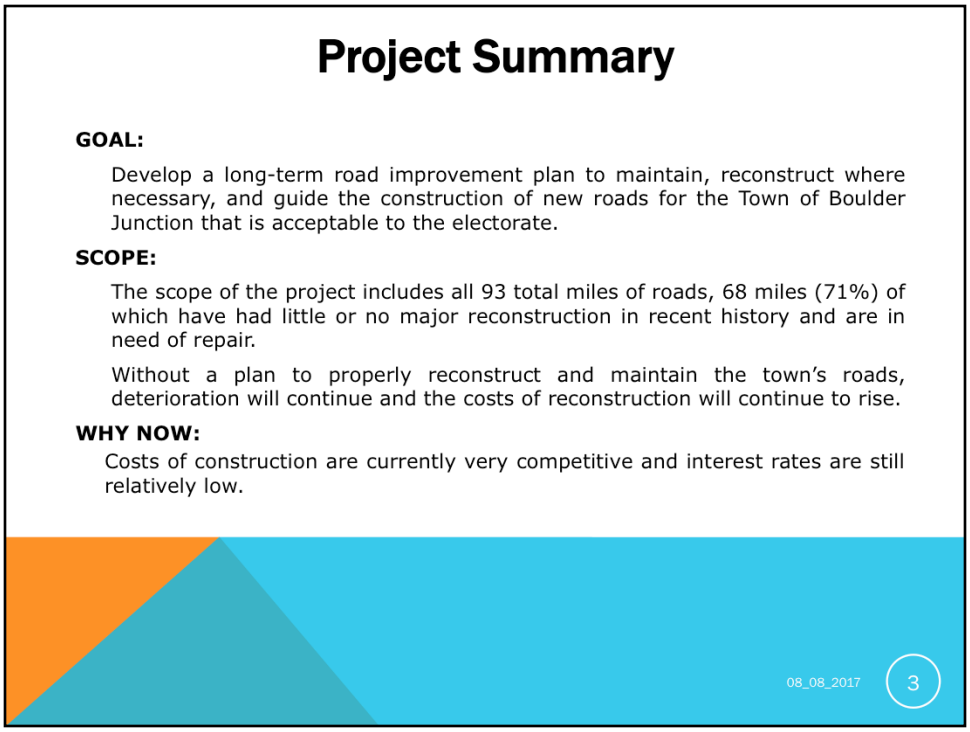
Click

THE THIRD COMPONENT IS A RECAP OF THE NINE PROJECT SCENARIOS THE COMMITTEE IS CURRENTLY EVALUATING

Click

AND WE'LL CONCLUDE THE MEETING WITH A QUESTION AND ANSWER AND FEEDBACK SESSION.

Click



AS I MENTIONED IN MY OPENING COMMENTS ONF THE AGENDA, THERE ARE FOUR PARTS TO THE **PROJECT SUMMARY: THE GOAL, THE SCOPE, THE GUIDING PRINCIPLES AND KEY DATES.**

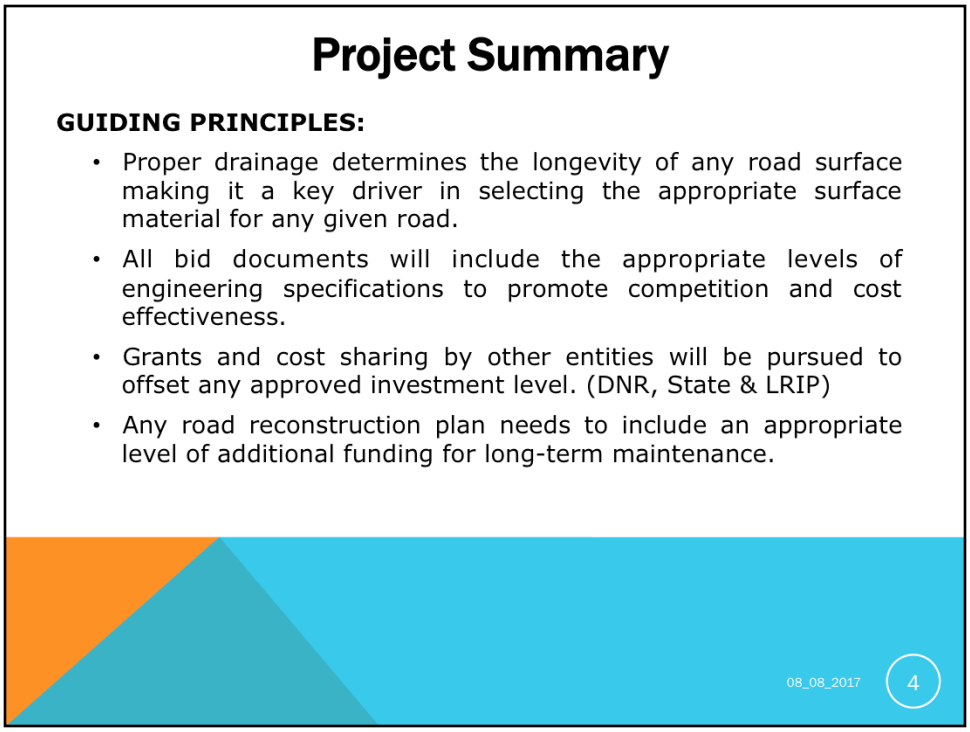
THE GOAL OF THE PROJECT IS TO; DEVELOP….

CLICK

THE SCOPE OF THE PROJECT INCLUDES…

CLICK

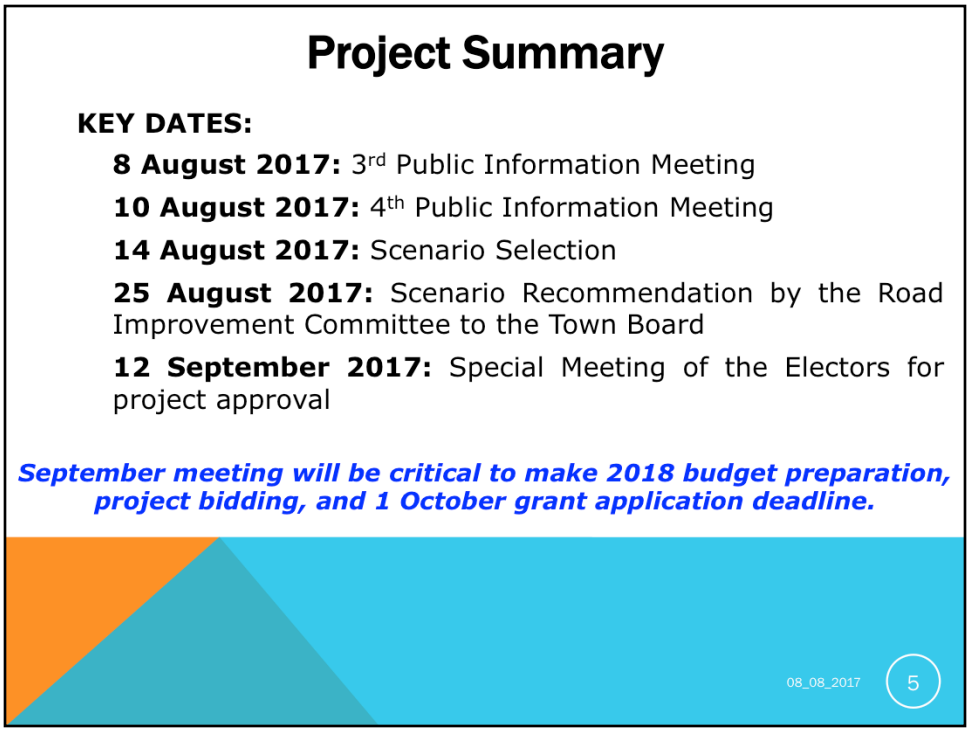
"WHY NOW" IS A NEW SECTION ADDED TO THE SUMMARY AS A RESULT OF ATTENDEE FEEDBACK FROM TUESDAY NIGHTS MEETING.



OUR TOP FOUR GUIDING PRINCIPLES, ARE AS FOLLOWS…

READ THE PRINCIPLES

CLICK



THE FIVE KEY DATES FOR BOTH YOU AND THE COMMITTEE STARTED WITH LAST TUESDAY'S MEETING, THE THIRD OF FOUR PUBLIC INFORMATION MEETINGS SCHEDULED FOR THIS PROJECT

THE SECOND KEY DATE IS TODAY'S MEETING IS THE FOUTH AND FINAL PUBLIC INFORMATION MEETING.

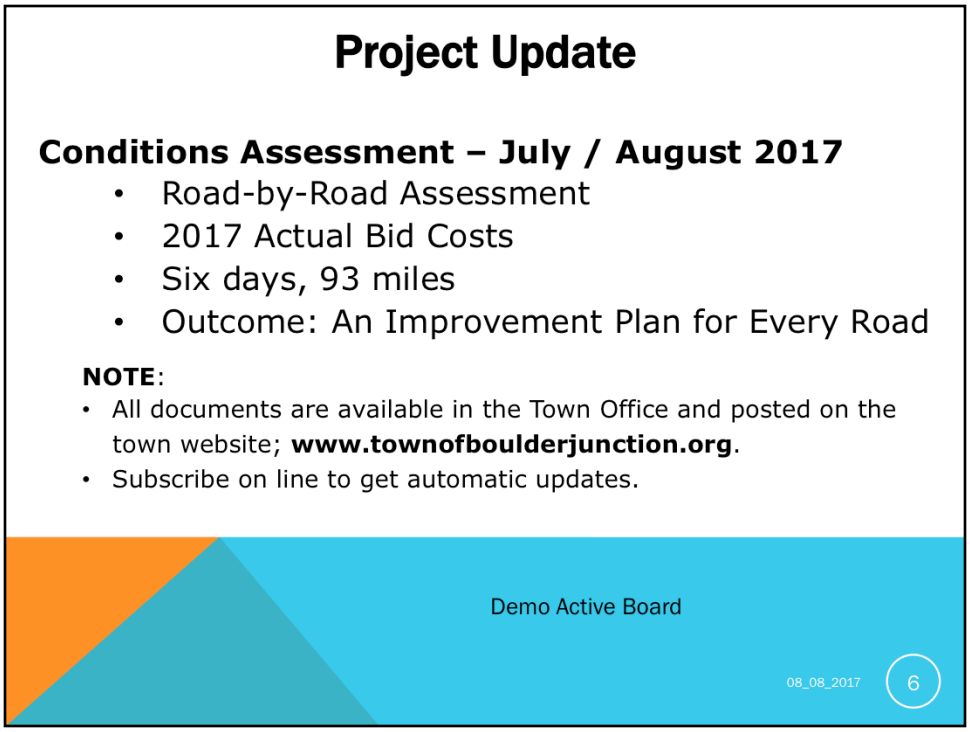
THE INPUT RECEIVED FROM ALL FOUR OF THESE MEETINGS, AND THE INFORMATION GAINING FROM THE CONDITIONS ASSESSMENT COMPLETED IN JULY AND AUGUST, WILL BE USED ON AUGUST 14TH, THE THIRD KEY DATE, WHEN THE COMMITTEE MEETS TO SELECT THE SCENARIO IT WILL RECOMMEND TO THE BOARD FOR ITS APPROVAL.

THE FOURTH KEY DATE WILL BE TUESDAY, AUGUST 25TH WHEN THECOMMITTEE WILL PRESENT THAT RECOMMENDATION TO THE TOWN BOARD FOR ITS APPROVAL.

IF THE BOARD APPROVES THE RECOMMENDATION, THE FINAL KEY DATE WILL BE TUESDAY, SEPTEMBER 12TH WHEN WE WILL CONDUCT A SPECIAL MEETING OF THE ELECTORS AT WHICH TIME THE RECOMMENDATION WILL BE PRESENTED TO YOU FOR YOUR APPROVAL.

CLICK

THE SEPTEMBER MEETING – READ THE STATEMENT



THE THIRD AGENDA ITEM IS AN OVERVIEW OF THE **CONDITIOINS ASSESSMENT** THAT WAS COMPLETED IN JULY AND AUGUST.

THIS CONDITIONS ASSESSMENT IS THE BASE ON WHICH ALL NINE OF THE SCENARIOS CURRENTLY UNDER REVIEW BY THE ROAD IMPROVEMENT COMMITTEE HAVE BEEN BUILT.

IT SURPASSES THE ACCURACY AND DEPTH OF THE INITIAL ROAD SURVEY COMPLETED BACK IN 2015 FOR TWO IMPORTANT REASONS:

IMPROVED COST INFORMATION

AND ITS ENGINEERING BASED IMPROVEMENT PLAN.

COST ESTIMATES FOR EACH SCENARIO ARE NOW BASED ON ACTUAL 2017 BID COSTS OBTAINED FOR THE PLANNED RECONSTRUCTION OF ALLEN ROAD, FISHTRAP LAKE ROAD AND STILOSKI LANE WHICH WILL BEGIN LATER THIS MONTH.

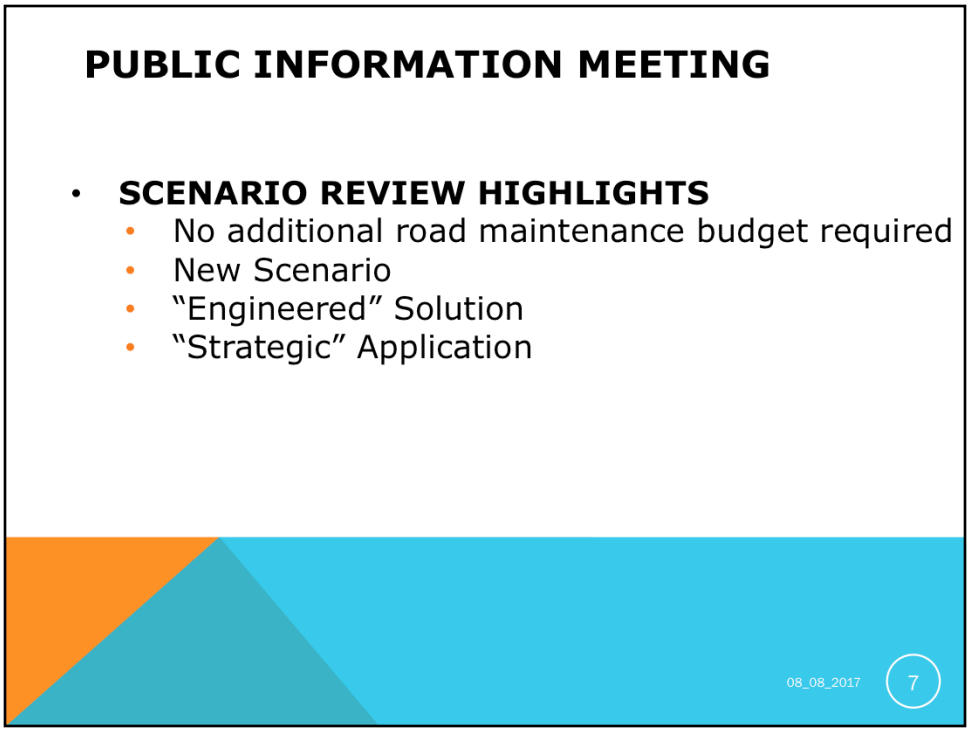
THE ENGINEERING BASED IMPROVEMENT PLAN FOR EACH ROAD OUTLINES THE SURFACE MATERIAL, BASE IMPROVEMENTS, INTERSECTION ALIGNMENT, STRUCTURAL IMPROVEMENT, AND / OR ENGINEERING COSTS ON A ROAD BY ROAD BASIS.

NEXT, I'D LIKE TO USE THE WHITE BOARD ACROSS THE ROOM TO GIVE YOU A LHIGH LEVEL OVERVIEW OF THE CONDITIONS ASSESSMENT REPORT AND HOW IT WAS FORMATTED TO CREATE THE ROAD BY ROAD PLAN I HAVE DESCRIBED.

BEFORE I START, HOWEVER, I WOULD LIKE TO MAKE YOU AWARE THAT ALL OF THE INFORMATION RELATED TO THIS PROJECT IS AVAILABLE THROUGH THE TOWN OFFICE OR ON ITS WEBSITE FOR YOUR REVIEW. YOU CALL ALSO SUBSCRIBE ON LINE TO RECEIVE AUTOMATIC UPDATES VIA EMAIL.

BREAK AND GO TO THE WHITE BOARD

DEMO THE ACTIVE BOARD – HIGHLIGHT THE KEY AND IMPROVEMENT PLAN BY ROAD



BEFORE MOVING INTO A REVIEW OF THE NINE SCENARIOS THE COMMITTEE IS CURRENTLY CONSIDERING,

I'D LIKE TO MAKE FOUR COMMENTS REGARDING THE INFORMATION I'M GOING TO BE SHARING:

1. UNLIKE THE PREVIOUS SET OF SCENARIOS, THE CONDTIONS ASSESSMENT FINAL REPORT INCLUDES A METHODOLGY WHERE THE **CURRENT** ROAD MAINTENANCE BUDGET CAN BE UTILIZED TO SUPPORT AN ONGOING ROAD MAINTENANCE PLAN FOR ALL ROADS.

2. IT ALSO CREATES THE POSSIBLITY OF A NEW SCENARIO THE DETAILS OF WHICH IN MY REVIEW OF SCENARIO #5.

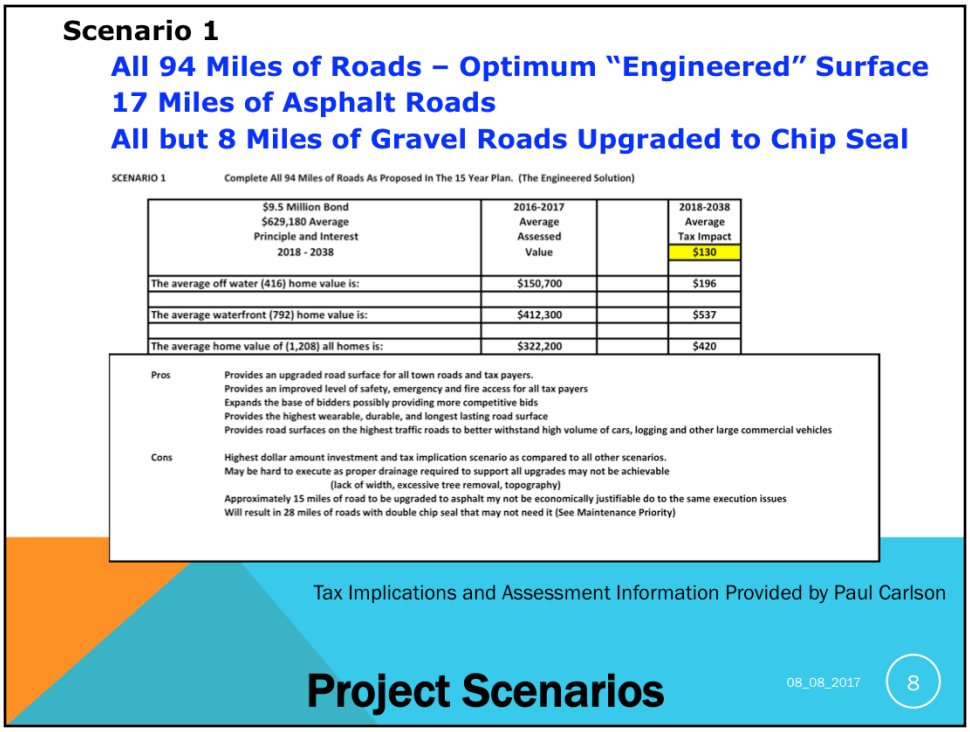
3. TWO NEW TERMS WILL BE USED IN A NUMBER OF SCENARIOS WHICH I'D LIKE TO COVER NOW.

"ENGINEERED" SOLUTION: THIS TERM WAS SELECTED BY THE COMMITTEE TO REFERENCE WHAT IT WOULD TAKE TO FIX ALL OF OUR ROADS TO ITS "OPTIMUM" SURFACE TYPE BASED UPON EITHER DOT TRAFFIC COUNTS OR COMMERCIAL USAGE INFORMATION. BY DOING SO, THE REPORT SHOWS 17 MILES OF ROAD BEING UPGRADED TO ASPHALT.

IT IN NO WAY SAYS WE SHOULD DO IT ONLY THAT THE DATA SUPPORTS DOING IT IF WE WANTED TO TRY AND JUSTIFY IT.

STRATEGIC APPLICATION: THIS TERM WAS SELECTED BY THE COMMITTEE TO REFERENCE WHAT IT WOULD TAKE TO UPGRADE OUR ROADS TO THEIR VERY BEST CONDITION BY USING ASPHALT IN ONLY A LIMITED WAY.

CLICK



SCENARIO I INCLUDES ALL 94 MILES OF THE ROADS IN WHICH ALL ROADS ARE UPGRADED TO THEIR OPTIMUM "ENGINEERED" SURFACE TYPE

SPECIFICALLY IT IDENTIFIES 17 MILES OF ROADS, BASED UPON "DOT" TRAFFIC COUNTS AND USAGE, COULD BE ELIGIBLE TO BE UPGRADED TO ASPHALT.

ALL REMAINING ROADS, WITH THE EXCEPTION OF 8 MILES OF GRAVEL ROADS WITH NO OCCUPANTS LIVING ON THEM, WOULD BE UPDRADED WITH A DOUBLE COAT OF CHIP SEAL.

HENCE THE TERM: OPTIMUM "ENGINEERED" SURFACE TYPE

THE TOTAL ESTIMATED INVESTMENT COST FOR THIS SCENARIO IS $9.5 MILLION.

THE ANNUAL PRINCIPLE AND INTEREST ASSOCIATED WITH BORROWING $9.5 MILLION WOULD BE AN AVERAGE OF $629,180 PER YEAR OVER A 20 YEAR TERM EXPIRING IN 2038.

THE ESTIMATED TAX IMPACT WOULD BE AN AVERAGE OF $130 PER $100,000 IN ASSESSED PROPERTY VALUATION.

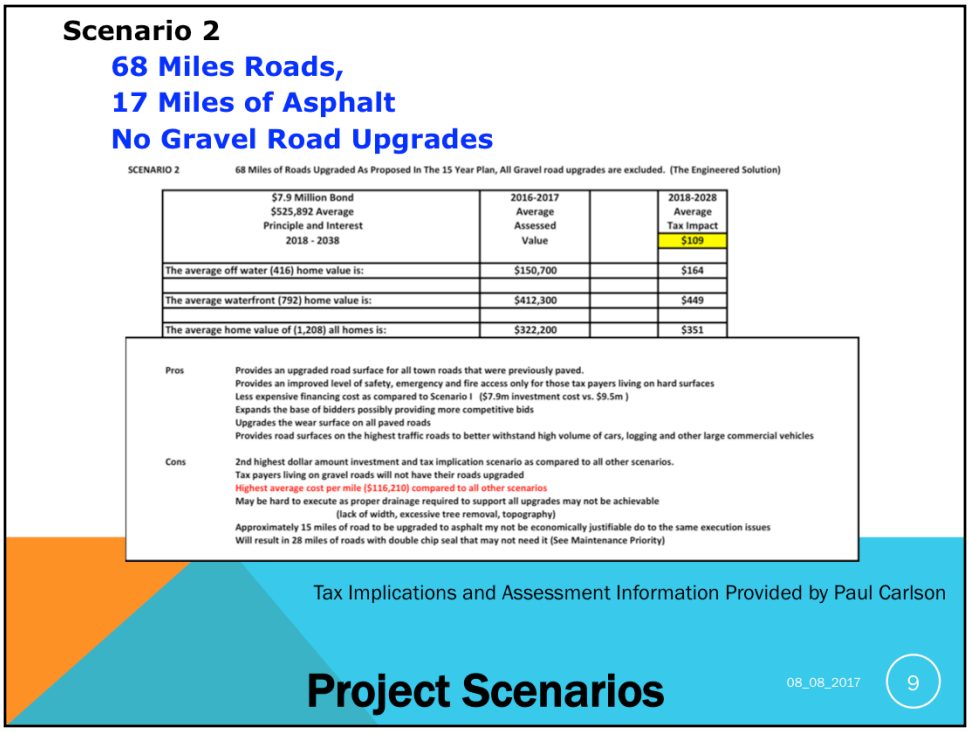
THE ESTIMATED TAX IMPACT ON AN AVERAGE OFF WATER HOME VALUED AT $150,700 WOULD BE AN AVERAGE OF $196 PER YEAR.

THE ESTIMATED TAX IMPACT ON AN AVERAGE ON WATER HOME VALUED AT $412,300 WOULD BE AN AVERAGE OF $537 PER YEAR.

THE ESTIMATED IMPACT ON THE OVERALL AVERAGE HOME IN BOULDER JUNCTION VALUED AT $322,200 WOULD BE AN AVERAGE OF $420 PER YEAR.

THE LIST OF PROS AND CONS ASSOCIATED WITH THIS SCENARIO IS LISTED BELOW AND INCLUDED IN THE PACKET OF INFORMATION THAT WAS MADE AVAILABLE TO YOU AT THE DOOR.

EVERYONE FOLLOW BOTH THE TERMINOLOGY AND TAX IMPLICATION BREAKDOWNS? IT IS IMPORTANT THAT



SCENARIO 2 IS THE SAME AS SCENARIO 1 EXCEPT ALL GRAVEL ROADS ARE REMOVED FROM THE RECONSTRUCTION PLAN.

THE TOTAL MILES OF ROADS DROPS TO 68 MILES AND LIKE SCENARIO 1, ALL REMAINING PAVED SURFACES WILL BE UPGRADED TO THEIR OPTIMUM SURFACE LEVEL, 17 MILES OF WHICH WOULD BE UPGRADED TO ASPHALT AND THE REMAINING CHIP SEAL ROADS UPGRADED WITH A DOUBLE COAT OF CHIP SEAL.

THE TOTAL ESTIMATED INVESTMENT COST FOR THIS SCENARIO IS $7.9 MILLION.

THE ANNUAL PRINCIPLE AND INTEREST ASSOCIATED WITH BORROWING $7.9 MILLION WOULD BE AN AVERAGE OF $525,832 PER YEAR OVER A 20 YEAR TERM EXPIRING IN 2038.

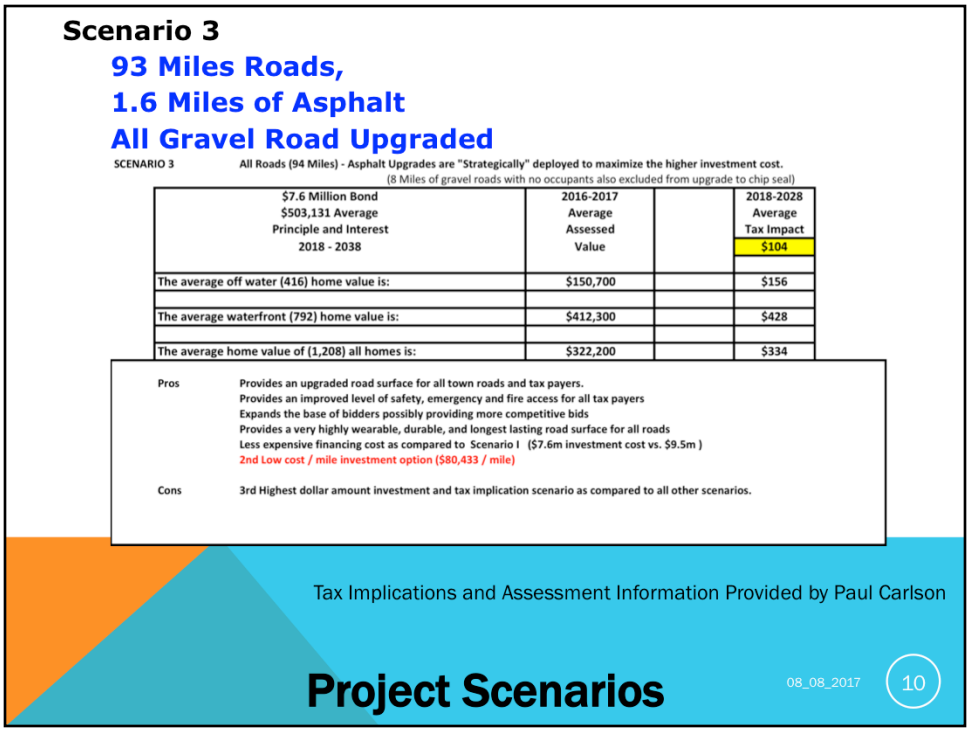
THE ESTIMATED TAX IMPACT WOULD BE AN AVERAGE OF $109 PER $100,000 IN ASSESSED PROPERTY VALUATION.

THE ESTIMATED TAX IMPACT ON AN AVERAGE OFF WATER HOME VALUED AT $150,700 WOULD BE AN AVERAGE OF $164 PER YEAR

THE ESTIMATED TAX IMPACT ON AN AVERAGE ON WATER HOME VALUED AT $412,300 WOULD BE AN AVERAGE OF $449 PER YEAR

THE ESTIMATED IMPACT ON THE OVERALL AVERAGE HOME IN BOULDER JUNCTION VALUED AT $322,200 WOULD BE AN AVERAGE OF $351 PER YEAR

ONCE AGAIN THE PROS AND CONS FOR THIS SCENARIO ARE LISTED BELOW.



SCENARIO 3 GOES BACK TO INCLUDE IN ALL 94 MILES OF THE ROADS JUST AS IN SCENARIO ONE, BUT ONLY 1.6 MILES, DEEMED STRATEGIC IN NATURE, ARE UPGRADED TO ASPHALT.

THEY ARE DEEMED STRATEGIC IN NATURE IN TERMS OF BOTH THEIR VOLUME AND TYPE OF TRAFFIC AS WELL AS THE ONLY MEANS AVAILABLE TO PROVIDED PROPER DRAINAGE.

THIS SCENARIO ALSO INCLUDES UPGRADING ALL BUT 8 MILES OF GRAVEL ROADS WITH A DOUBLE CHIP SEAL COAT.

THE TOTAL ESTIMATED INVESTMENT COST FOR THIS SCENARIO IS $7.6 MILLION.

THE ANNUAL PRINCIPLE AND INTEREST ASSOCIATED WITH BORROWING $7.6 MILLION WOULD BE AN AVERAGE OF $503,131 PER YEAR.

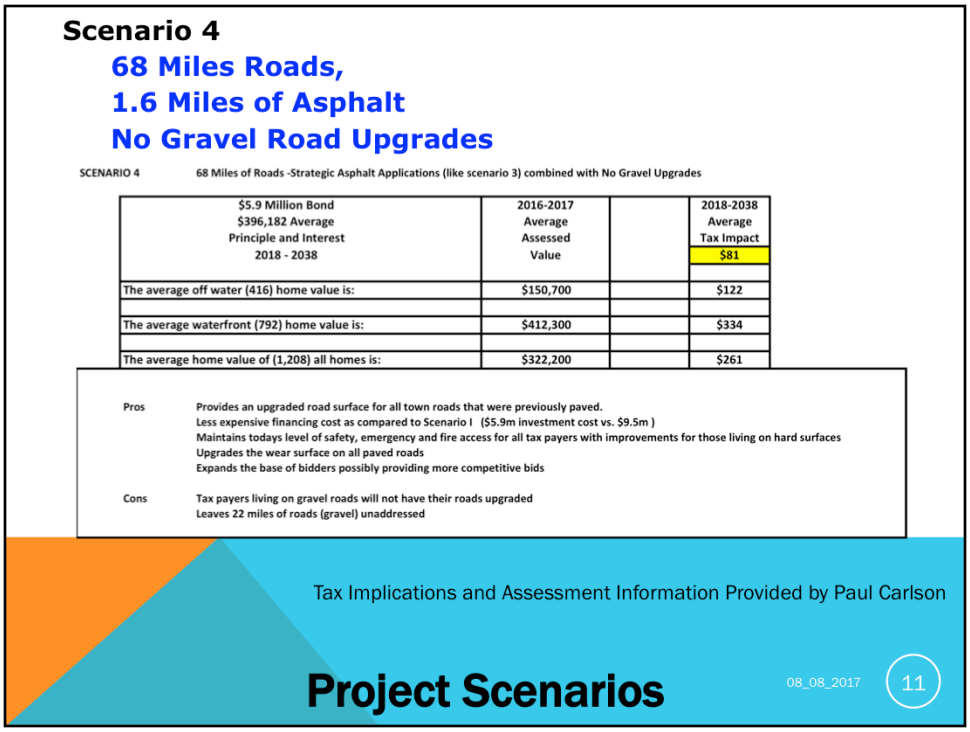
THE ESTIMATED TAX IMPACT WOULD BE AN AVERAGE OF $104 PER $100,000 IN ASSESSED PROPERTY VALUATION.

THE ESTIMATED TAX IMPACT ON AN AVERAGE OFF WATER HOME VALUED AT $150,700 WOULD BE AN AVERAGE OF $156 PER YEAR

THE ESTIMATED TAX IMPACT ON AN AVERAGE ON WATER HOME VALUED AT $412,300 WOULD BE AN AVERAGE OF $428 PER YEAR

THE ESTIMATED IMPACT ON THE OVERALL AVERAGE HOME IN BOULDER JUNCTION VALUED AT $322,200 WOULD BE AN AVERAGE OF $334 PER YEAR

ONCE AGAIN THE PROS AND CONS FOR THIS SCENARIO ARE LISTED BELOW.



SCENARIO 4 IS THE SAME AS SCENARIO 3 BUT DROPS OUT ALL GRAVEL ROADS FROM BEING UPGRADED TO CHIP SEAL.

ALL 68 MILES OF EXISTING SEALED ROADS WOULD BE UPGRADED WITH A MINIMUM OF A DOUBLE CHIP SEAL COAT AND 1.6 MILES OF STRATEGIC ROADS JUST AS IN SCENARIO 3 WOULD BE UPGRADED TO ASPHALT.

THE TOTAL ESTIMATED INVESTMENT COST FOR THIS SCENARIO IS $5.9 MILLION.

THE ANNUAL PRINCIPLE AND INTEREST ASSOCIATED WITH BORROWING $5.9 MILLION WOULD BE AN AVERAGE OF $396,182 PER YEAR.

THE ESTIMATED TAX IMPACT WOULD BE AN AVERAGE OF $81 PER $100,000 IN ASSESSED PROPERTY VALUATION.

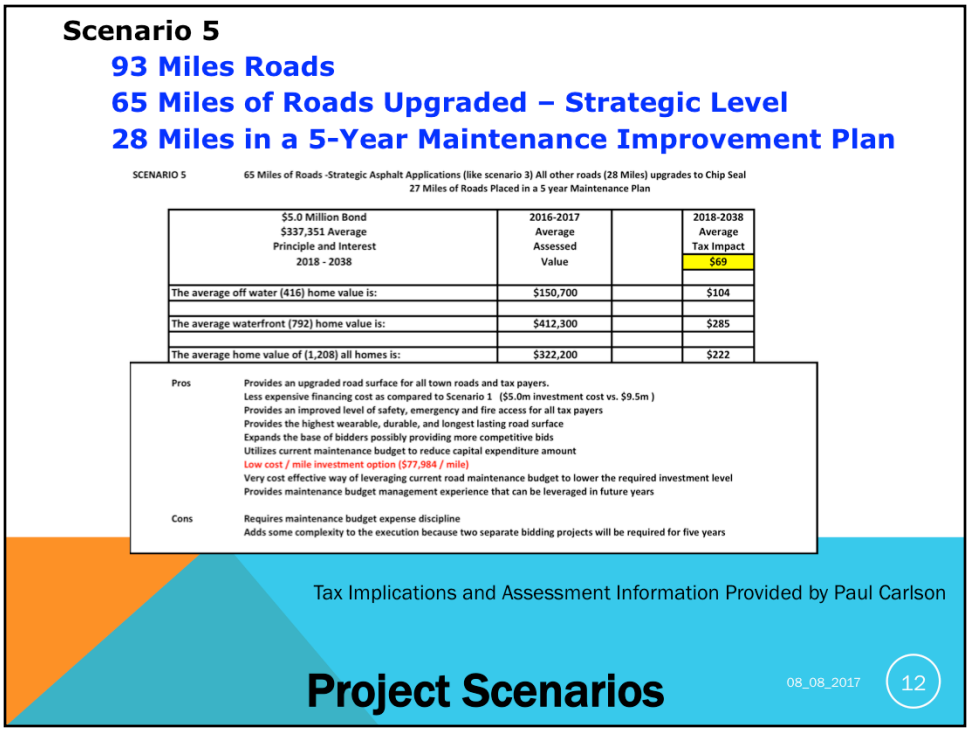
THE ESTIMATED TAX IMPACT ON AN AVERAGE OFF WATER HOME VALUED AT $150,700 WOULD BE AN AVERAGE OF $122 PER YEAR

THE ESTIMATED TAX IMPACT ON AN AVERAGE ON WATER HOME VALUED AT $412,300 WOULD BE AN AVERAGE OF $334 PER YEAR

THE ESTIMATED IMPACT ON THE OVERALL AVERAGE HOME IN BOULDER JUNCTION VALUED AT $322,200 WOULD BE AN AVERAGE OF $261 PER YEAR

ONCE AGAIN THE PROS AND CONS FOR THIS SCENARIO ARE LISTED BELOW.

EVERYONE STILL WITH ME?



SCENARIO 5 INTRODUCES A NEW POSSIBILITY.

AS PART OF THE CONDITIONS ASSESSMENT WORK, 28 MILES OF TOWN ROAD WERE IDENTIFIED AS A CONDITION 1 OR 2 LEVEL, WHICH MEANS THEY ARE CURRENTLY IN GOOD OPERATING CONDITION AND NOT IN NEED OF IMMEDIATE WORK.

THIS SCENARIO EXCLUDES THESE 28 MILES OF ROADS FROM THE CAPITAL INVESTMENT PLAN AND PLACES THEM INTO A 5 YEAR MAINTENANCE PLAN WHERE AN AVERAGE OF $172,000 PER YEAR WOULD BE SPENT UPGRADING THESE ROADS WITH A 3RD COAT OF CHIP SEAL.

THE CURRENT BUDGET COULD FINANCE APPROXIMATELY 6 MILES OF ROAD PER YEAR AND IN FIVE YEARS THE LIFE EXPENTENCY OF EACH OF THESE ROADS COULD BE EXTENDED FOR AN ADDITIONAL 5 - 7 YEARS AT A SIGNIFICANTLY LOWER COST PER MILE RATHER THAN RECONSTRUCTION THEM

ALL REMAINING 65 MILES OF ROADS IN THIS SCENARIO WOULD BE UPGRADED TO EITHER CHIP SEAL OR ASPHALT, JUST AS IN SCENARIOS 3, **INCLUDING** ALL GRAVEL ROADS.

THE TOTAL ESTIMATED INVESTMENT COST FOR THIS SCENARIO IS $5.0 MILLION.

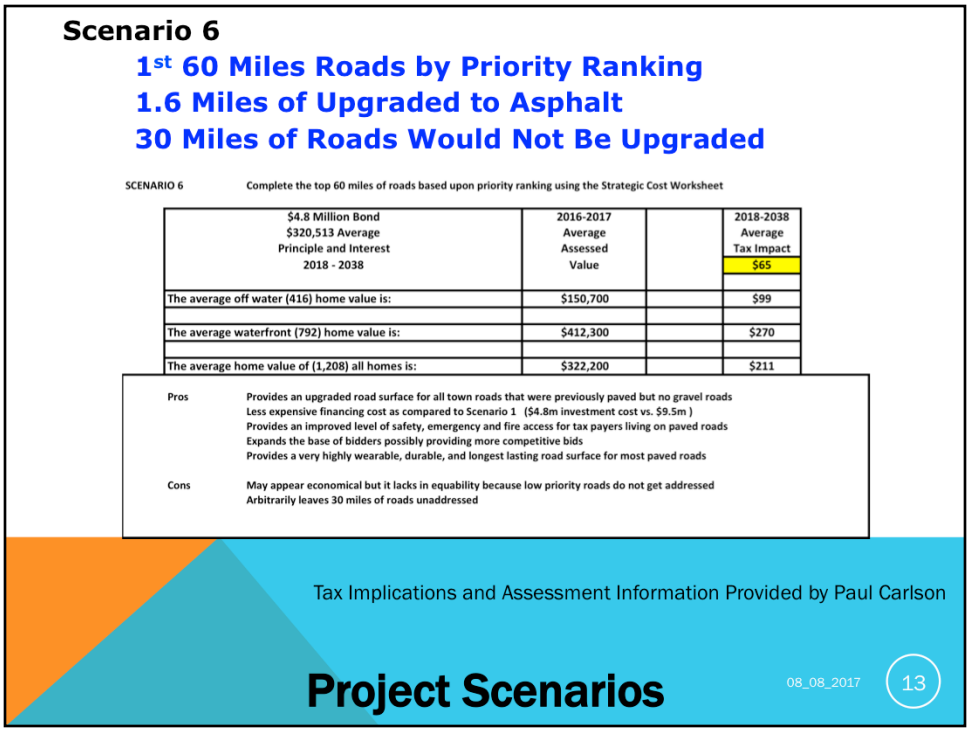
THE ANNUAL PRINCIPLE AND INTEREST ASSOCIATED WITH BORROWING $5.0 MILLION WOULD BE AN AVERAGE OF $337,351 PER YEAR.

THE ESTIMATED TAX IMPACT WOULD BE AN AVERAGE OF $69 PER $100,000 IN ASSESSED PROPERTY VALUATION.

THE ESTIMATED TAX IMPACT ON AN AVERAGE OFF WATER HOME VALUED AT $150,700 WOULD BE AN AVERAGE OF $104 PER YEAR

THE ESTIMATED TAX IMPACT ON AN AVERAGE ON WATER HOME VALUED AT $412,300 WOULD BE AN AVERAGE OF $285 PER YEAR

THE ESTIMATED IMPACT ON THE OVERALL AVERAGE HOME IN BOULDER JUNCTION VALUED AT $322,200 WOULD BE AN AVERAGE OF $222 PER YEAR



SCENARIO 6 BEGINS THE REVIEW OF THREE CONSECUTIVE SCENARIOS THAT LOOK AT THE COSTS ASSOCIATED WITH RECONSTRUCTION OUR TOWN ROADS IN 20 MILE INCREMENTS.

THE 20 MILE INCREMENTS APPROACH ORIGINATED WITH THE ORIGINAL TOWN SURVEY THAT WAS COMPLETED BACK IN 2015.

IN THAT SURVERY THE TOP TEN HIGHEST OCCUPANCY, HIGHEST TRAFFIC AND WORST CONDITIONS ROADS TOTALED 20 MILES.

WE SUBSEQUENTLY CREATED SCENARIOS IN TWENTY MILE INCREMENTS AND THEIR ASSOCIATED COSTS.

IN SCENARIO 6 THE FIRST 60 MILES OF ROADS WOULD BE RECONSTRUCTED, USING THE SAME GUIDELINES AS SCENARIO 3, AT A TOTALCOST OF $4.8 MILLION.

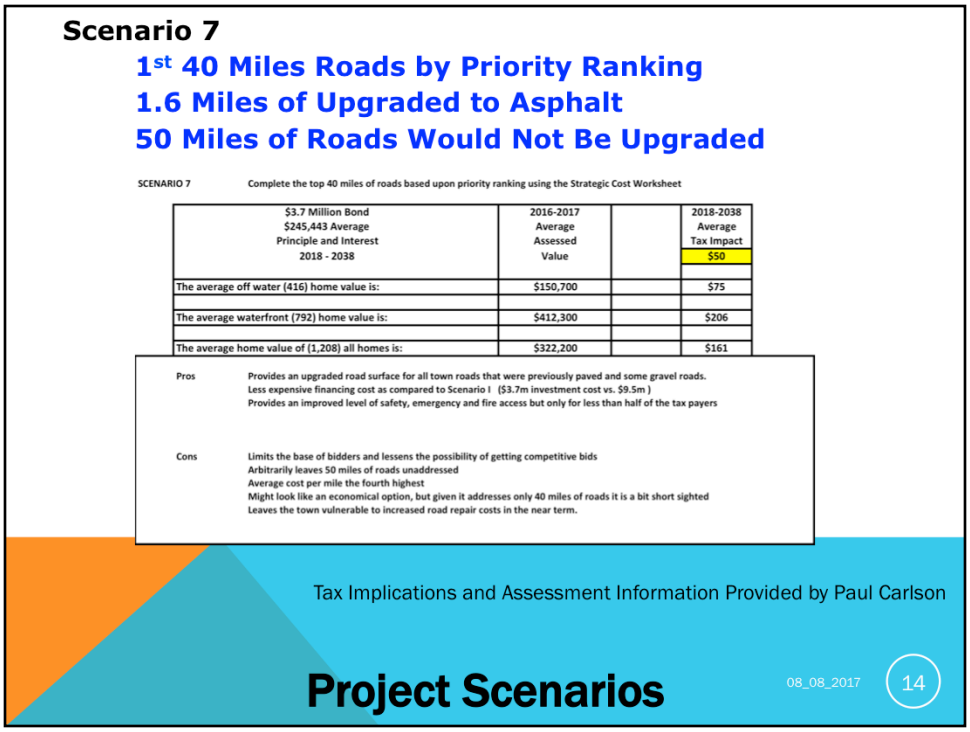
THE ANNUAL PRINCIPLE AND INTEREST ASSOCIATED WITH BORROWING $4.8 MILLION WOULD BE AN AVERAGE OF $320,513 PER YEAR.

THE ESTIMATED TAX IMPACT WOULD BE AN AVERAGE OF $65 PER $100,000 IN ASSESSED PROPERTY VALUATION.

THE ESTIMATED TAX IMPACT ON AN AVERAGE OFF WATER HOME VALUED AT $150,700 WOULD BE AN AVERAGE OF $99 PER YEAR

THE ESTIMATED TAX IMPACT ON AN AVERAGE ON WATER HOME VALUED AT $412,300 WOULD BE AN AVERAGE OF $270 PER YEAR

THE ESTIMATED IMPACT ON THE OVERALL AVERAGE HOME IN BOULDER JUNCTION VALUED AT $322,200 WOULD BE AN AVERAGE OF $211 PER YEAR



IN SCENARIO 7, ONLY THE FIRST 40 MILES OF ROADS WOULD BE RECONSTRUCTED, ONCE AGAIN USING THE SAME GUIDELINES AS SCENARIO 3, AT A TOTAL COST OF $3.7 MILLION.

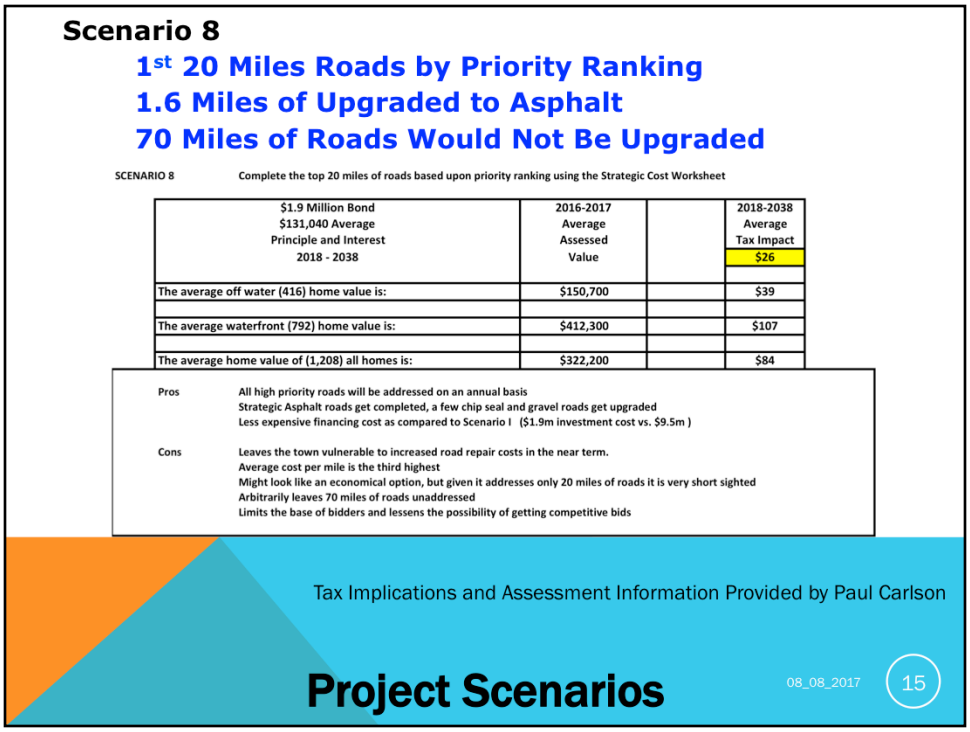
THE ANNUAL PRINCIPLE AND INTEREST ASSOCIATED WITH BORROWING $3.7 MILLION WOULD BE AN AVERAGE OF $245,443 PER YEAR.

THE ESTIMATED TAX IMPACT WOULD BE AN AVERAGE OF $50 PER $100,000 IN ASSESSED PROPERTY VALUATION.

THE ESTIMATED TAX IMPACT ON AN AVERAGE OFF WATER HOME VALUED AT $150,700 WOULD BE AN AVERAGE OF $75 PER YEAR

THE ESTIMATED TAX IMPACT ON AN AVERAGE ON WATER HOME VALUED AT $412,300 WOULD BE AN AVERAGE OF $206 PER YEAR

THE ESTIMATED IMPACT ON THE OVERALL AVERAGE HOME IN BOULDER JUNCTION VALUED AT $322,200 WOULD BE AN AVERAGE OF $161 PER YEAR



IN SCENARIO 8 ONLY THE FIRST 20 MILES OF ROADS WOULD BE RECONSTRUCTED, ONCE AGAIN USING THE SAME GUIDELINES AS SCENARIO 3, AT A TOTAL COST OF $1.9 MILLION.

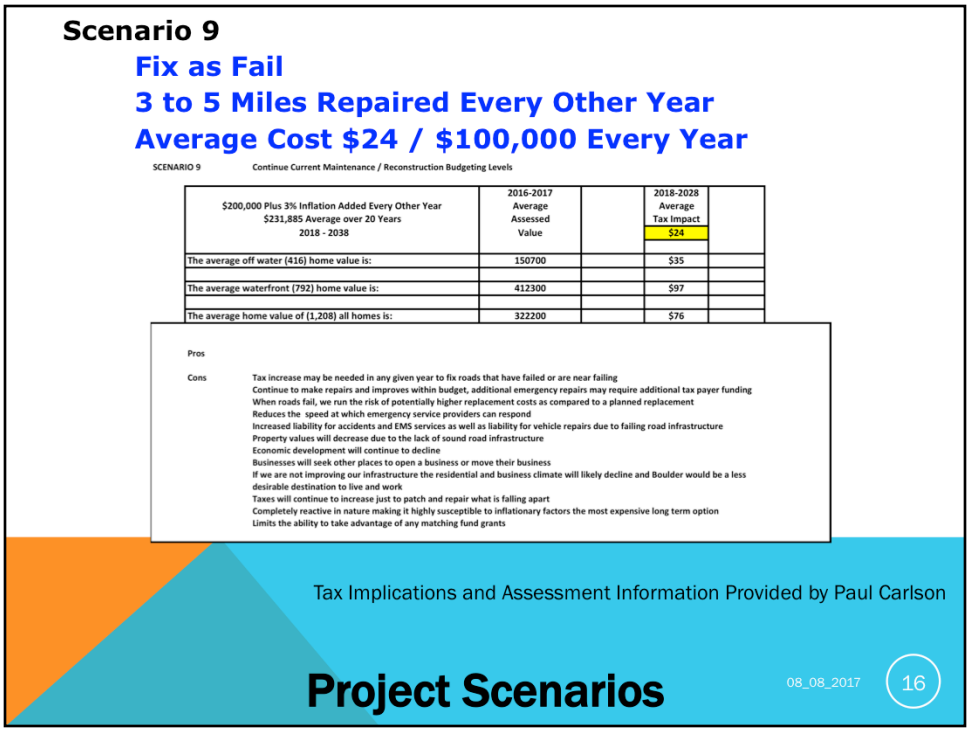
THE ANNUAL PRINCIPLE AND INTEREST ASSOCIATED WITH BORROWING $1.9 MILLION WOULD BE AN AVERAGE OF $131,040 PER YEAR.

THE ESTIMATED TAX IMPACT WOULD BE AN AVERAGE OF $26 PER $100,000 IN ASSESSED PROPERTY VALUATION.

THE ESTIMATED TAX IMPACT ON AN AVERAGE OFF WATER HOME VALUED AT $150,700 WOULD BE AN AVERAGE OF $39 PER YEAR

THE ESTIMATED TAX IMPACT ON AN AVERAGE ON WATER HOME VALUED AT $412,300 WOULD BE AN AVERAGE OF $107 PER YEAR

THE ESTIMATED IMPACT ON THE OVERALL AVERAGE HOME IN BOULDER JUNCTION VALUED AT $322,200 WOULD BE AN AVERAGE OF $84 PER YEAR



SCENARIO 9, IS THE LAST SCENARIO CURRENTLY UNDER REVIEW, AND IT IS DIFFERENT FROM THE PREVIOUS 8 BECAUSE IT DOES NOT INCLUDE THE REQUIREMENT TO GO AND BORROW MONEY FOR A 20 YEAR TERM.

SCENARIO NINE IS TODAY'S STATE. WITH THE ROAD ASSESSMENT WORK WE HAVE DONE, AND PROBABLY VERIFIED BY YOUR OWN DRIVING EXPERIENCES WE ARE ALREADY SEEING SOME OF OUR ROAD CLOSE TO FAILURE.

IN THIS SCENARIO WE WOULD ADOPT A FIX AS FAIL APPROACH WERE WE WOULD ASSUME WE WOULD HAVE TO FIX SOMEWHERE BETWEEN 3 AND 5 MILES OF ROADS EVERY OTHER YEAR.

THE COST OF FIXING THESE ROADS WOULD BE ABOVE AND BEYOUND OUR CURRENT BUDGET LEVEL AND THEREFORE ADDITIONAL FUNDS WOULD NEED TO BE ADDED TO THE BUDGER.

IN THIS SCENARIO IT ASSUMES AN ADDITIONAL $200,000 WOULD HAVE TO BE ADDED TO THE ROAD MAINTENANCE BUDGET EVERY OTHER YEAR.

THE AVERAGE COST OF DOING SO OVER THE NEXT 20 YEARS, ASSUMING A 3% INFLATION RATE, WOULD BE $231,885.

THE ESTIMATED TAX IMPACT WOULD BE AN AVERAGE OF $24 PER $100,000 IN ASSESSED PROPERTY VALUATION.

THE ESTIMATED TAX IMPACT ON AN AVERAGE OFF WATER HOME VALUED AT $150,700 WOULD BE AN AVERAGE OF $35 PER YEAR

THE ESTIMATED TAX IMPACT ON AN AVERAGE ON WATER HOME VALUED AT $412,300 WOULD BE AN AVERAGE OF $97PER YEAR

THE ESTIMATED IMPACT ON THE OVERALL AVERAGE HOME IN BOULDER JUNCTION VALUED AT $322,200 WOULD BE AN AVERAGE OF $76 PER YEAR

Project Scenario Summary

- Higher Investment = Higher cost, highest miles of coverage, fastest implementation, and everyone benefits quickly
- Lower Investment = Lower cost, least miles of coverage, slowest implementation and very few benefit quickly

INVESTMENT SCENARIO SUMMARY		Investment Amount	Roads Reconditioned	Years to Completion	Tax Impact 2018 - 2038
SCENARIO 1	Complete All 94 Miles of Roads As Proposed In The 15 Year Plan	$9,500,000	94	2	$130
SCENARIO 2	68 Miles of Roads - Engineered Solution, NO Gravel road upgrades	$7,900,000	68	2	$109
SCENARIO 3	All Roads (94 Miles) - Strategic Asphalt Applications	$7,600,000	94	2	$104
SCENARIO 4	68 Miles of Roads -Strategic Asphalt Applications and No Gravel Upgrades	$5,900,000	68	2	$81
SCENARIO 5	68 Miles of Roads -Strategic Asphalt Applications / 28 Miles in Maintenance Plan	$5,000,000	68	2 - 5	$69
SCENARIO 6	60 Miles of Road - (Strategic Asphalt Applications - Scenario 3)	$4,800,000	60	10	$65
SCENARIO 7	40 Miles of Road - (Strategic Asphalt Applications - Scenario 3)	$3,700,000	40	20	$50
SCENARIO 8	20 Miles of Road - (Strategic Asphalt Applications - Scenario 3)	$1,900,000	20	20	$26
SCENARIO 9	$200,000 "Emergency" Budget Increase	$200,000	0 - 4	20	$24

Tax Implications and Assessment Information Provided by Paul Carlson

IN SUMMARY:

HIGHER INVESTMENT = HIGHER COST, HIGHEST MILES OF COVERAGE, FASTEST IMPLEMENTATION, AND EVERYONE BENEFITS QUICKLY

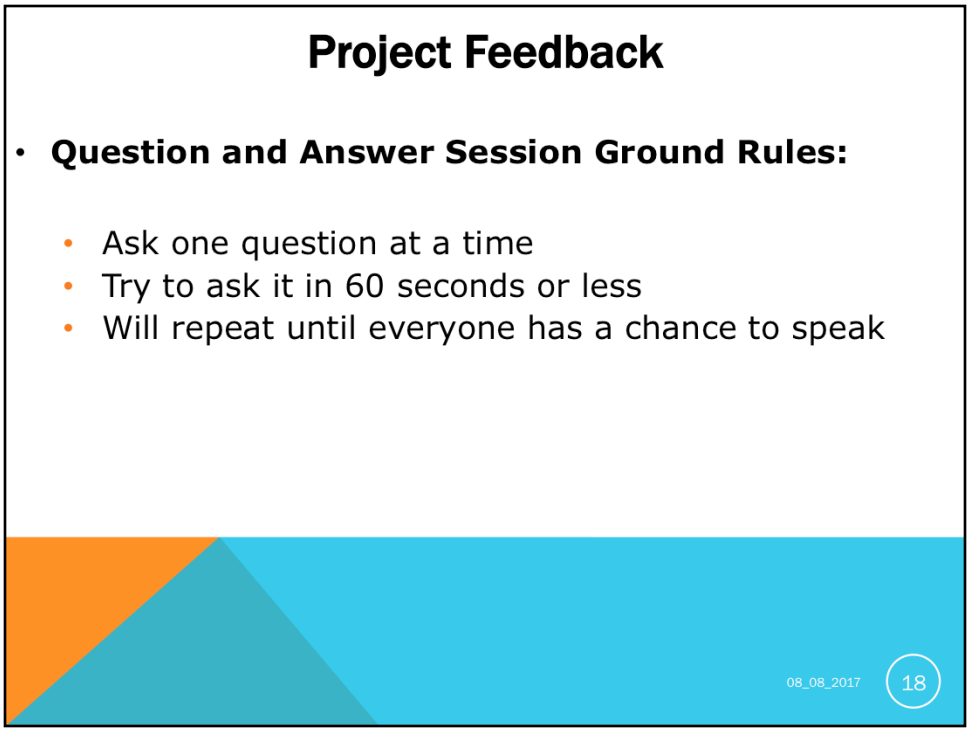
LOWER INVESTMENT = LOWER COST, LEAST MILES OF COVERAGE, SLOWEST IMPLEMENTATION AND VERY FEW BENEFIT QUICKLY

HERE IS A QUICK RECAP.

READ THROUGH EACH SCENARIO.

IN SUMMARY, WE AS A COMMITTEE HAVE NOT FOUND A SCENARIO TO BE PURSUED WHERE THERE WILL NOT BE THE POTENTIAL FOR THE NEED FOR INCREASED FUNDING FOR ROADS RESULTING IN THE POTENTIAL FOR A TAX INCREASE. ROAD IMPROVEMENT NEEDS WILL ALWAYS BE THERE, IT WILL JUST BE A MATTER OF HOW AND WHEN WE ARE GOING TO HAVE TO FUND IT.

CLICK



NOW FOR THE PROJECT FEEDBACK SESSION

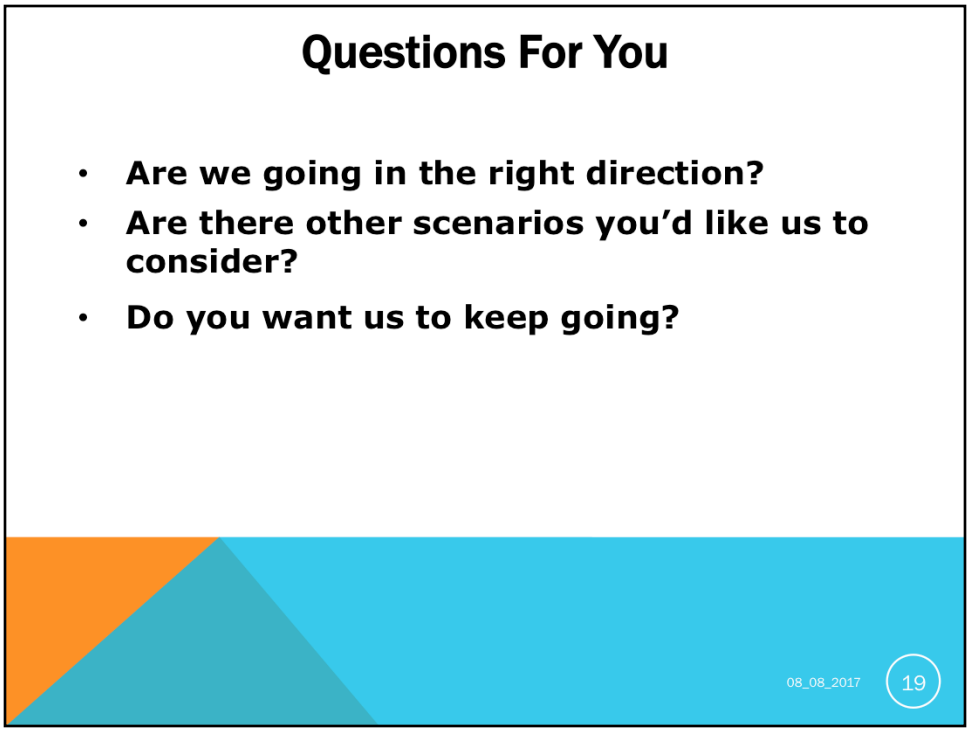
THE GROUND RULES FOR THIS SESSION ARE:

ASK ONE QUESTION AT A TIME

TRY TO ASK IT IN 60 SECONDS OR LESS SO WE CAN GET TO EVERYONE'S QUESTION,

WE WILL CONTINUE TO GO AROUND THE ROOM UNTIL EVERYONE HAS A CHANCE TO ASK THEIR QUESTION

STOP HERE UNTIL ALL QUESTIONS ARE ASKED



WE'D NOW LIKE TO BREAK FROM THE FORMAL PART OF THE MEETING TO THE INFORMAL PART.

WE HAVE ALL OF THE SCENARIOS WE COVERED DURING THE MEETING UP ON THE WAY AND THE MEMBERS OF THE COMMITTEE WILL BE AVAILABLE TO ANSWER ANY ADDITIONAL QUESTION YOU MAY HAVE AND ALSO TO HELP US ANSWER THE FOLLOWING QUESTIONS:

- **ARE WE GOING IN THE RIGHT DIRECTION?**
- **ARE THERE OTHER SCENARIOS YOU'D LIKE US TO CONSIDER?**
- **DO YOU WANT US TO KEEP GOING?**

We thank you for coming to this meeting and helping us further define our road improvement plan