

The PBH Roads Committee continues work to develop a future ballot initiative along similar lines to 2016's 1A as this remains the only equitable and financially viable solution to rehabilitate all BoCo Subdivision Roads.

## Background: County Issue 1A will repave all PBH Roads.


[SaferRoadsNow.com](http://SaferRoadsNow.com)

Our PBH Roads Committee has worked long and hard with the County Commissioners to develop a ballot initiative to address the rehabilitation of all subdivision roads over the next 15 years. The Commissioners have agreed to place our initiative on this November's ballot. It is County Issue 1A.

As most of you know, there have been a number of proposed solutions over the years which have for one reason or another not succeeded. 1A represents an all-around compromise with significant funding from the County, a very modest county wide property tax increase that ends in 15 years, and ongoing cost reviews by the transportation department to lower the overall cost wherever possible.

Boulder County Issue 1A achieves the most equitable proposed solution to date at a reasonable cost. This may well be our last best chance to approve a solution for many years to come.

It is really important that we have a high voter turnout supporting 1A starting with PBH voters.

A campaign graphic for 'Safer Roads Now' featuring a traffic light on the left with the words 'Safer' (red), 'Roads' (yellow), and 'Now' (green) on the lights. To the right, the text 'Safer Roads Now' is in a colorful font, followed by 'Vote YES on County Issue 1A' in blue and green. Below this, it lists the costs: 'Property tax annual increase of \$6.25 per \$100,000 of assessed value for 15 years.' and 'Boulder County subdivision funding adding \$1M per year to 1A (30%) for 15 years.' It also mentions '\$35,000,000 in important road and bridge projects in the 10 BoCo Cities.' and 'Rehabilitation of 150 miles of subdivision roads for 27,000 BoCo residents.' Social media icons for Facebook and Twitter are in the top right corner.

**Safer Roads Now**

**Vote YES on County Issue 1A**

Property tax annual increase of \$6.25 per \$100,000 of assessed value for 15 years.  
Boulder County subdivision funding adding \$1M per year to 1A (30%) for 15 years.

\$35,000,000 in important road and bridge projects in the 10 BoCo Cities.  
Rehabilitation of 150 miles of subdivision roads for 27,000 BoCo residents.

There are a number of reasons why voting Yes on 1A is the responsible thing to do:

1. Safety. With the deteriorating roads making travel for residents, kids on their school buses and first responders significantly more dangerous every year, lives are placed at ever higher risk the longer we delay. The safety of recreational users who walk, hike, jog and cycle on these roads is also seriously impacted.
2. Financial. Studies have shown that property values for homes within a mile of rehabilitated roads increase. A 2010 study documented an increase between 0.5% and 2% so for a home with a \$400,000 assessed value, 1A would cost \$25 for 15 years for a total of \$375 and the value of the property would increase between \$2000 and \$8000. That's a pretty good financial investment!
3. Moral. The small cost will significantly reduce the chances of injury or death for us and our children or grandchildren, or those of our friends or nearby county neighbors. Similarly, risk is reduced for our first responders and equally importantly for those whose emergency they are responding to where time is critical. This could easily be you, your family, friends, neighbors or fellow BoCo residents.

4. Fairness. Infrastructure is a community resource that has historically been funded by all for the benefit of all. 1A adheres to this principal by sharing funds to provide improvements in all 10 BoCo cities and throughout Boulder county.

While many of you are familiar with the history that has led to this issue, for those who are not here is some background.

In 1995 Boulder County Commissioners formally excluded rehabilitation from the definition of maintenance as it relates to county maintained roads, but neglected to provide any funding mechanism to pay for this significant change. As a result, we now face a \$60M-\$70M funding shortfall for these roads which continues to grow by at least \$1M for every year we do not resolve this issue.

Also, since that time, Boulder County has increasingly relied on vehicle registration, gas tax and other funding mechanisms, to fund County road work, while allocating fewer dollars to the Road and Bridge Fund. Thus, less County revenue has been directed to cities for road projects. Cities have had to find other options for funding roads, including raising sales tax.

27,000 homeowners in unincorporated county subdivisions have been caught in the squeeze with the reduced Road and Bridge Fund. Due to years-long lack of funding, rural subdivision roads are now in such a state of disrepair they are dangerous. Children ride in school buses on these unsafe roads. Cyclists daily navigate potholes, sometimes resulting in spills and injuries. Emergency responders face increased transit time due to poor road conditions.

If passed, County Issue 1A (Road and Bridge Mill Levy Increase) would provide the following funding:

\$2.3 million annually for important road and bridge projects in the 10 cities across Boulder County as follows:

Boulder: \$1,250,000 per year or \$18,750,000 over 15 years

Longmont: \$486,000 per year or \$7,290,000 over 15 years

Louisville: \$216,000 per year or \$3,240,000 over 15 years

Lafayette: \$178,000 per year or \$2,570,000 over 15 years

Superior: \$77,500 per year or \$1,162,500 over 15 years

Erie: \$51,000 per year or \$765,000 over 15 years

Lyons: \$12,500 per year or \$187,500 over 15 years

Nederland: \$9,500 per year or \$142,500 over 15 years

Jamestown: \$1,200 per year or \$18,000 over 15 years

Ward: \$550 per year or \$8,250 over 15 years

\$3.2 million annually for rehabilitation of 150 miles of subdivision roads for 27,000 Boulder County residents.

Because subdivision roads often provide access to regional destinations such as schools, trailheads and places of worship, the County Commissioners will continue to contribute an additional \$1 million annually to the cost of rehabilitating these community use unincorporated subdivision roads, beyond the mill levy increase. This funding from the county adds 30% to the property tax raised by 1A specifically for subdivision road rehabilitation.

Ongoing litigation is proposing that the courts force the county commissioners to pay for subdivision road rehabilitation from existing funds. The commissioners argue that the \$1M per year is the most they can provide without taking funds away from existing voter approved programs. This case has been rejected unanimously twice by lower courts and is now headed for the Colorado Supreme Court. This could take years. The U.S. Constitution is based on a separation of powers that makes this case very unlikely to succeed. The added risks to peoples' lives, not to mention the many millions in additional cost, does not make waiting for a ruling a responsible option.

Vote yes on 1A! Let's maintain and rehabilitate roads and bridges where people live, both in cities and in unincorporated subdivisions. For more information, visit [SaferRoadsNow.com](http://SaferRoadsNow.com).

### Ballot Issue 1A Voting Results:

Issue 1A did not pass but received 46% of the vote. Considering the pending lawsuit to force the county to re-pave subdivision roads this was a positive result. Our next ballot proposal should do much better!

COUNTY ISSUE 1A (Road and Bridge Mill Levy Increase):			
		VOTES	PERCENT
YES/FOR	<div><div></div></div>	80,589	45.91%
NO/AGAINST	<div><div></div></div>	94,960	54.09%
		TOTAL VOTES: 175,549	

## Polling results prior to the November 2016 roads ballot initiative

Boulder County has run two rounds of polling on the road paving initiative that will be on the November ballot. All polling involved statistically significant sampling of all Boulder County residents, including residents from each city and the unincorporated County in proportion to their population.

The measure actually on the November ballot contains the following provisions:

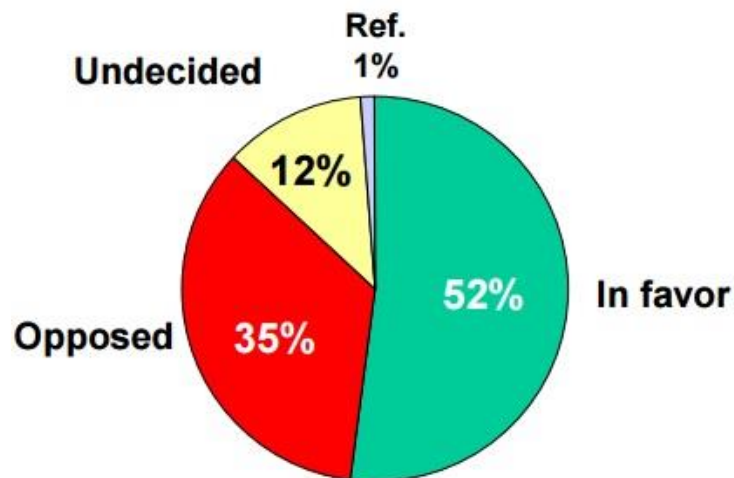
- Would repair all unincorporated County subdivision public paved roads over a 15-year period
- Would provide an estimated \$35 million to the cities in Boulder County to address their road maintenance needs
- Would cost \$6.25 per \$100,000 of residential property value per year
- Would expire after 15 years

This exact measure was not polled, but two very similar measures were polled.

In December 2015, voters were asked whether they would support the following hypothetical ballot initiative:

*Shall Boulder County property taxes be increased by one percent, in order to raise five million dollars per year for purposes of paying for the reconstruction of local subdivision roads in unincorporated Boulder County? If approved, this proposal will increase the property tax by about \$25 dollars on a \$400,000 home*

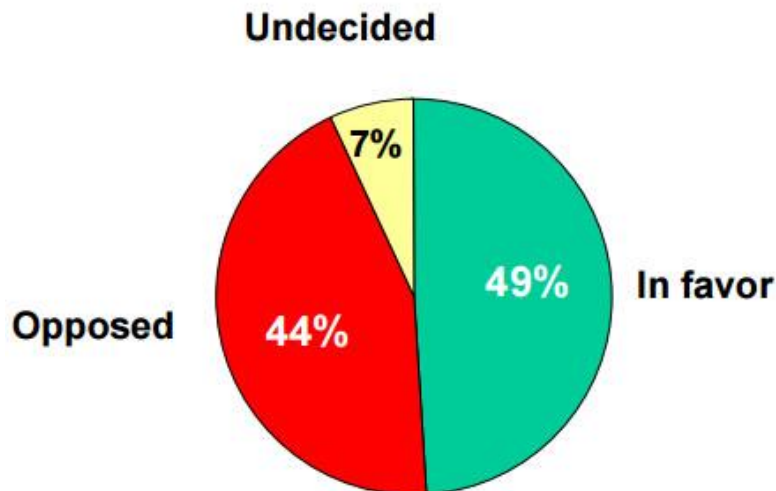
Note that this measure would have only addressed subdivision roads, not city roads. Despite that shortcoming, 52% of voters expressed support, with 35% against:



Polling was again conducted in June 2016 regarding a slightly different possible initiative:

*Shall Boulder County property taxes be increased by two percent (2%), for a period of fifteen years, in order to raise ten million dollars per year for purposes of paying for road and bridge projects within the cities located in Boulder County, as well as the reconstruction of subdivision roads in unincorporated Boulder County. If approved, this proposal will increase the property tax by about fifty dollars on the average four hundred thousand dollar home.*

This question includes the funding of road and bridge projects in the cities, but at double the cost. Even though this measure would have cost voters double what the actual November ballot measure will cost, it garnered 49% support, with 44% against:



So a majority or plurality of voters supported each of these measures, and the measure on the November ballot has advantages relative to each of these polled measures.

Other variants (a sales tax instead of a property tax, a permanent tax instead of a 15-year tax) were polled and received less favorable results, so they weren't pursued further.

In both polls, the level of support from unincorporated County residents was statistically identical to that of city residents in aggregate.