



Welcome

Today's Public Workshop is another opportunity to share your thoughts and provide input about funding options for local and neighborhood roads and road-related elements.

Workshop Agenda and Format

Presentation

Brief presentations start at 10:10 a.m. and 11:10 a.m.

Visit Boards

Please review the series of boards set-up around the room that outline various elements of neighborhood roads projects. The focus is on General Improvement District (GID) assessment methods, acceptable road pavement conditions, and project delivery/costs.

Provide Your Input

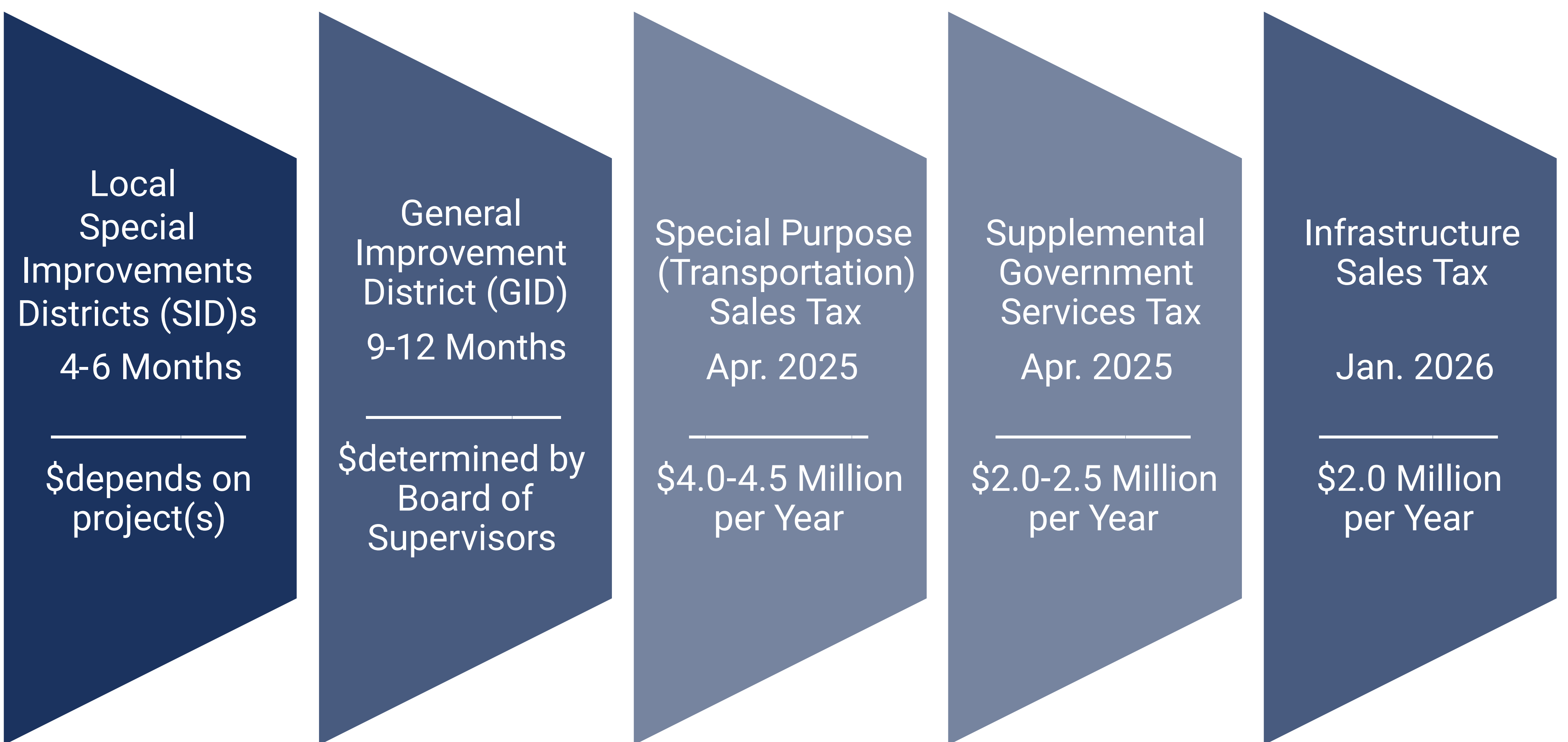
Please provide your input in three main areas: GID assessment method, local roads condition level, other possible funding ideas.

Please visit the website to learn more!
PreserveCarsonCityRoads.com



Summary of Current Funding Options

| Local Special Improvements Districts (SID)s | General Improvement District (GID) | Special Purposes (Transportation) Sales Tax | Supplemental Government Service Tax | Infrastructure Sales Tax |
|---|---|--|---|---|
| NRS 271 NEW | NRS 318 NEW | NRS 377A NEW | NRS 371 NEW | NRS 377B EXISTING |
| Improvement Districts formed for discrete road and sidewalk projects in defined geographies | Separate legal entity responsible solely for maintenance of streets and alleys; could include curbs, gutter, and sidewalks, street lighting and snow removal in authorized powers | Up to an additional 0.25% sales tax applicable to all taxable transactions within the City specifically dedicated to roads funding | A 1% tax on new and annual vehicle registration (vehicle value depreciated with age) to pay for construction & maintenance of sidewalks & streets, collected by DMV | Continued collection of 0.125% sales tax applicable to all taxable transactions within the City that is currently used for V&T bond repayment |
| Implementation | Implementation | Implementation | Implementation | Implementation |
| Formed at request of neighborhoods | Board of Supervisors; customers can protest to stop formation | Take to ballot in 2024 - pending approval | Take to ballot in 2024 - pending approval | Board of Supervisors approval following repayment of bonds |



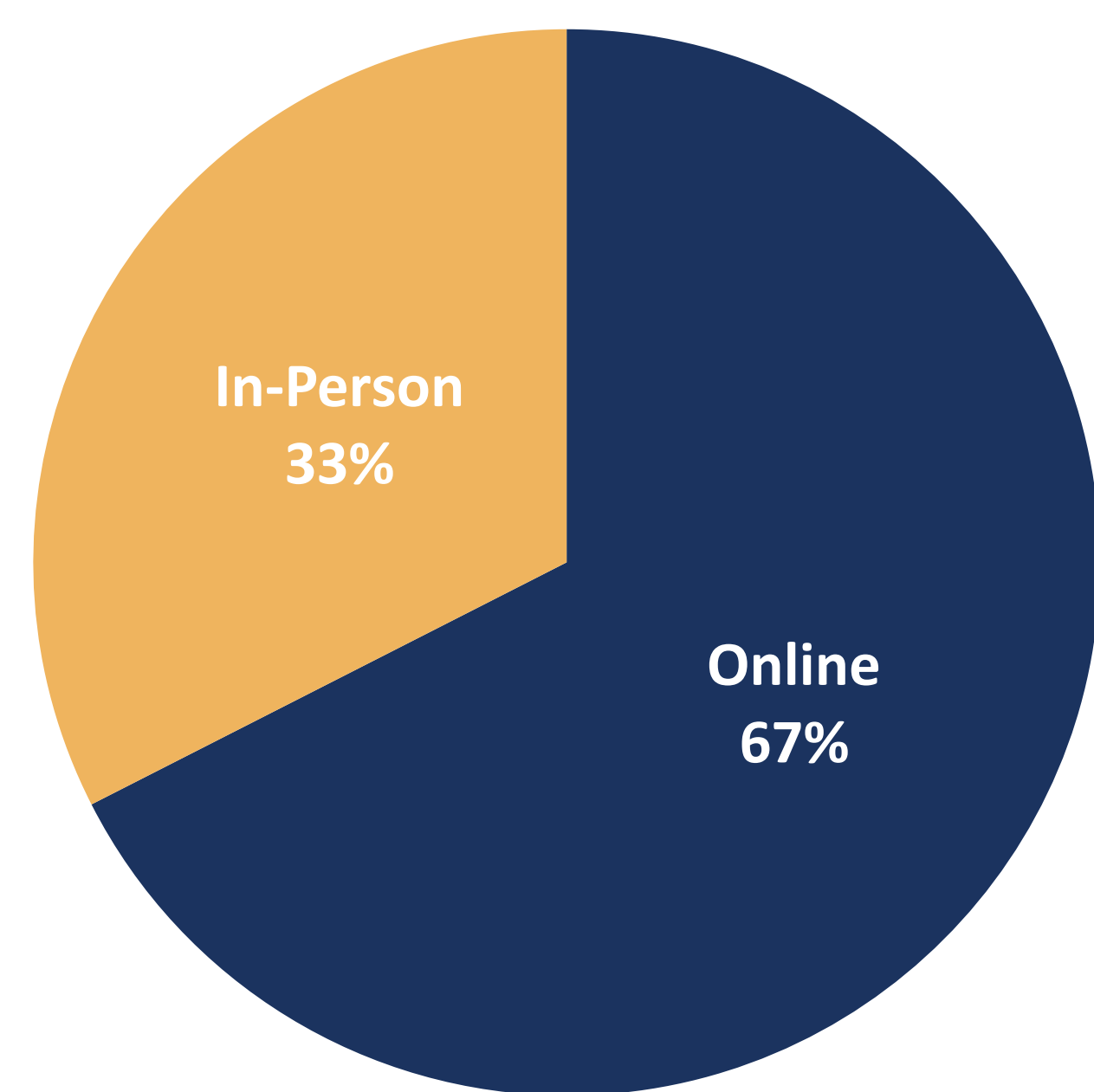
Summary of All Funding Options Considered

| Option | Status |
|---|---|
| Special Improvements District (SID) | Can be formed at request of neighborhoods |
| General Improvement District (GID) | See GID Boards |
| Special Purposes (Transportation) Sales Tax | An additional 0.25% increase in sales tax – take to ballot 2024 - pending approval |
| Infrastructure Sales Tax | An existing 0.125% sales tax that can be redirected by Board of Supervisors to roads |
| Supplemental Government Sales Tax | A tax of \$0.01 per \$1.00 of the value of vehicles – take to ballot 2024 - pending approval |
| Fuel Tax Increase | Increase gas and diesel taxes and tie to inflation. Increase in taxes failed at ballot in 2016 |
| Registration Fees | Increase registration fees paid at DMV. Registration fees are not applied at county level; not pursuing option |
| Marijuana Tax | Receive funding from the sale of marijuana. Taxes only collected at state level by statute; Funds distributed to schools per state law |
| Development Impact Fee | Charge development for impacts associated with their development. Funds can only be used for development impacts, not maintenance; not pursuing option |
| Road User Charge | A charge applied based on how much a driver uses the road; need state authorization to implement |
| Transportation Utility | Treat roads similar to other utilities and charge a fee for use. There is no state law enabling the creation of this fee; not pursuing option |
| General Fund Reallocation | Reallocate City's general fund revenues to roads; would result in a decrease to other city services (health, police, fire); could be authorized by Board of Supervisors |
| Property Tax Override | Increase property tax above state law caps. Would not generate significant revenue because of other annual increase caps; not pursuing option |

Public Outreach and Survey Results

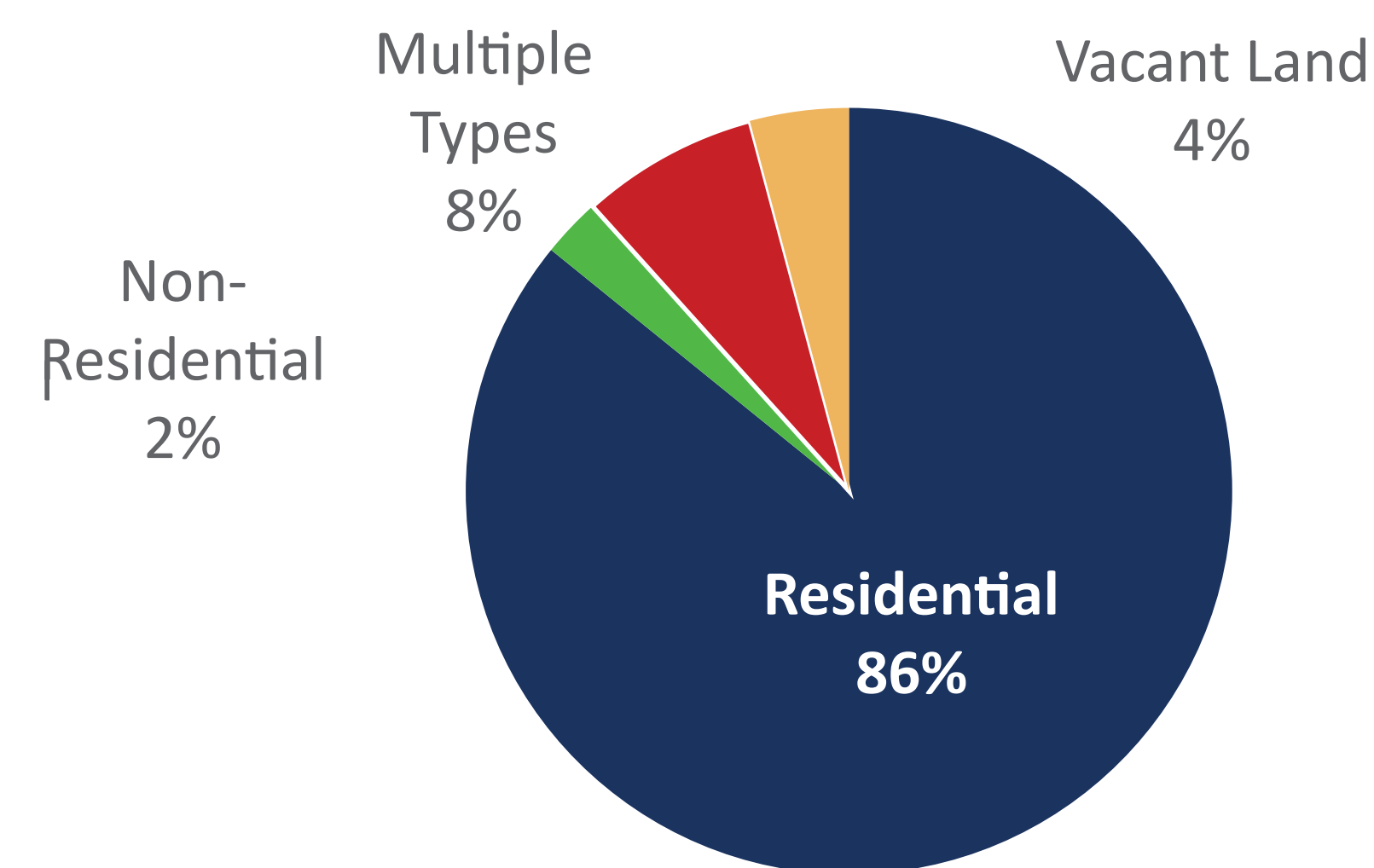
GID Questionnaire

Total 120 respondents; 81 online, 39 in person



GID Questionnaire Response Q1

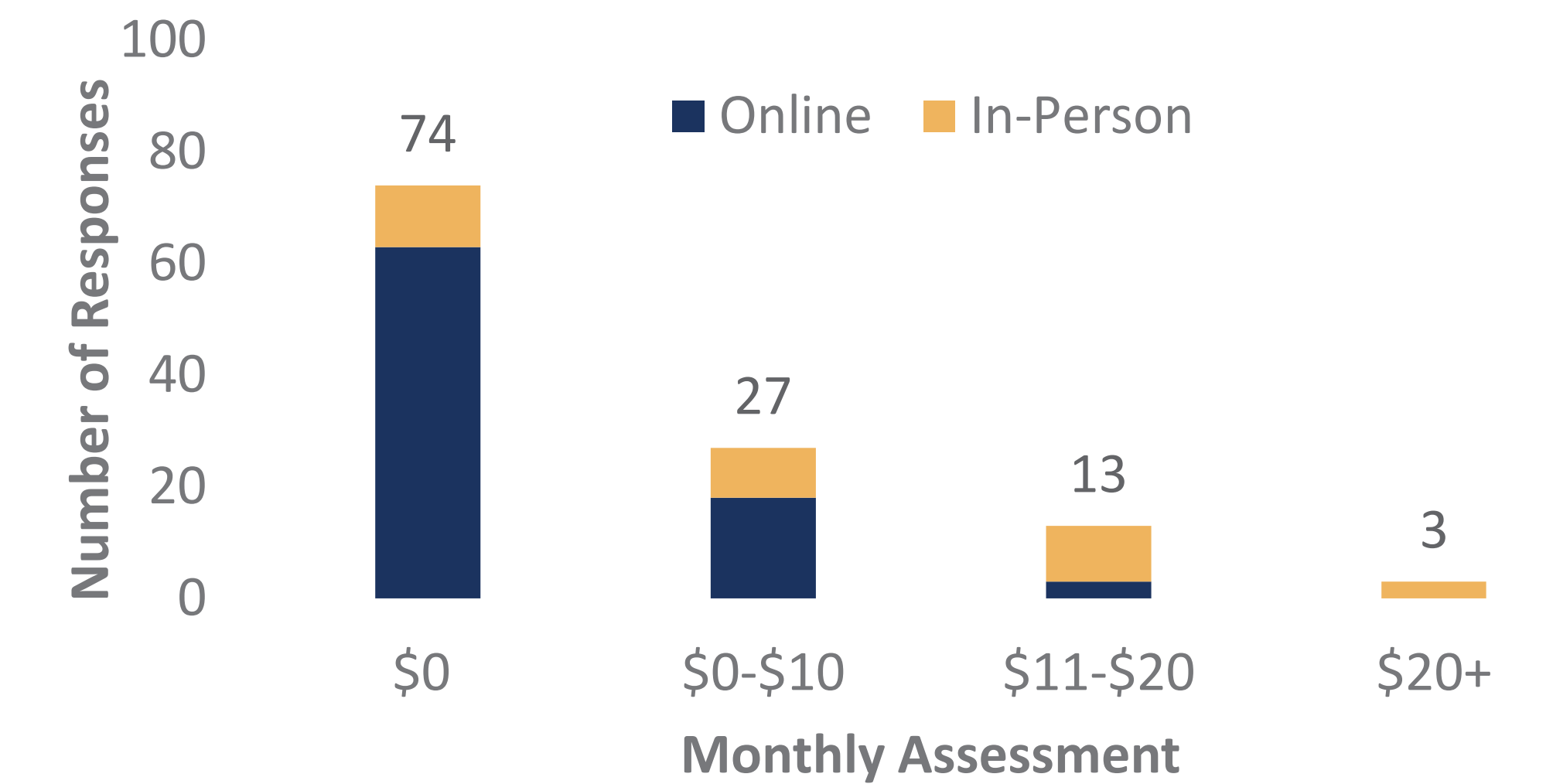
What type of property do you own?



Most respondents own residential property

GID Questionnaire Response Q2

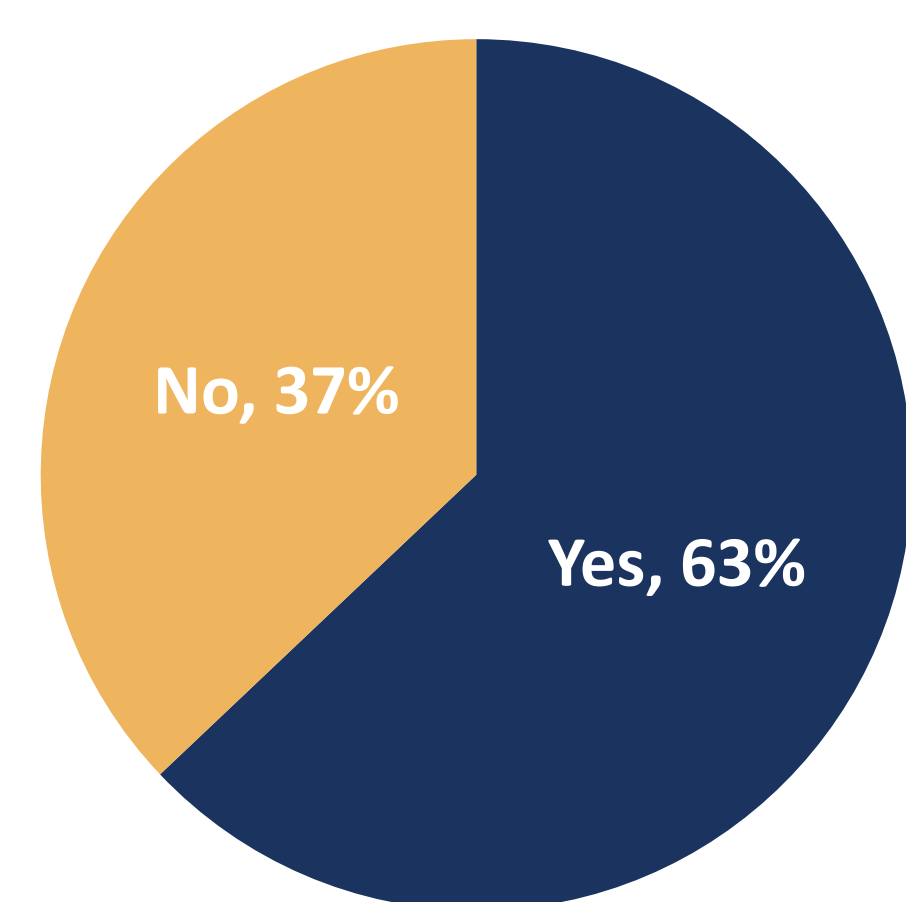
How much would you consider reasonable to pay monthly to keep your local roadways maintained?



Responses differed by in-person vs online survey

GID Questionnaire Responses Q3

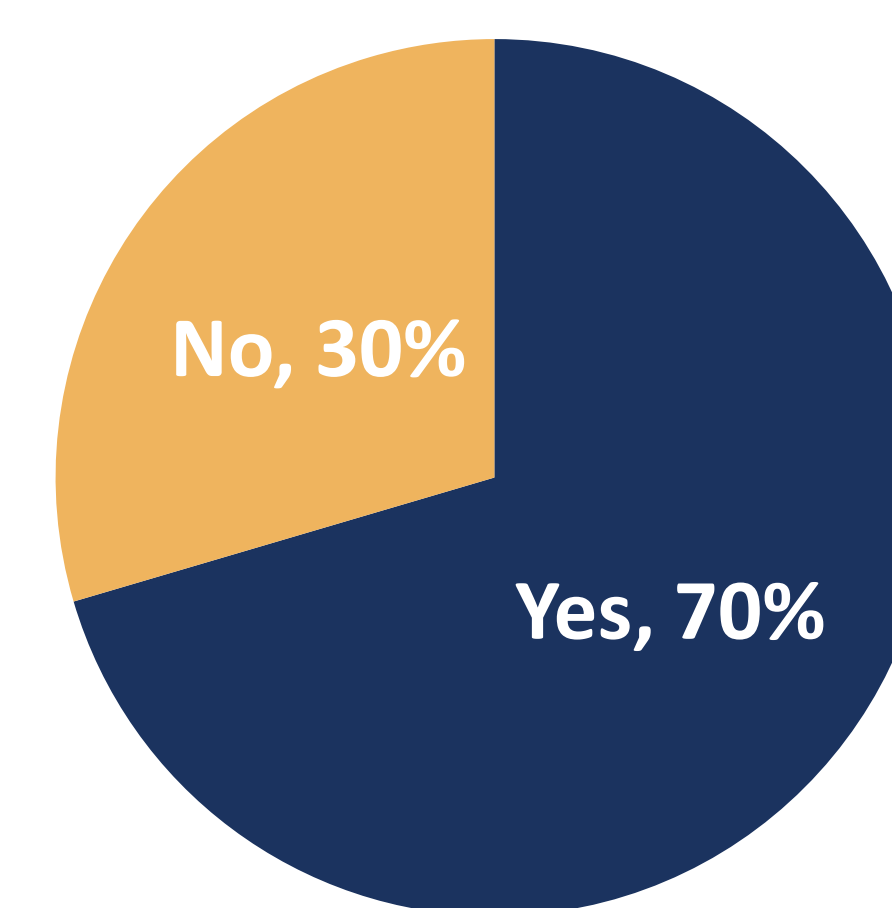
Should unimproved and vacant properties be charged a local roads maintenance assessment?



Most respondents think vacant properties should be charged an assessment

GID Questionnaire Responses Q4

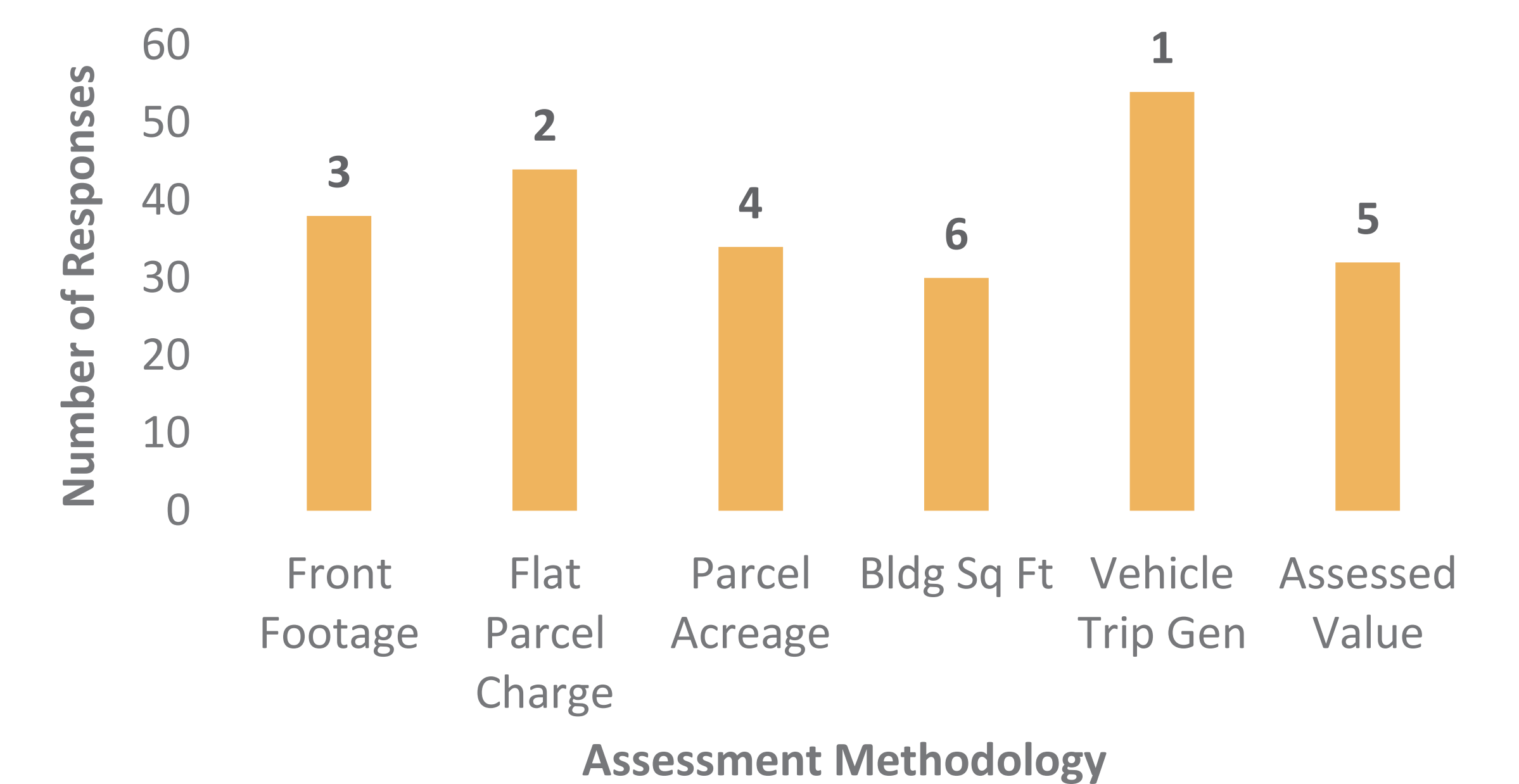
Should properties used exclusively for parking be charged an assessment?



Most respondents think parking lots should be charged an assessment

Assessment Methodologies Ranking Q5

Ranking is based on the number of times a respondent placed the option into their top 3 rankings



Other Public Input: Online Survey

- Most respondents are unhappy with the condition of Carson City's local roads
- Most respondents want their streets repaired to protect property value
- Most respondents feel the roads are unsafe for vehicles and pedestrians
- Most respondents say they alter their driving because of the poor road conditions, and they are willing to pay something to fix the problem

GID Assessment Methodology and Assumptions

Feasibility of Assessment Methodologies Ranked by Carson City Resident Surveys

| Rank | Methodology | Path Forward | |
|------|-----------------------------------|--------------|---|
| 1 | Estimated vehicle trip generation | Feasible | |
| 2 | Parcel charge | Feasible | |
| 3 | Front footage | NOT Feasible | Calculating front footage each year extremely cumbersome; administratively difficult & expensive and would not charge all parcels benefiting from use of City roads |
| 4 | Parcel acreage | Feasible | |
| 5 | Assessed value | NOT Feasible | Many properties do not have an assessed value in Carson City |
| 6 | Livable building square feet | NOT Feasible | Assessor cannot provide at this time |

Assessment Assumptions

City properties do not pay because the same residents and businesses would pay twice for the same service.

Undeveloped properties (with potential to develop) only pay a per parcel base assessment.

Common areas, open space, unbuildable lots, road/easement lots, and cemeteries are not charged.

Revenue Target

Scenario: Assessments target is to raise \$5.0 Million annually.*

*Annual amount to be determined by the Board of Supervisors

| Assessment | Estimated Annual Revenue | Share of Revenue |
|---------------------------------|--------------------------|------------------|
| Base Charge [PART 1] | \$1,208,160 | 24% |
| Additional Assessments [PART 2] | \$3,791,840 | 76% |
| Target GID Revenue | \$5,000,000 | 100% |

[1] The base charge applies to every property benefiting from City roads maintenance including developed and undeveloped property.

[2] Collected from developed properties only.

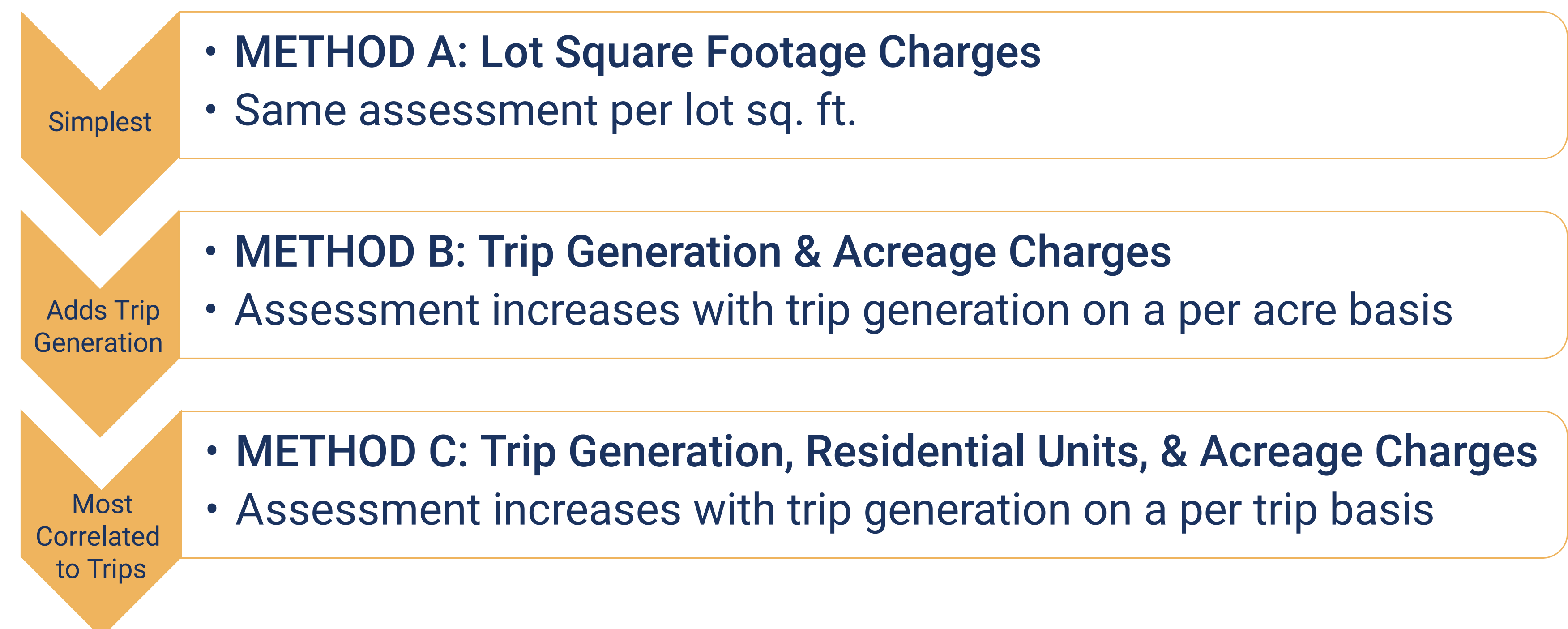
GID Revenue Generation Methods

Base Charge [PART 1]

\$5 per month

| | |
|---|-------------|
| Charge per Month per Parcel | \$5.00 |
| Charge per Year per Parcel | \$60.00 |
| Number of Parcels served by Carson City Roads | 20,136 |
| Annual Base Charge Assessment Revenue | \$1,208,160 |

Additional Assessments [PART 2]



METHOD A:

Lot Square Footage Charge

Does not account for vehicle trip generation

| | Cap [1] | Assessment Calculation |
|---|----------------|------------------------|
| Revenue Requirement | | \$3,791,840 |
| | | total square feet |
| Detached Single-Family | 15,000 sq. ft. | 140,104,128 |
| All Other Land Uses | | |
| Lots < 35 Acres | 100% | 122,618,573 |
| Lots between 35 and 80 Acres | 75% | 3,582,374 |
| Lots between 80 and 160 Acres | 50% | 9,280,240 |
| Golf Courses and Lots > 160 Acres | 25% | 22,341,663 |
| Total Lot Square Feet | | 297,926,978 |
| Assessment per Square Foot per Year | | \$0.01273 |
| Assessment per Square Foot per Month | | \$0.00106 |

[1] Detached SF lot size capped at 15,000 sq. ft.

Caps for all other land uses dependent on lot size; no cap for lots smaller than 35 acres.

METHOD B:

Trip Generation & Acreage Charge

| Assessment Category | Weekday Trips per Acre | Annual Assessment | Monthly Assessment |
|------------------------|------------------------|-------------------|--------------------|
| | | per acre | |
| Residential | 60 | \$198.88 | \$16.57 |
| Non-Residential | | | |
| C1 | 5 | \$19.89 | \$1.66 |
| C2 | 30 | \$99.44 | \$8.29 |
| C3 | 125 | \$278.43 | \$23.20 |
| C4 | 250 | \$556.86 | \$46.41 |
| C5 | 400 | \$755.74 | \$62.98 |
| C6 | 600 | \$1,133.62 | \$94.47 |
| C7 | 1,100 | \$1,829.70 | \$152.47 |

METHOD C: Trip Generation, Residential Unit & Acreage Charge

| Assessment Category | Weekday Trips per Acre | Annual Assessment | Monthly Assessment |
|----------------------------|------------------------|-------------------|--------------------|
| | | per unit | |
| Residential | | | |
| Single Family Detached [1] | | \$25.71 | \$2.14 |
| Single Family Attached [2] | | \$20.57 | \$1.71 |
| Apartments [3] | | \$15.43 | \$1.29 |
| Non-Residential | | per acre | |
| C1 | less than 10 | \$18.00 | \$1.50 |
| C2 | 10-50 | \$106.81 | \$8.90 |
| C3 | 51-199 | \$232.27 | \$19.36 |
| C4 | 200-300 | \$722.44 | \$60.20 |
| C5 | 301-500 | \$1,028.60 | \$85.72 |
| C6 | 501-700 | \$1,799.78 | \$149.98 |
| C7 | >700 | \$3,007.23 | \$250.60 |

Example GID Assessment Amount Comparisons

Single-Family Detached Home Assessment Amount Comparison

Typical Lot

| Method | Assumption | Annual Assessment | | | Monthly Assessment | | |
|--------|-------------------|-------------------|--------|---------|--------------------|---------|-----------|
| | | PART 1 plus | PART 2 | Total | | | |
| A | 6,000 sq. ft. lot | \$60.00 | + | \$76.38 | \$136.38 per year | \$11.37 | per month |
| B | 0.138 acre lot | \$60.00 | + | \$27.45 | \$87.45 per year | \$7.29 | per month |
| C | Detached Unit | \$60.00 | + | \$25.71 | \$85.71 per year | \$7.14 | per month |

Larger Lot

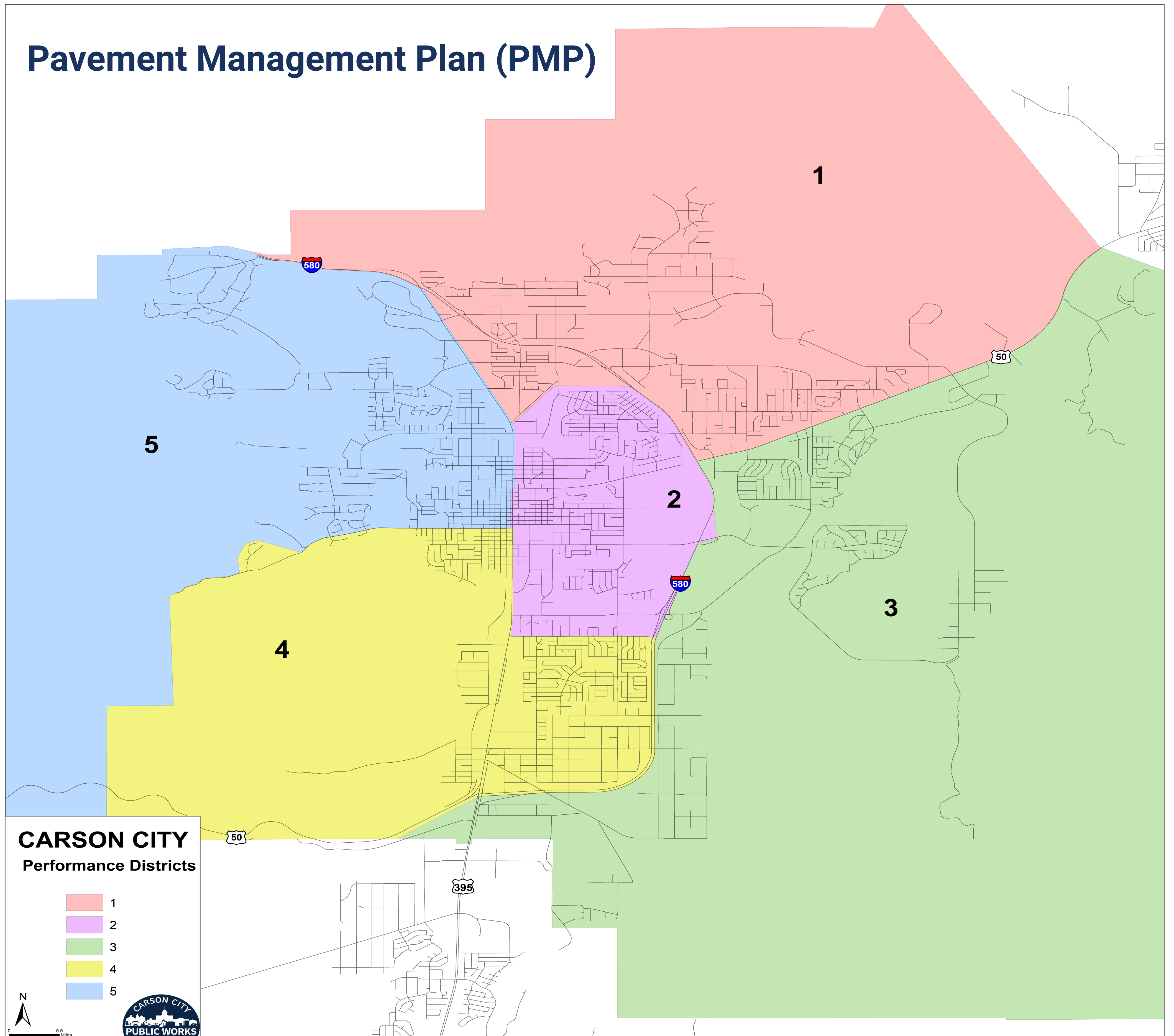
| Method | Assumption | Annual Assessment | | | Monthly Assessment | | |
|--------|--------------------|-------------------|--------|----------|--------------------|---------|-----------|
| | | PART 1 plus | PART 2 | Total | | | |
| A | 16,000 sq. ft. lot | \$60.00 | + | \$190.95 | \$250.95 per year | \$20.91 | per month |
| B | 0.367 acre lot | \$60.00 | + | \$72.99 | \$132.99 per year | \$11.08 | per month |
| C | Detached Unit | \$60.00 | + | \$25.71 | \$85.71 per year | \$7.14 | per month |

Nonresidential Assessment Comparisons

| Method | Assumption | HOTEL Annual Assessment | | | Monthly Assessment | | |
|--------|---------------------|-------------------------|--------|---------|--------------------|----------|-----------|
| | | PART 1 plus | PART 2 | Total | | | |
| A | 107,593 sq. ft. lot | \$60 | + | \$1,370 | \$1,430 per year | \$119.14 | per month |
| B | C4: 2.47 acres | \$60 | + | \$1,375 | \$1,435 per year | \$119.62 | per month |
| C | C4: 2.47 acres | \$60 | + | \$1,784 | \$1,844 per year | \$153.70 | per month |

| Method | Assumption | RESTAURANT Annual Assessment | | | Monthly Assessment | | |
|--------|--------------------|------------------------------|--------|---------|--------------------|----------|-----------|
| | | PART 1 plus | PART 2 | Total | | | |
| A | 64,469 sq. ft. lot | \$60 | + | \$821 | \$881 per year | \$73.39 | per month |
| B | C7: 1.48 acres | \$60 | + | \$2,708 | \$2,768 per year | \$230.66 | per month |
| C | C7: 1.48 acres | \$60 | + | \$4,451 | \$4,511 per year | \$375.89 | per month |

Project Prioritization/Delivery



| | |
|---------------------|---|
| Current Goal | Keep the good roads good because it costs less \$ |
| Future Goal | Prioritize fixing some of the worst roads in addition to keeping good roads in good condition |

Sample Prioritization Process



What Happens with No Change in Funding and Roads Deteriorate?

- City Average PCI in 2050 = 33
- Roads will continue to deteriorate
- Roads may become undriveable, full of potholes, dusty
- Utilities may fail and costs for maintaining utilities will increase
- Postal delivery suspension and delays in emergency response services



Could Roads be Converted from Paved to Unpaved?

Yes, although the process is not substantially less expensive.

Assumptions:

- Convert 48 miles of local roads to unpaved/gravel
- Road maintenance every 4 months 3 x/year
- City must hire additional crew for maintenance

Costs:

- Initial Conversion = \$206,100/mile
- Annual maintenance = \$2.17M/year
- Cost Comparison: Funding Gap for Paved Roads = \$21M Funding Gap after Conversion = \$19.9M

Additional Considerations for Unpaved Roads:

- Dust control
- Vehicle wear & tear/increased vehicle maintenance costs
- Future development and changes to travel patterns. May result in need to repave
- Multi-modal accessibility

Local Roads Condition Level

Vote for preferred condition level of your roads

Maintain a Better Condition (PCI = 70)
Funding Gap = \$26M/year



Maintain Existing Pavement Condition (PCI = 62)
Funding Gap = \$21M/year



A

B

Maintain a Lesser Condition (PCI = 50)
Funding Gap = \$12M/year



Do Nothing Approach to Road Maintenance (PCI = 33 by 2050)



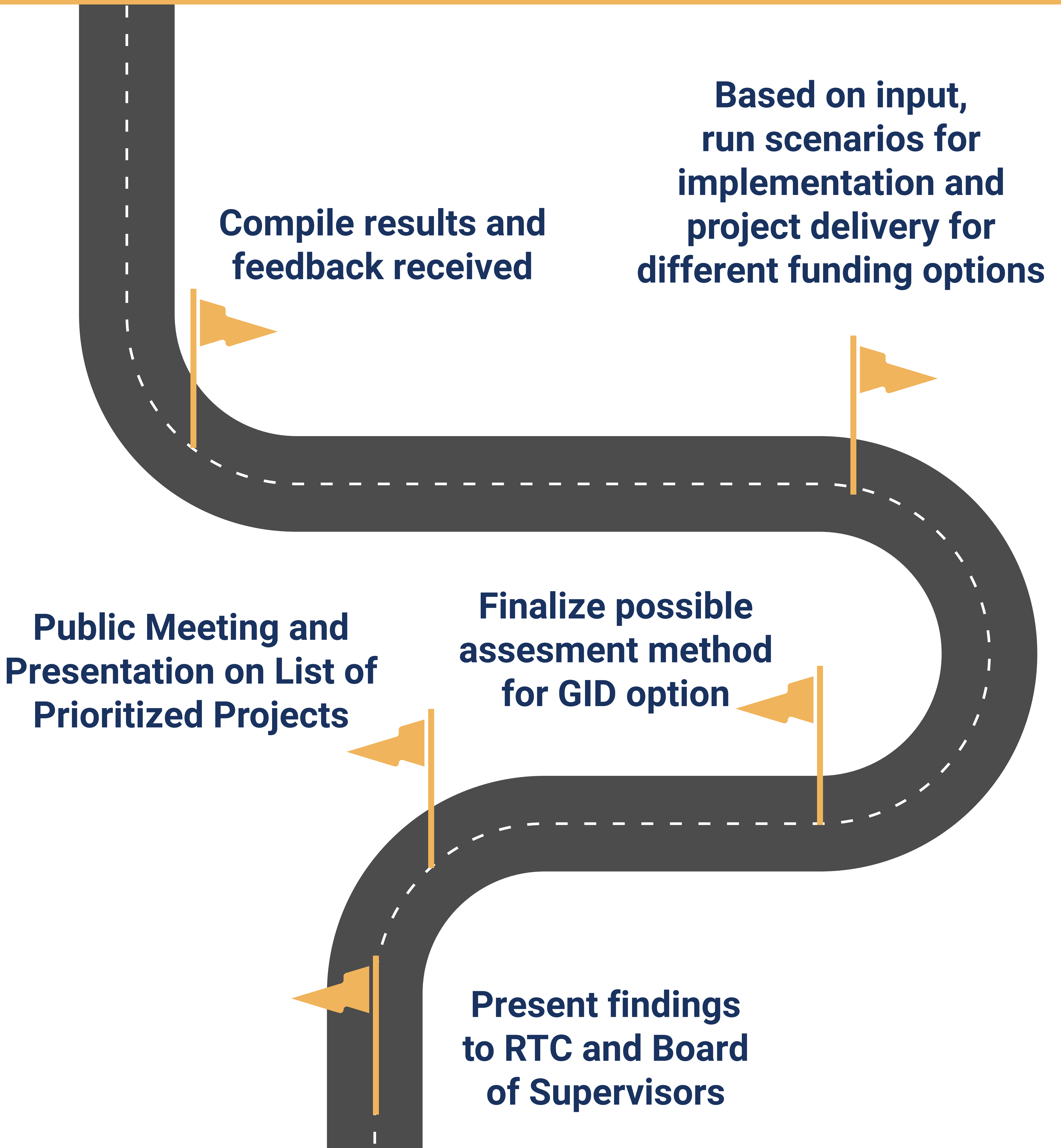
Do Nothing
Have BOS
pay it from
their salaries

Focus on local
access only. Prioritize
non-vehicle transport
Carson is small, we
can walk, ride, wheel
stroll. Etc

C

D

Next Steps



Please visit the website to learn more!
PreserveCarsonCityRoads.com

