



South Indian River Water Control District™

Established 1923

November 21, 2019 – 7:00pm
Jupiter Farms Park Pavilion
16655 Jupiter Farms Rd., Jupiter, FL 33478

BOARD OF SUPERVISOR WORKSHOP AGENDA

1. Pledge of Allegiance
2. Discuss Policy of Assessment for Road Maintenance on County Roads
3. Discuss Updating of Web Site for ADA Compliance
4. Adjourn

Extracted from 1985 Road Bond Official Statement

Prior to the early 1970's there had been little or no development in the District. By 1975, the increased vehicular traffic that resulted from an acceleration in residential development began to stress the graded dirt road-ways beyond the ability of the District to adequately maintain them. As residential development continued into the early 1980's, there were a number of occasions when public services had to be curtailed or terminated because of impassable roadway conditions. A number of landowners requested that the Board seek special legislation to allow the District to undertake road improvements. The Act was amended in 1978 but limited the District to the purchase of shellrock which was used to stabilize major roadways and intersections. The legislation did, however, provide for a two year study to formulate a road improvement program. The Act was again amended in 1980 to allow the District to implement road improvements upon a majority vote of the landowners receiving benefits. The District issued \$1,400,000 Road Bonds dated March 1, 1983 for the purpose of providing funds to finance the construction of approximately 2.75 miles of road improvements in the east of the C-18 canal.

In 1984, the District Engineer prepared a comprehensive Road Plan designed to address the problem of primary access into the District. The Road Plan proposed 21.7 miles of paved roadways that would provide several avenues of primary access into the District and was designed to provide a looped roadway system that would provide paved access roads to within one mile of vast majority of property owners in the District. For purposes of the Plan the District was divided into seven distinct units of benefit, and the proposed roadway system was designed such that the roads proposed to be constructed in each unit **would benefit all of the landowners in that unit** regardless whether or not the roads were improved in the other units. In August, 1984 the landowners in six of the seven units approved the Road Plan.

Authors Notes

In terms of the assessment policy of the District a distinction is made between County Roads and roads built by SIRWCD (and paid by landowners) then transferred to Palm Beach County.

Parcels abutting County Roads are not assessed for Road Maintenance

Parcels abutting roads constructed in the 1983 Road Plan (PBCE only) and the 1985 Road Plan were only assessed for their prorata share of the construction costs and are assessed for annual road maintenance costs. This policy was established by the Board of supervisors adopting the Road Plan. At the time these plans were implemented, the plan of Improvements required that each parcel affected be sent a notice of the benefits from the plan, be passed by referendum, and submitted to the Circuit Court for a hearing.

For the purposes of this analysis, only the projects affecting PBCE (Unit 1) and the Jupiter Farms Area (Units 2A, 2B, and 2C) are presented. Units 3, 5, 6 and 7 all of which access Indiantown Road were not subject to this policy and have been omitted.

Table 1 portrays the impact of the policy on those parcels abutting the SIRWCD Improved Roads. It compares the historical cost to those landowners for both Debt Service (1985 Bonds only) and Road Maintenance costs from 1985 to date. It is intended to answer the question: what would have been the cost assessed against the parcels had that cost not been shared by the community. The calculations reveal that the ongoing charges for Road Maintenance have not exceeded the "savings" that these parcels benefitted from the community in sharing the cost of construction.

Table 2 reflects the estimated impact to other landowners by eliminating parcels abutting the SIRWCD Improved roads from the annual Road Maintenance assessments.

Table 1

Unit	Debt Service Assessments (Total)	Nbr of Parcels Assessed	Per Parcel DS Assessment	Per Parcel RM Assessment	Net RM & DS Assessments
1	3,218,661	1552	2,074	5,815	7,889
2A	9,725,115	2764	3,518	5,081	8,599
2B	1,342,951	415	3,236	5,081	8,317
2C	113,205	409	277	5,081	5,358
		5140			

Unit	Debt Service Assessments (Total)	Nbr of Parcels Assessed	Per Parcel DS Assessment	Per Parcel RM Assessment	Net RM & DS Assessments	Net "Savings" to Parcels on SIRWCD Improved Roads
1	3,218,661	173	18,605	5,815	24,420	16,531
2A	9,725,115	554	17,554	5,081	22,635	14,036
2B	1,342,951	70	19,185	5,081	24,266	15,949
2C	113,205	10	11,321	5,081	16,402	11,044
		807				

Table 2

	Total Assessments as Adopted	Nbr of Parcels as Adopted	Nbr of Parcels Eliminated	Revised Parcel Count	2019/20 Rate as Adopted	2019/20 Rate with policy change	Net increase
Road Maintenance - PBCE	185,000	1,529	173	1,356	121	137	16
Park Maintenance-PBCE	63,000	1,546		1,546	41	41	-
Road Maintenance -JF	710,000	4,571	634	3,937	156	181	25

Note: The number of parcels eliminated are only those parcels that are in the 1985 Road Plan. Presumably if the BOS adopts a new policy the parcels associated with the 1983 Road plan would also be included.