

To: The Board of Storm Mountain PID #55

From: The Board of Cedar Park Road Maintenance Corporation

May 19, 2015

At its summer meeting in 2014, the members of the Cedar Park Road Maintenance Corporation reconstituted the Corporation to act in an advisory capacity to the newly formed Storm Mountain Public Improvement District. The intent is to assist the board of the PID to help improve the quality of services provided to the people of the Storm Mountain community.

The board of the Cedar Park Road Maintenance Corporation sees the potential for significant additional benefit to the Storm Mountain community through a relationship with the board of the Storm Mountain Public Improvement District that is much more an expression of a context of Partnership than has been the case to date.

To these ends, the CPRMC board would like the PID board:

1. to provide a considered response to the questions posed below at the PID Annual Meeting scheduled for Saturday May 23, 2015 at 1:00 PM at the Big Thompson Canyon Association building next to the fire station in Drake,
2. to take under advisement the general recommendations shown below; and
3. to recognize a need for repairs and improvements to area interior roads that have been noted by the CPRMC Filing Directors and will be provided under separate cover prior to the annual meeting.

**Information Requested:**

1. The CPRMC board is asking once again for the assistance of the PID board to complete specific permanent road improvement projects within the Cedar Park subdivision, with funds to be provided by CPRMC. Please convey to the community the PID board's current willingness to provide this assistance, and if the PID board chooses to turn down this request, a rational basis for doing so.
2. What is the PID Board's policy or approach to allocating funds between the needs of the interior roads and lower Storm Mountain road, also known as the Access Road?
3. Why has minor grading of the Access Road been delayed this year well beyond the need for such grading? Did the lack of a County-approved contractor contribute to this delay, and if so, what is being done to insure that in the future there is always a competent contractor on call to meet the emergency needs of the community?
4. What is the PID Board's current Reserve Fund policy to insure that sufficient funds will always be available to meet emergency needs; and to periodically re-surface the chip sealed portions of the road as is mandatory for that road surface?

**General Recommendations to the Storm Mountain PID Board:**

1. Recognize that the CPRMC board represents a significant body of experience and potential additional support staff for the PID board, and choose to relate to the board from a context of Partnership.
2. Complete the 10 year road plan as the PID board has indicated it intends to do, and submit it to the Community for review, comment and approval.
3. Perform additional capital improvement projects, such as additional chip sealing, only within the context of a community-approved long range plan.
4. Within the plan, recognize that additional paving of the Access Road will result in people driving faster. This in turn will make certain narrow and limited sight distance segments of the road more hazardous to users of the road, and increasingly so as traffic volumes continue to increase in the coming years. Identify and include in the plan the specific road segments where blasting and widening is needed to improve safety in light of future increased speeds and traffic volumes.
5. In the timing of road improvements, schedule the completion of blasting / widening to occur before adjacent road segments are paved, so that safety improvements don't cause a need to spend additional funds to re-do grading and paving of adjacent road segments.
6. Within the plan, recognize the specific improvements to interior roads noted by area Filing Directors.
7. Publish the PID Board's Reserve Fund policy that will insure that sufficient funds are set aside annually to meet unforeseen emergency needs, and to complete necessary periodic re-paving of chip sealed road segments in the years it is needed without a need to forego normal annual road maintenance in those years.

Thank you for your consideration.

Cedar Park Road Maintenance Corporation

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Teri King, President

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John Green, Treasurer