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# LOCAL IMPROVEMENT DISTRICT (LID) DIRT ROAD PAVING PROGRAM

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PROVIDING A METHOD TO PAVE OUR  
DIRT ROADS

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City of Meniffee

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## LOCAL IMPROVEMENT DISTRICT (LID) PROGRAM

### **PURPOSE**

The purpose of the program is to identify and create a methodology to pave and maintain dirt roads. Throughout the City of Menifee, numerous residential dirt roads, some city maintained and some privately owned and maintained, exist. Some of these roads have become impassable during weather related events and are in need of repair.

While the City maintains some dirt roads that it acquired through incorporation, many other dirt roads are privately owned and not maintained by the City. It is the intent of the City to design and develop a program to assist owners of privately owned dirt roads to design, improve and pave them to city standards. Once the roads have been improved and accepted by the City, the City would maintain them in perpetuity.

### **BACKGROUND**

A number of private residential dirt roads exist in Menifee, which are not maintained by the City, but are heavily traveled by residents, health and safety personnel (i.e., police, fire, code enforcement, animal services and solid waste collector), and other service providers.

City staff was directed to investigate the possibility of paving city owned and privately owned dirt roads. Staff has contacted surrounding cities and performed research on opportunities to accomplish this task. Since the City cannot use general fund monies to pave or improve privately-owned roads as it is a gift of public funds, one major hurdle is locating and securing the funding necessary to provide this program.

Paving city owned and maintained dirt roads is a daunting task as the current funding for road and street repair will be consumed with repairing and improving our current paved roadways. The opportunity to address the City maintained dirt roads will be addressed in our pavement management plan to be developed this summer.

Staff has identified a program to partner with residents to pave dirt roads to City standard.

### **ANALYSIS**

Other jurisdictions have used some form of district to partner with the community to provide a vehicle to fund improvement projects. One example of this type of district is a Local Improvement District (LID). A LID is a method used to fund, construct and transfer private infrastructure to beneficial public use by assessing the whole or part of an area for the cost of improvements. LIDs are created when property owners within a defined area collaborate with the City to perform street, storm drain and/or sanitary

sewer improvements to an undeveloped or privately-owned area of the City. Once a LID has been properly formed, it can be used to fund all phases of a project.

Owners of property affecting the proposed project area must publicly vote for the formation of the LID. The formation would set a cost of the project that would be funded by an annual assessment to the affected properties. The typical repayment period for project costs is 10 years. After project completion and acceptance by the City, ownership of the project area would be transferred to the City and maintained in perpetuity.

The Local Improvement District (LID) Dirt Road Paving Program would provide residents who own property on private dirt roads with the vehicle to make improvements and pave the road to City standards. Once the improvement has been completed and accepted by the City, the project area would be maintained annually by the City.

The LID program would also be available to residents that desire the City owned dirt road adjacent to their property to be paved. The process would work in similar fashion.

## PROGRAM BENEFITS

### *The benefits to property owners from paving dirt roads:*

- Provide better and safe access to own property and residence
- Provide better and safer access for emergency vehicles (i.e., police, fire), health and safety personnel (code enforcement, animal services, waste management) and other services (postal and delivery services)
- Increased property values
- Dust reduction
- Less wear and tear on personal vehicles

### *The benefits to the City from paving a dirt road:*

- Being able to provide adequate/improved services to the residents
- Safer road conditions for emergency personnel when responding to requests from residents
- Improved overall safety
- Better overall air quality
- Better management of the national pollutant discharge elimination system (NPDES) by controlling flow of debris into catch basins and detention areas, keeping unwanted and harmful elements out of the storm drain system

## PROGRAM COMPONENTS

1. Interested property owners (LID representatives) or City identify dirt road for program consideration and set project meeting to discuss opportunity with proposed area property owners.
2. Property owners, or the City, select an engineering firm to prepare parcel map showing potential LID boundary and property to be assessed, an aerial map (photo) showing potential LID area and road/roads to be improved and a spreadsheet showing a preliminary assessment of the cost estimate. Three copies of each will be submitted the City Engineering Department for review.
3. City Engineer reviews the plans, specifications and estimate for approval.
4. City prepares a Proposition 218 letter to notify all affected property owners of the requested improvement and sets a date for a public vote.
5. Public vote is held (only affected property owners will vote) and property owners vote to agree or disagree with the cost of the improvement and the placing of the assessment on each property for the term of repayment.
6. After the vote, a Request for Proposal will be performed by the City to obtain a licensed, bonded contractor to perform the work.
7. Once work is completed and the street is accepted by the City for maintenance, the assessments will be placed on property tax roll.
8. Assessment is collected annually by the City until the repayment is made and City continues to maintain paved road in perpetuity.
  - a. Estimates for Paving Dirt Roads to full standard: \$500,000 per mile
    - i. This figure is based on the assumptions that the dirt road would have access to utilities, be able to channelize any drainage issues, be above flood waters, comply with water quality requirements and meet all highway safety standards for the design speed. The engineering components that would make a street comply with city standards include: culverts, compacted fill, aggregate base, asphalt, street striping, signage, bio-swales, detention basins and landscaping.
    - ii. Curb and gutters are usually not a rural road standard and are not projected to be included in the project.
  - b. Example:
    - i. one mile paving project = \$500,000 / 40 property owners / 120 month repayment plan = \$104.16 per month per property owner