

County Service Area Frequently Asked Questions

Q: What is a County Service Area subzone for residential streets and what does it have to do with repairing my road?

A: A County Service Area (CSA) subzone may be formed when County residents request services from Public Works that are beyond what is currently budgeted. Fees are established and collected via the property tax rolls and used exclusively for the maintenance of the roads within your service area subzone. The annual fee will be based upon the type of resurfacing the residents prefer and the subzone size.

Q: Are there fees involved in setting up a CSA?

A: Yes, in order for a subzone to be created, an engineer's report determining who would benefit from the zone and maps showing the proposed zone must be generated. The cost averages around \$1,000 and the expense is generally borne by the residents. However, Public Works may be able to assist in paying these fees up-front and recouping them from the subzone once it has been formed.

Q: Are there fees involved to administer the CSA?

A: Yes, the County does charge fees to create and administer CSAs, typically running about 7%. Additionally, projects that utilize County staff that specifically benefit the CSA subzone will be charged actual labor costs.

Q: How much money will you collect to repair the roads in my area if a CSA subzone is formed?

A: Fees collected for each service area are dependent upon which types of repairs or resurfacing you and your neighbors would like to have performed on their streets.

Q: Once the CSA subzone is formed, how soon can I expect to see repairs performed on my road?

A: Generally, money must be collected before repairs can be made. In order to have work begin as soon as possible, it is suggested that the CSA subzone collect larger fee amounts for the first couple of years and then scale back or drop their fees as projects are completed.

Q: Will the road work be performed by County crews or by independent contractors? Who will be responsible for obtaining quotes, estimates and determining what work needs to be performed?

A: Generally, the work will be advertised for bids and performed by independent contractors. However, there may be situations involving smaller road repair projects where it could be advantageous for the work to be performed by County crews.

Q: Who determines what work needs to be done on my road?

A: Historically, CSAs appoint a representative to act as a liaison to work with the County to make decisions for the CSA, with input from other CSA residents. Additionally, County engineers can also provide their opinion and input on the best methods to repair a road for the subzone's consideration.

To learn more about your street's PCI, please contact

John Swenson (831) 454-2160

OR

Visit our website at

<http://www.dpw.co.santa-cruz.ca.us/>

For further information on forming a County Service

Area Subzone, please contact:

Trish Vergon (831) 454-5139

Santa Cruz County



Department of Public Works



**Residential Neighborhood
Street Resurfacing Program**

(County Service Area Subzones)

Road Maintenance History & Budget

The County's road maintenance budget is comprised primarily of monies received from state gas taxes and County Service Area 9D assessment fees, as well as funding from the County Redevelopment Agency, state and federal grant funding, and local money from the County's General Fund.

With 600 miles of County roads, 130 bridges, 25,000+ traffic signs, 36 traffic signals and 66 miles of drainage culverts, the County of Santa Cruz Department of Public Works does not have the financial resources to meet the needs of all County residents to maintain and resurface their local streets.

Functional Class	Total Miles	Lane Miles	% of Network Area
Arterials	78.3	177.0	19.1%
Collectors	213.1	426.2	35.5%
Residential/Local	157.9	314.3	28.0%
Other/Rural	150.7	301.4	17.5%
Total	600.0	1193.7	100%

In 2007, based on our latest survey, the County had an approximate \$100 million backlog of road resurfacing needs. In recent years, due to funding limitations, the County's primary focus has been placed on the repair and reconstruction of our major arterial and collector roads, which are more heavily traveled than residential streets. While this benefits all County residents as a whole, many residents would like to see a higher level of maintenance of their local neighborhood residential streets, either with asphalt overlays, slurry seals, or in some cases, the complete reconstruction of their streets.

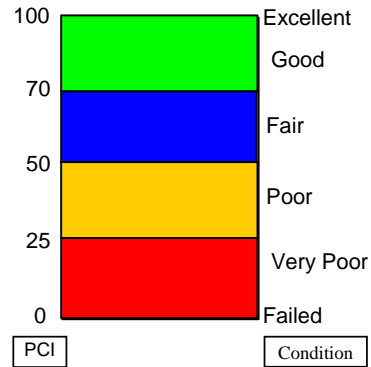
What would best address your needs depends on the current condition of your street and how much money it would take to do the work. Asphalt overlays are very expensive given the current cost of petroleum, but other, less costly, surface treatments are available.

This brochure is intended to provide you with information as to how individual neighborhoods can raise additional funding to supplement the County's existing road maintenance funding to address your specific needs.

"The State of Our Pavement"

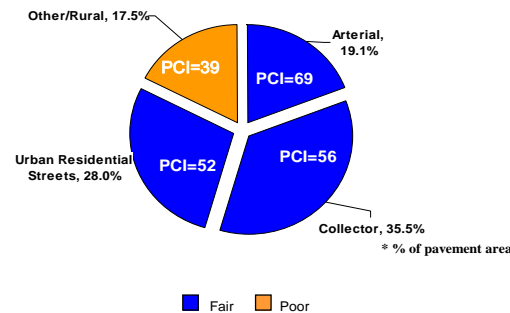
The condition of county and city roads is measured in what is called a PCI (Pavement Condition Index).

How do we measure pavement condition?



As shown in the chart below, collector and arterial roads are generally in better condition than most residential streets, which is not unexpected as these roads generate larger amounts of traffic and are considered more of a priority for resurfacing projects. Additionally, collector and arterial roads are often eligible for a limited amount of State or Federal transportation funding, while residential streets are not.

2007 Average PCI by Functional Class



So what can be done to ensure that YOUR residential streets receive the level of maintenance that you and your neighbors prefer? Other than raising the gas taxes or sales tax, one option available to individual neighborhoods is forming a County Service Area subzone.

Road Maintenance Subzones

All property owners in unincorporated Santa Cruz County now pay a flat fee for County Service Area 9D – Road Repair (\$56.40 per improved parcel and \$28.20 for unimproved parcels). The County is divided into three zones and the money is spent only in the zones where it was collected. Even with these funds, there is not enough funding available to perform repairs on all County roads and streets, thus leading Public Works to look for new ways to finance basic road resurfacing needs.

While County voters have not been willing to approve a new sales tax for transportation funding, one option available is the establishment of new benefit assessment subzones. These subzones would be based on small neighborhood benefit assessment areas that would have the potential to raise funds to provide specific pavement maintenance at the local level. These subzones would be **self-initiated and citizen-driven** through a petition process through the County Board of Supervisors. The funding generated could only be utilized in the neighborhoods where the residential subzones were created.

Due to rules established under Proposition 218 "The Right to Vote on Taxes Act," the Board of Supervisors would have to hold public hearings on the creation of the subzones. Following the public hearing, Public Works will then hold a mail ballot proceeding on the establishment of fees for the subzone. Fees can only be collected upon approval by the majority of property owners, with votes weighted in accordance with the amount of the proposed assessment on each parcel.

Creation of a subzone would not preclude the residential neighborhood streets from receiving other maintenance services from Public Works. However, it would ensure that the neighborhood received road maintenance services that its residents deemed a priority, such as a road overlay or resurfacing. Routine maintenance would still be provided by Public Works using the County's existing funding sources.