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
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.

<table>
<thead>
<tr>
<th>Functional Class</th>
<th>Total Miles</th>
<th>Lane Miles</th>
<th>% of Network Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>78.3</td>
<td>177.0</td>
<td>19.1%</td>
</tr>
<tr>
<td>Collectors</td>
<td>213.1</td>
<td>426.2</td>
<td>35.5%</td>
</tr>
<tr>
<td>Residential/Local</td>
<td>157.9</td>
<td>314.3</td>
<td>28.0%</td>
</tr>
<tr>
<td>Other/Rural</td>
<td>150.7</td>
<td>301.4</td>
<td>17.5%</td>
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<tr>
<td><strong>Total</strong></td>
<td>600.0</td>
<td>1193.7</td>
<td>100%</td>
</tr>
</tbody>
</table>

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.

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

**How do we measure pavement condition?**

- PCI=100 Excellent
- PCI=70 Good
- PCI=50 Fair
- PCI=30 Poor
- PCI=0 Very Poor
- PCI<0 Failed

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.

The State of Our Pavement

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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.

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.