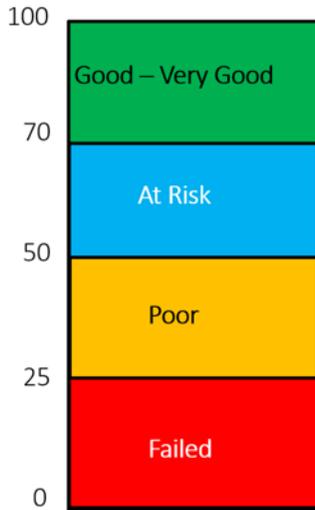


SANTA CRUZ COUNTY DEPARTMENT OF PUBLIC WORKS ROAD RESURFACING

January 2020

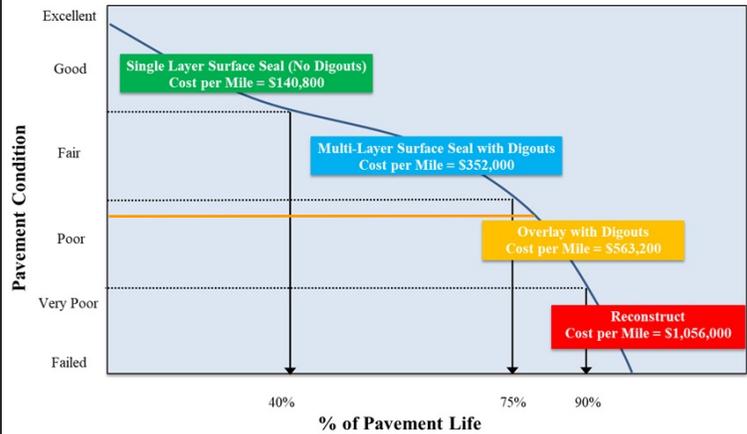
Pavement condition is rated by PCI (Pavement Condition Index). This system rates roads on a scale from 0 to 100, 100 being a new road and 0 being a failed road.

Countywide PCI for Santa Cruz is now at an average of 48



PCI :

**Pavement Life/
Condition:**



Transportation:



Miles:



California population has increased 30% since 1990 adding more demand to the transportation network.



Santa Cruz County maintains approximately miles of roadway

6000

FUNDING SOURCES



GRANTS (STIP, RSTP)

- Grant funding from State & Federal sources is distributed through our local transportation agency the SCCRTC (Santa Cruz County Regional Transportation Commission)
- \$1.4 million yearly allocation of RSTP funds and competitive grant program for STIP
- RSTP is used primarily for pavement resurfacing (major routes)



State Gas Tax - HUTA (Highway User Tax Account)

- Created in 1923 as the Primary Road Funding Source for State & local Governments
- The tax lost value in the 1970's due to inflation & has not been raised since 1994. Construction prices have more than doubled the pace of inflation, creating a large funding backlog
- County's FY 2019-20 share is approximately \$7 (based largely on registered vehicles)
- Used for crew maintenance (pothole patching, ditch & culvert cleaning, and brush trimming)



SB-1 (Senate Bill 1)

- State measure which collects new gas and vehicle registration taxes for road funding
- Important new funding source but far from solving funding gap left by gas tax
- The County share of SB-1 is currently about \$4.4 million per year
- Currently being used for 2017 Storm Damage Repairs



Refuse Vehicle Impact Fee

- 10 year contract for refuse services with GreenWaste Recovery now includes a fee to offset pavement damage caused by refuse vehicles
- The fee generates approximately \$1.4 million per year
- Used for pavement resurfacing (major routes)



Measure D

- A local one-half cent sales tax measure that funds transportation projects for a 30 year period
- County & City governments share a 30 year portion of the measure allocated to local road repair
- The County share of Measure D funds is approximately \$2.8 million per year
- Used for pavement resurfacing (primarily neighborhood streets)



CSA 9D (Property Tax)

- The only portion of property tax which goes to roads is the CSA 9D assessment fee
- As of FY 2019-20 the CSA 9D fee is \$56.40 for parcels with a house and \$28.20 for undeveloped parcels. The fee has not been raised since 1996.
- Total revenue generated Countywide from CSA 9D fees is \$2.8 million per year
- Used for basic services such as pothole patching, ditch & culvert clearing roadside vegetation

CURRENT PLANNED RESURFACING PROJECTS

Measure D Resurfacing Program (Recurring):

The County is currently putting out a resurfacing project each summer using Measure D funds targeting roads on the approved Measure D 5-year plan. The 2020 Measure D project will resurface neighborhood streets in the Thurber, Seacliff, and Felton communities, as well as a portion of Lakeview Road in south County.

2020 RSTP/STIP Project

This project will combine several years of State grant funds to resurface several major routes throughout the County including all roads noted below:

Glen Arbor Rd (Full Length), Hihn Rd (Full Length), East Zayante Rd (Quail Hollow Rd To Eagle Tree Ln), Upper East Zayante Rd (Full Length), West Vine Hill Rd (Full Length), Vine Hill Rd (Full Length), Mountain View Rd (Full Length), North Rodeo Gulch Rd (Spot Repairs), Laurel Glen Rd (Full Length, Mount Hermon Rd (PM 1.31 to Scotts Valley City Limit), Lockwood Ln (100' N/O Graham Hill Rd to Scotts Valley City Limit), Graham Hill Rd (Sims Rd to Lockwood Ln), Pioneer Rd (Full Length), Varni Rd (Full Length), & Empire Grade (PM 9.37 to PM 10.67)

Buena Vista Road (Summer 2021):

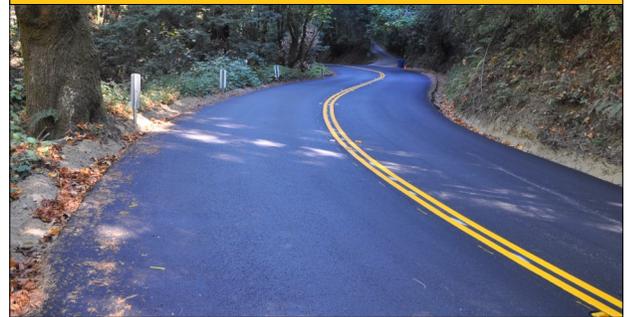
This project includes roadway rehabilitation from Highway 1 to San Andreas Road and drainage improvements to address flooding issues. This project is funded by the refuse vehicle impact fee.



RODRIGUEZ STREET



GRANITE CREEK ROAD



More Information about Measure D, SB-1, and Road Resurfacing can be found on our website at: <https://www.dpw.co.santa-cruz.ca.us/Home/TransportationRoads/Projects.aspx>



PAVEMENT MAINTENANCE



The County of Santa Cruz maintains approximately 600 miles of roadway, it's like driving from Santa Cruz to Eugene, Oregon. A road is made up of many things. Our road network includes over 80 bridges, an estimated 6000 culverts, and countless walls, earth embankments, striping, signage, traffic signals, and other infrastructure, but the thing most people think of when they hear "road" is the pavement surface. This article will focus on pavement, but as you read, keep in mind that it is merely the most visible top layer of a much larger set of infrastructure which needs just as much work.

You can think of pavement maintenance like the maintenance of your house, if you can apply a regular coat of paint you can prevent damage from occurring, if you do nothing your house will continue to deteriorate until you need to rebuild a wall. For roads, that regular coat of paint is the slurry or chip seal. As condition worsens more expensive techniques like overlays become necessary, ultimately requiring a full rebuild of the roadway. A rebuild is about 8 times more expensive than a seal, or to put it in other words, we can seal 8 times more roads than we can rebuild. For this reason, Public Works focuses the majority of its efforts on sealing what roads we can to extend their life, in the absence of adequate funding this is the most effective use of our resources.

To most efficiently use our limited resurfacing funds the County uses a pavement management software called StreetSaver. To keep information up to date the County conducts pavement condition surveys approximately every 5 years, we just completed such a survey in 2018. Pavement condition is rated by PCI (Pavement Condition Index).

This system rates roads on a scale from 0 to 100, 100 being a new road and 0 being a failed road. The results of our recent survey show that our Countywide PCI is now at an average of 48.

Our 2018 pavement survey indicated that we would need \$24 million per year for pavement resurfacing just to hold our 600 mile network at its current PCI of 48, or \$49 million per year to eventually achieve good condition network wide. For the past several years we have had an average pavement resurfacing budget of approximately \$2.2 million, coming mostly from grant sources. The most optimistic of projections of future pavement funding including an infusion of SB-1 funds would give us an average \$8 million per year over the next 10 years, at this funding level our PCI will continue to decline to a projected PCI of 33 over the next 10 years.

The County's current unfunded backlog for pavement resurfacing alone is \$266 million, this backlog is so great that even with other new funding sources such as Measure D and SB-1 we are still far short of what we need. Santa Cruz is not alone, this is a major problem State-wide stemming from a decade's long stagnation of the Gas Tax at a time when construction prices have more than doubled the pace of inflation. SB-1 was not a cure to the problem, only a stop-gap measure until an adequate road funding source could be found. There is a current State level effort to find a long-term sustainable revenue source, the most promising idea at this time is a Road User Tax based on vehicle miles traveled. In the meantime, we will continue to look for new potential funding sources and will continue to do our best to maximize our existing funding sources to provide the most benefit to the most road users.



Conversations Welcome:
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