

Tonight's Meeting
will begin shortly.

Permanent Road Division Program

5,700 Parcels &
16,500 Residents
Served by PRD Program

Overall Pavement
Condition is "Good"
PCI: 61

100 Miles of Road in
68 PRD Zones

59% PRD Zones
formed before 1980

Annual Revenues of \$1.8M
FY 2022-23 Budget \$9.5M

PRD Outreach: PRD Zones 80, 101 & 106

Permanent Road Division Program

Department of Public Works

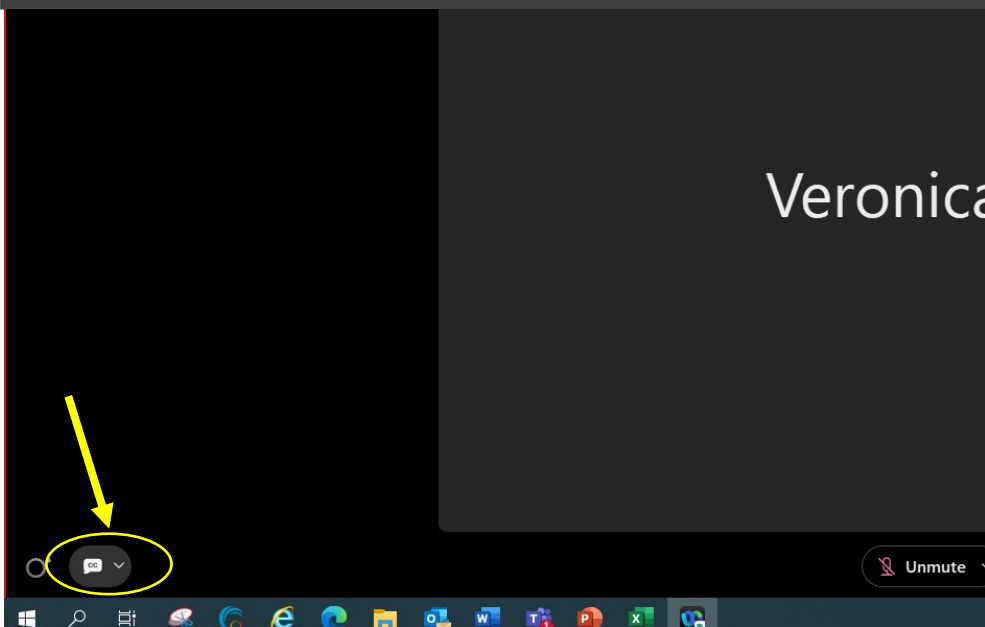
Jen Winfrey, Unit Manager
Jennifer.Winfrey@SDCounty.ca.gov
858-495-5470



Neil Searing, Program Coordinator
Neil.Searing@SDCounty.ca.gov
858-694-2691

<https://www.sandiegocounty.gov/content/sdc/dpw/specialdistricts/prd/>

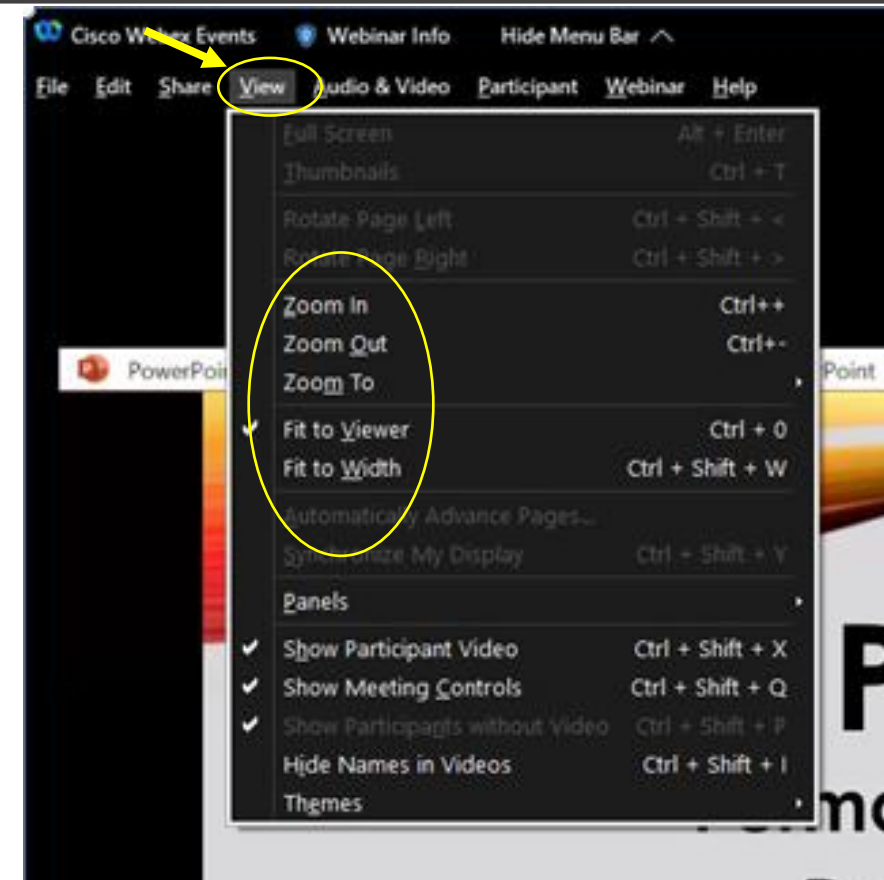
Using WebEx for this Meeting



Closed Captions are available. Turn on the Closed Captions by clicking on the ... symbol in the bottom right corner. From there select Closed Captions.

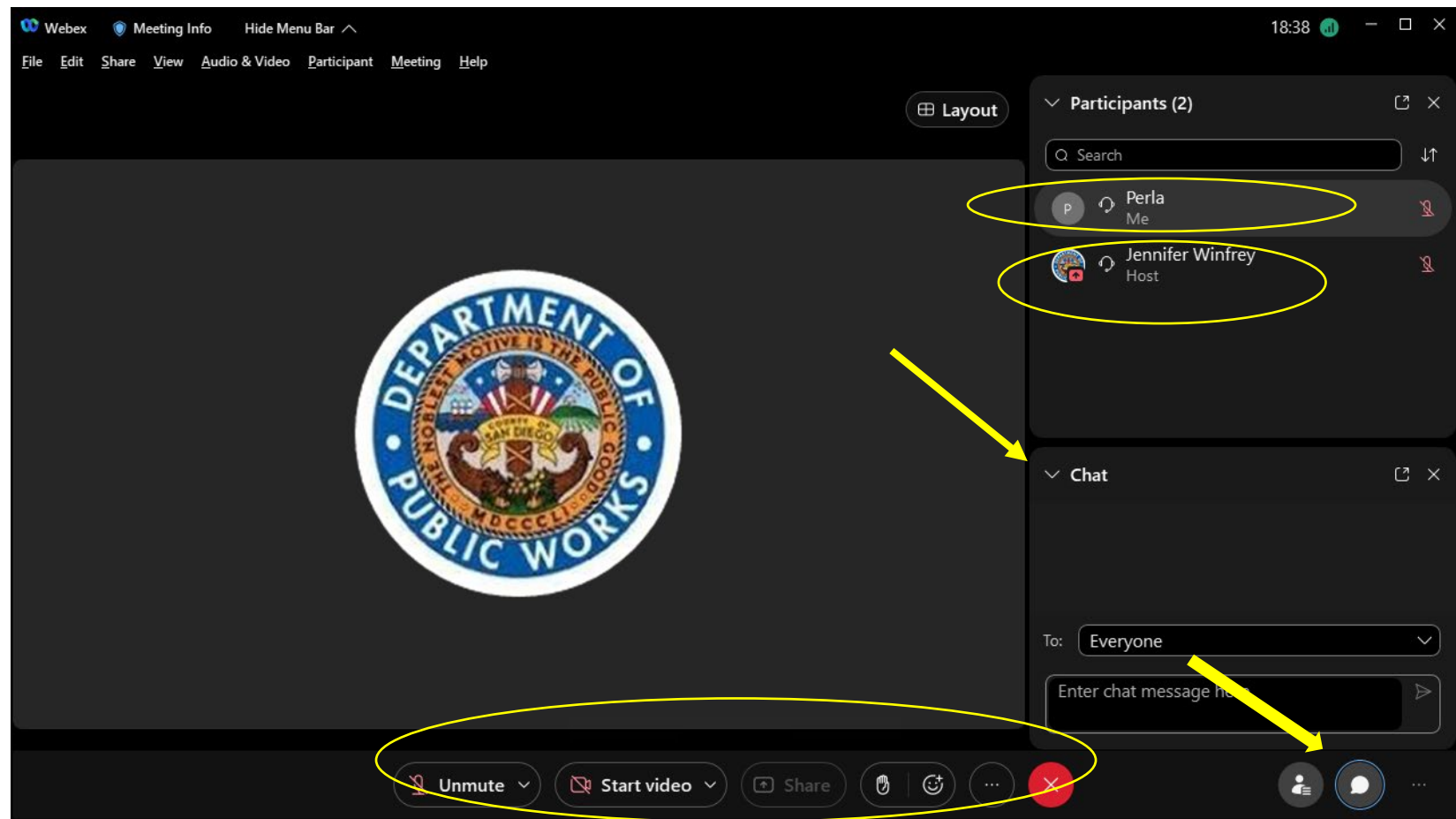
Customize your view, to maximize the presentation, go “full screen”, or use other meeting functions.

You can exit “full screen” by hitting escape.



Using WebEx for this Meeting

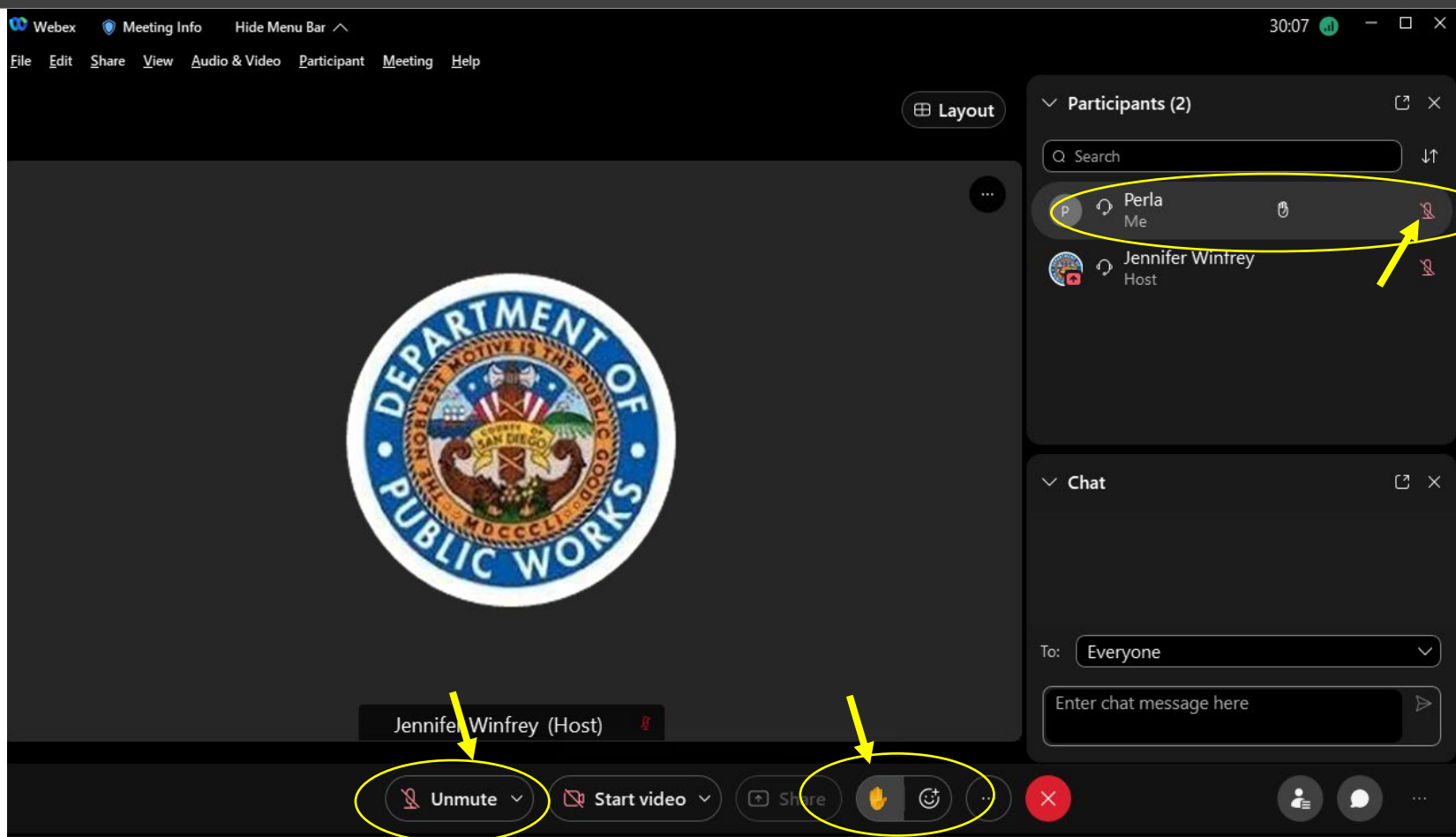
If joining by internet, you can view attendees, type questions in the chat, send reactions, and provide verbal feedback in Q&A and feedback sections.



Using WebEx for this Meeting

When staff call on attendees for their turn to speak, we will enable you to “unmute” yourself.

For phone in callers, enter *3 to raise your hand to ask a question. You will hear a prompt to enter *6 to “unmute” yourself.



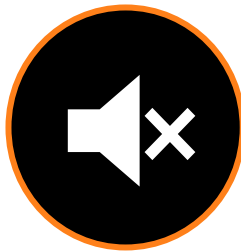
Housekeeping



Spanish
Presentation
Available



Civil
Discourse



Participants
Are
Muted
Initially



Chat
Available



Raise
Hand to
Speak



Q&A
Sections in
the
Meeting

Objectives

- **To ensure property owners have the knowledge and opportunity to provide input and make decisions on their future Road Maintenance & Funding Options.**
- Basic understanding about the PRD Program
- Basic understanding of rate increase process
- Present initial options including rate increases
- Receive feedback on maintenance and funding options

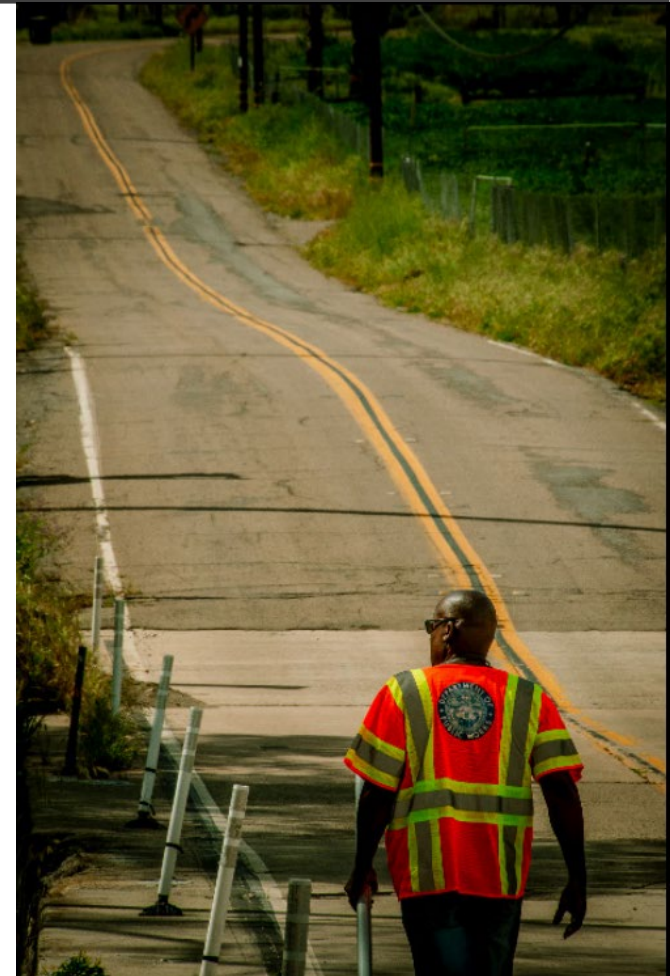
Agenda



- What is a PRD Zone?
 - Q & A and Feedback
- PRD Maintenance & Funding Options
 - PRD Zones 80, 101 & 106
 - Q & A and Feedback
- Rate Increase Process & Requirements
 - Q & A and Feedback
- Next Steps

Permanent Road Division (PRD) Zones

- PRD Zones are special districts formed at the request of property owners or as a condition of development
- Provide private road maintenance services
- Funded by property owner paid assessments or special taxes
- Some PRD Zones, formed before 1978, receive a portion of the countywide property tax revenue
- PRD Zone revenues are kept in individual funds



Permanent Road Division Program

- Governed by California Streets and Highways Code
- County Policy J-16 – County specific guidance for PRDs
- Rates approved by voters during formation
- PRD Ordinance includes authorized services, maximum rate, and how to calculate each parcels charge
- Board can increase rates within voter approved maximum rate



PRD Maintenance

- Road Replacement
- Surface Seals
- Crack Filling and Sealing
- Drainage Culvert repair/replacement
- Roadside berms
- Striping & Legends
- Road Sign Replacements
- Optional additional services:
 - Street Sweeping
 - Roadside Vegetation Trimming



Why be in a PRD Zone?

Advantages

- Each Property Pays Fair Share of Maintenance Costs
- Collected Annually on Tax Roll
- Does Not Rely on Volunteers to Collect Funds or Manage Road Work
- Road Work Oversight by Experienced County Staff
- Road Work is Under Warranty for One Year
- Qualify for Emergency Repair Cost Reimbursements
- Loans Available for Emergency Repairs

Disadvantages

- Formation Costs
- Administration Costs
- Maintenance Costs (Prevailing Wage, Public Procurement Requirements)

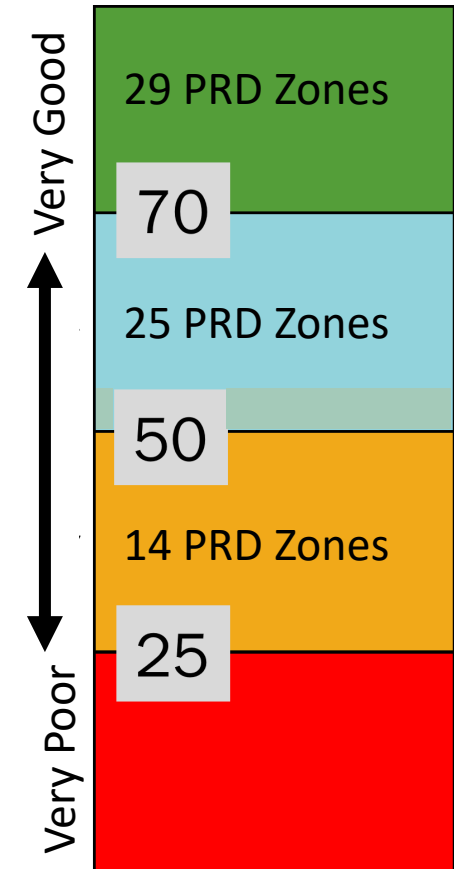
Evaluating PRD Roads: Inspections & Pavement Condition Index

PRD Road are evaluated by

- Periodic Staff Inspections
- Pavement Condition Index (PCI)

What is PCI?

- Measures Road Smoothness & Pavement Surface Distress
- Scores Range Between 0 to 100
- County PCI Goal of 70 for County-maintained roads



1 PRD Zone has DG roads

Pavement Condition Index Level (PCI) Visual Comparison



Very Good



Good



Poor



Very Poor

Q&A and Feedback



- If you have a question about a specific parcel, or where to find your PRD Zone's ordinance, map, or financial information, please email Neil Searing at Neil.Searing@sdcounty.ca.gov
- We'll take questions for 15 minutes
- At the end of the Q&A, we'll provide 5 minutes for people to type questions or feedback into Chat

PRD Zone Maintenance & Funding Options

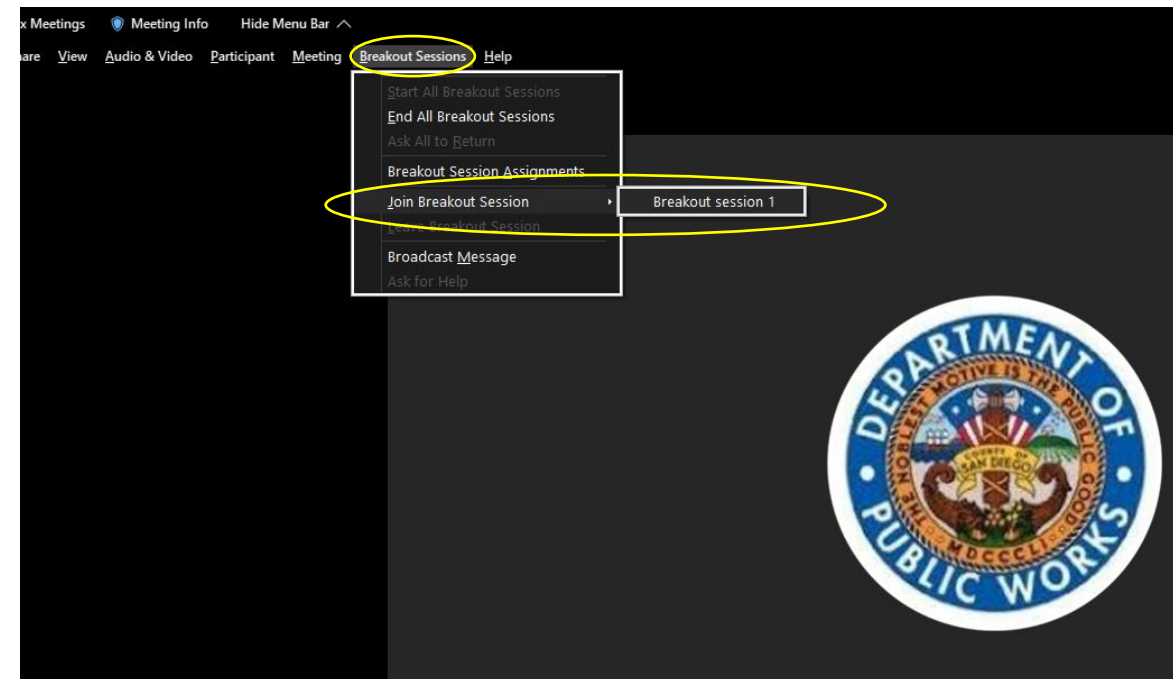
Move to Break Out Rooms

Breakout Sessions --> Join Breakout Session



Maintenance & Funding Options

- In Break-out Rooms
 - Rate Increase Options
 - PRD 101 in main room
 - PRDs 80 & 106 in Breakout Room
- Return to main meeting
 - Community Solution
 - Dissolution



PRD Zone 101 – Johnson Lake

- Formed: 1980
- Parcels: 92
- Road Miles: 0.90
- Culverts: 1
- Annual Revenue: \$28,184
 - Assessments: \$27,724
- Fund Balance: \$66,119*
- Average Parcel Annual Charge: \$340
 - \$170 Rate x 2 Benefit Units (Avg Parcel)



* Fund balance as of July 1, 2022

PRD Zone 101: Current Conditions

- Overall PRD Zone roads: Fair Condition
- Pavement Condition Level (PCI): 52.6
 - Find PCI levels for each road segment at: <https://tinyurl.com/PRD-PCI-2021>



PRD 101 Maintenance & Funding Option 1

Staff's Recommendation for Good Roads (>55 PCI):

- \$301,100 within 7 years
- Roads: Reconstruct & resurface 0.63 miles of Johnson Lake Road

Rate Increase Needed:

- *Projected* Avg. Residential Parcel Charge: \$580/year
 - \$290 Rate x 2 Benefit Units (Average Parcel)
 - Increase of \$240/year
- Evaluate for rate reduction after work is completed



PRD 101 Maintenance & Funding Option 2

Phased Increase over 3 years for Good Roads (>55 PCI):

- \$301,100 within 7 years
- Roads: Reconstruct and resurface 0.63 miles of Johnson Lake Road

Rate Increase Needed:

- ➡ Yr 1 *Projected* Avg. Residential Parcel Charge: \$400/year (Rate = \$200)
- ➡ Yr 2 *Projected* Avg. Residential Parcel Charge: \$500/year (Rate = \$250)
- ➡ Yr 3 *Projected* Avg. Residential Parcel Charge: \$600/year (Rate = \$300)
- Evaluate for rate reduction after work is completed

PRD Zone 80 – Harris Truck Trail

- Formed: 1976
- Parcels: 47
- Road Miles: 1.39
- Culverts: 7
- Annual Revenue: \$25,238
 - Assessments: \$0
 - Property Tax: \$23,290
- Fund Balance: \$260,812*
- Average Parcel Annual Charge: \$0



* Fund balance as of July 1, 2022

PRD Zone 80: Current Conditions

- Overall PRD Zone roads: Fair Condition
- Pavement Condition Level (PCI): 54.0
 - Find PCI levels for each road segment at: <https://tinyurl.com/PRD-PCI-2021>



PRD 80 Maintenance & Funding Option 1

Phased Increase over 3 years for **Very Good Roads** (>70 PCI):

- \$410,435 within 9 years
- Roads: Reconstruct and resurface all 1.4 miles of Harris Truck Trail
- Culverts: Replace 2 drainage culverts (7 total)

Rate Increase Needed:

- ➡ Yr 1 *Projected* Avg. Residential Parcel Charge: \$540/year (Rate = \$180)
- ➡ Yr 2 *Projected* Avg. Residential Parcel Charge: \$1,080/year (Rate = \$360)
- ➡ Yr 3 *Projected* Avg. Residential Parcel Charge: \$1,635/year (Rate = \$545)
- Evaluate for rate reduction after work is completed

PRD 80 Maintenance & Funding Option 2

Phased Increase over 3 years for Good Roads (>55 PCI):

- \$250,000 within 8 years
- Roads: Local AC Repairs, Road Seal— area to be determined
- Culverts: Replace 2 drainage culverts (7 total)

Rate Increase Needed:

- ➡ Yr 1 *Projected* Avg. Residential Parcel Charge: \$300/year (Rate = \$100)
- ➡ Yr 2 *Projected* Avg. Residential Parcel Charge: \$600/year (Rate = \$200)
- ➡ Yr 3 *Projected* Avg. Residential Parcel Charge: \$690/year (Rate = \$230)

PRD Zone 106 – Garrison Way

- Formed: 1981
- Parcels: 54
- Road Miles: 1.18
- Culverts: 0
- Annual Revenue: \$11,682
 - Assessments: \$11,336
- Fund Balance: \$51,535*
- Average Parcel Annual Charge: \$220
 - \$110 Rate x 2 Benefit Units (Avg Parcel)



* Fund balance as of July 1, 2022

PRD Zone 106: Current Conditions

- Overall PRD Zone roads: Poor Condition
- Pavement Condition Level (PCI): 37.2
 - Find PCI levels for each road segment at: <https://tinyurl.com/PRD-PCI-2021>



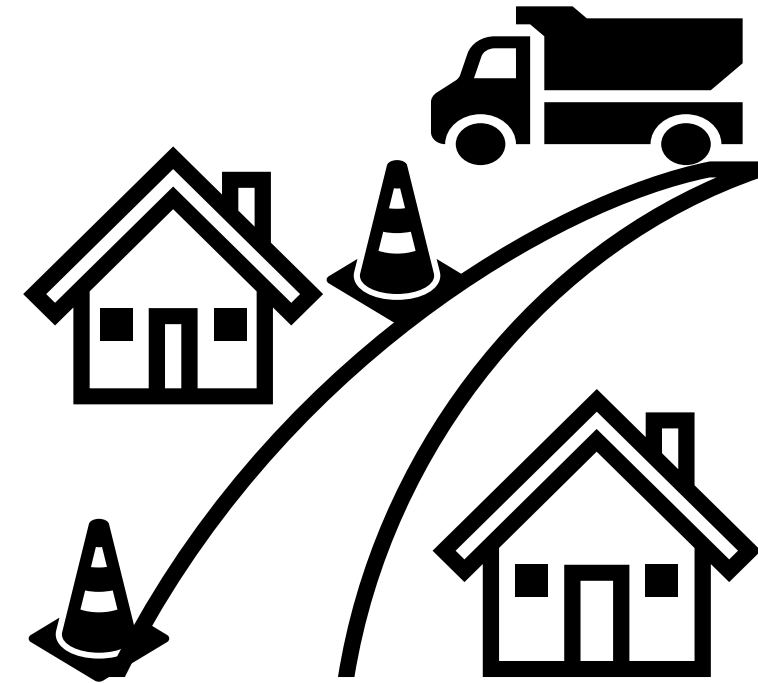
Maintenance & Funding Option 1

Staff's Recommendation for Very Good Roads (>70 PCI):

- \$641,500 within 9 years: Phased Work in Years 4 & 9
- Roads: Reconstruct and resurface all 1.18 miles of PRD roads.
- Culverts: None

Rate Increase Needed:

- *Projected* Avg. Residential Parcel Charge: \$1,680/year
 - \$840 Rate x 2 Benefit Units (Average Parcel)
 - Increase of \$1,460/year
- Evaluate for rate reduction after work is completed



Maintenance & Funding Option 2

Phased Increase over 3 years for Very Good Roads (>70 PCI):

- \$641,500 within 10 years: Phased work in Years 5 & 10
- Roads: Reconstruct and resurface all 1.18 miles of PRD roads.
- Culverts: None

Rate Increase Needed:

- ➔ Yr 1 *Projected* Avg. Residential Parcel Charge: \$1,200/year (Rate = \$600)
- ➔ Yr 2 *Projected* Avg. Residential Parcel Charge: \$1,440/year (Rate = \$720)
- ➔ Yr 3 *Projected* Avg. Residential Parcel Charge: \$1,680/year (Rate = \$840)
- Evaluate for rate reduction after work is completed

Q&A and Feedback



Returning from Breakout Room(s)

More Questions? Join our virtual video chat on November 9th.
Visit our website for more information: <https://tinyurl.com/COSD-PRDZones>

Sign up for our mailing list to receive PRD news and information:
<https://tinyurl.com/PRD-News-Email>



Options: Community Solution



- If your community has the ability to:
 - Do some of the prep work on your roads
 - Raise funds and hire a contractor to do road work
- Then this might remove or minimize the need for a rate increase.
- To pursue this path, coordinate with other property owners in your PRD to develop a plan and a timeline.
- Provide this information to DPW by **February 10, 2023**
- If the plan is not successful, and the average PCI for your PRD falls below 50, and there is not enough funding to improve road conditions, staff may recommend that the PRD be dissolved.

Option: Property Owner Initiated Dissolution

PRD would no longer exist

- Assessment/Special Tax no longer charged on Property Tax Bill

Property Owners Would Have Road Maintenance Responsibility

Dissolution Process

Property Owners Initiate Dissolution

1. Petition signed by 50% of ALL Prop. Owners
2. Submit Petition to County.
 - Petitions can be submitted at any time, but should be submitted by July 15 to remove charge from the upcoming property tax bill
3. Two Board hearings
4. District dissolves. County no longer responsible for maintenance.

Rate Increase Process

More Questions? Join our virtual video chat on November 9th.
Visit our website for more information: <https://tinyurl.com/COSD-PRDZones>

Sign up for our mailing list to receive PRD news and information:
<https://tinyurl.com/PRD-News-Email>

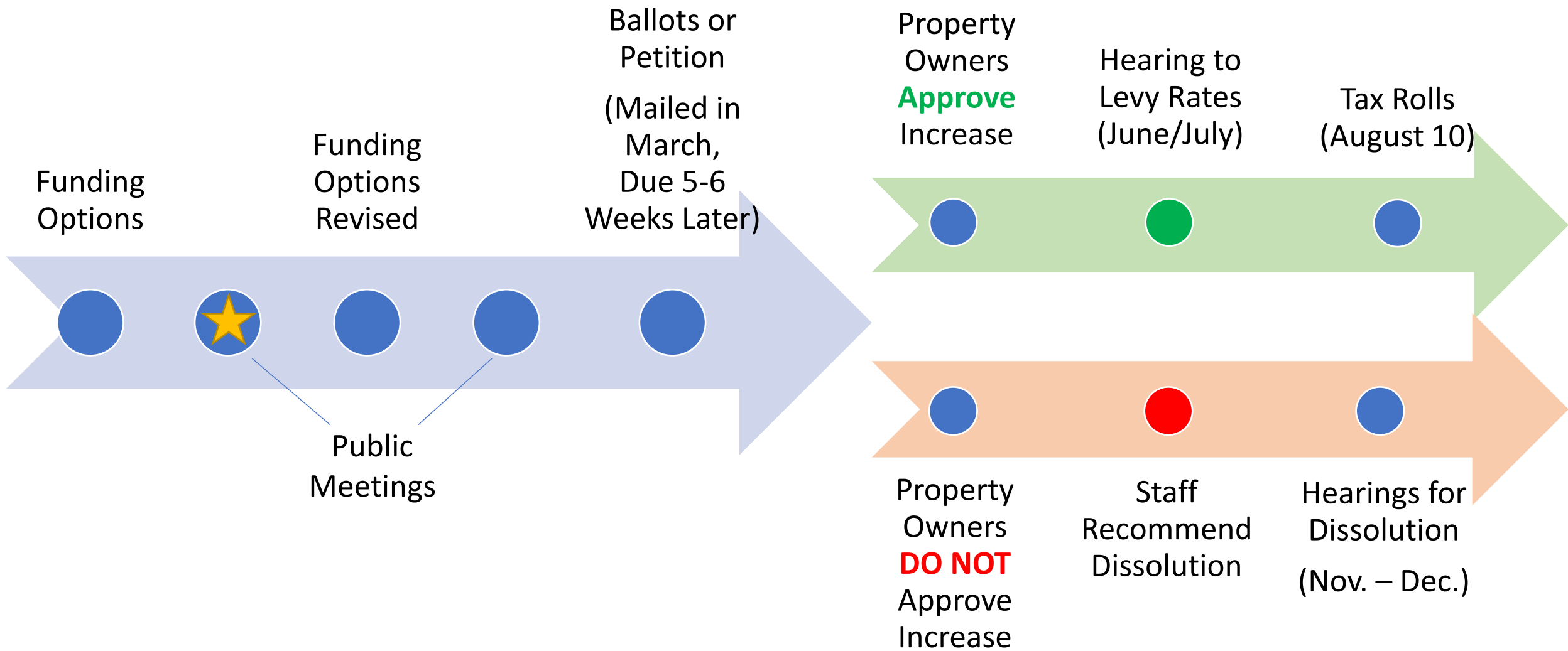


Maintenance and Funding Options Timelines

Process	Approval Needed	Timeline
Balloted Rate Increase within Max Rate	50+% of <u>Returned Ballots*</u>	<ul style="list-style-type: none"> • Ballots mailed to all property owners in March • Ballots due 5-6 weeks later • Ballots may include options for rate increase and for dissolution
Petition for Rate Increase within Max Rate	50+% of <u>ALL Property Owners*</u>	<ul style="list-style-type: none"> • Submit by <u>Feb. 10, 2023</u> to avoid rate increase balloting • Submit by <u>May 5, 2023</u> for rate increase to go to the Board in June/July
Petition for Dissolution	50+% of <u>ALL Property Owners*</u>	<ul style="list-style-type: none"> • Petition can be submitted at any time • Submit by <u>Feb. 10, 2023</u> to avoid rate increase balloting • Submit by <u>July 15, 2023</u> to remove assessment from tax rolls
Community Solution	Depends on the Plan. Discuss with Staff.	<ul style="list-style-type: none"> • Plan due to staff on <u>Feb. 10, 2023</u> with property owner support documented to avoid rate increase balloting, or to calculate reduced rate needed based on community planned road work

* Property Owners OR Total Benefit Units

Rate Increase Within Approved Max Rate



County Initiated Dissolution

County Initiated Dissolution Process IF Property Owners do NOT Approve a Rate Increase and PRD does NOT have sufficient funding to maintain roads above PCI of 50.

- Staff will recommend dissolution to DPW Management, Executive Management, and Brief Board Offices
- If the dissolution proceeds:
 - Staff will work with property owners to spend remaining funds on road work or refund it to owners who paid it.
 - Property owners will be informed about the pending dissolution Board Hearing dates and how to participate in the Hearings.
 - Board Hearing #1 – Schedule Public Hearing
 - Board Hearing #2- Public Hearing
- If the Board Approves the Dissolution, the PRD will no longer exist, the County will not collect funds for the PRD or have road maintenance responsibility.

Road Maintenance Responsibility Would Return to Property Owners

Next Steps

- Virtual Video Chat – Drop-in meeting to ask questions & get additional information: Nov. 9th
- Property Owner/Road Committee Feedback on Rate Increase Options
- Additional PRD Zone Meetings for Property Owners: Spring 2023
- Rate Increase within Current Max Rate
 - Balloting, Petition Circulation, Community Plan Deadlines: Feb. 10 – May 5, 2023
 - Approved rate increases will go to the Board of Supervisors in June/July 2023
- Petitions for Property Owner Initiated Dissolutions
- **More information available on our website:** <https://tinyurl.com/COSD-PRDZones>

Q&A and Feedback

