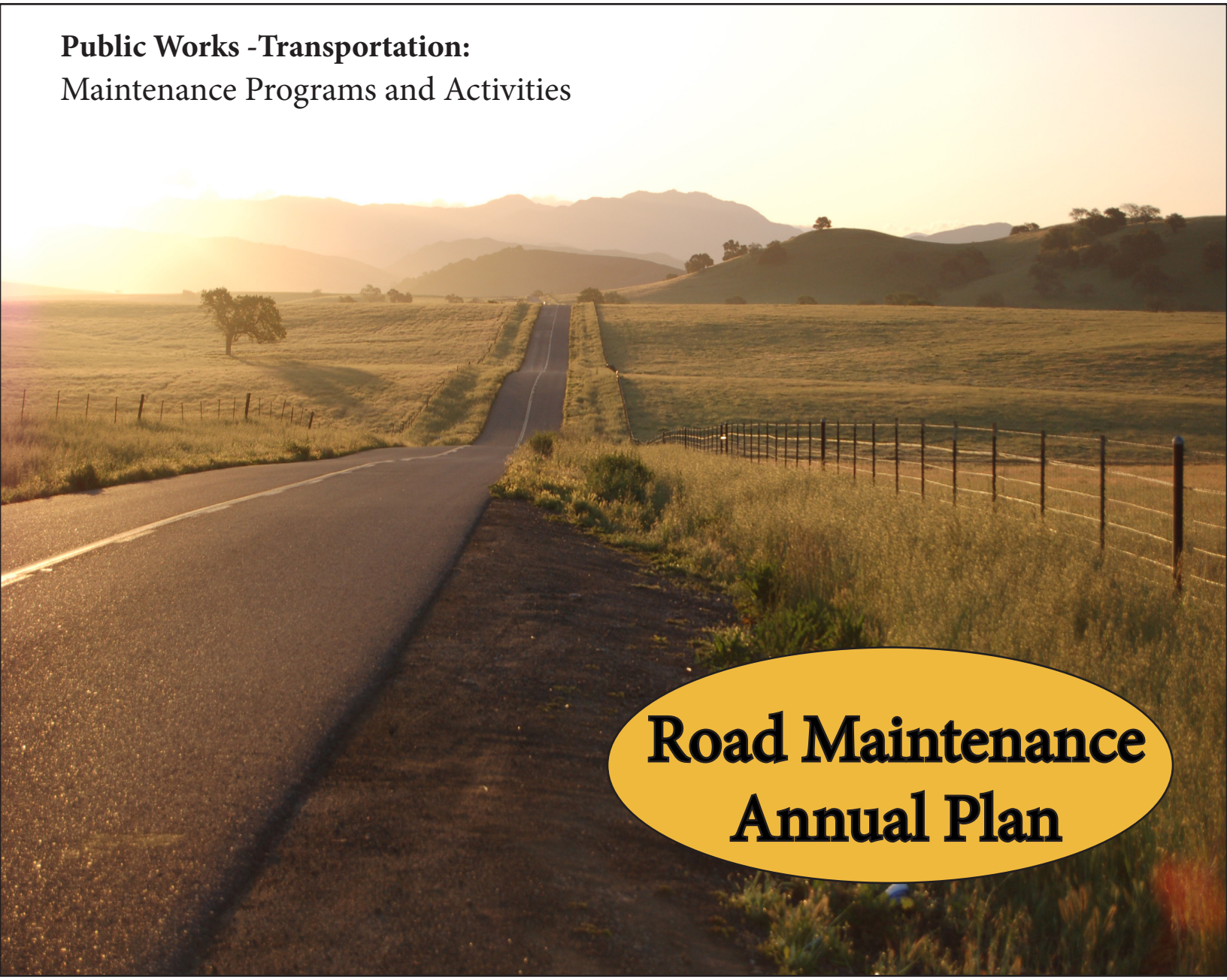
County of Santa Barbara

RdMAP

2017/2018

Public Works -Transportation:
Maintenance Programs and Activities



OUR MISSION:

"Providing a clear path, a smooth ride, and a safe trip for the traveling public."

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Public Works designed this RdMAP to provide accurate and authoritative information about its mission, services, and maintenance plans for the upcoming fiscal year. The information presented in this document is subject to change, in which case, staff will make every effort to give proper notice. Public Works will implement this plan with all available funds programmed for each project. This plan does not represent a commitment on the part of the Department if funds are not received, or if it becomes necessary to re prioritize funding expenditure.

Please note: Public Works must respond to unforeseen occurrences such as natural disasters, public safety emergencies, and changes in project funding availability. Unexpected variations from the maintenance plan may be necessary, The Public Works Director, as the Road Commissioner, has the authority to alter this plan to accommodate changing needs at his discretion.

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INTRODUCTION

The Santa Barbara County Road Maintenance Annual Plan (RdMAP) is the means by which the Transportation Division accomplishes its mission to provide a clear path, a smooth ride, and a safe trip for the traveling public.

This RdMAP is for Fiscal Year July 1, 2017 through June 30, 2018.

Projects proposed in this RdMAP reflect public input and requests, Board of Supervisors' priorities, County Executive Office (CEO) input, StreetSaver® Pavement Management Program outputs, and staffs' professional assessment of transportation facilities and roadways. Thanks to community partnerships, local leadership, committed staff, and community support, the Transportation Division is able to offer innovative programs and services. In the coming years, the Division hopes to offer new programs and services, as it continues to grow as a trend-setting organization.

Inquiries and comments regarding this plan may be addressed to Transportation Administration, or any local Road Maintenance Office.

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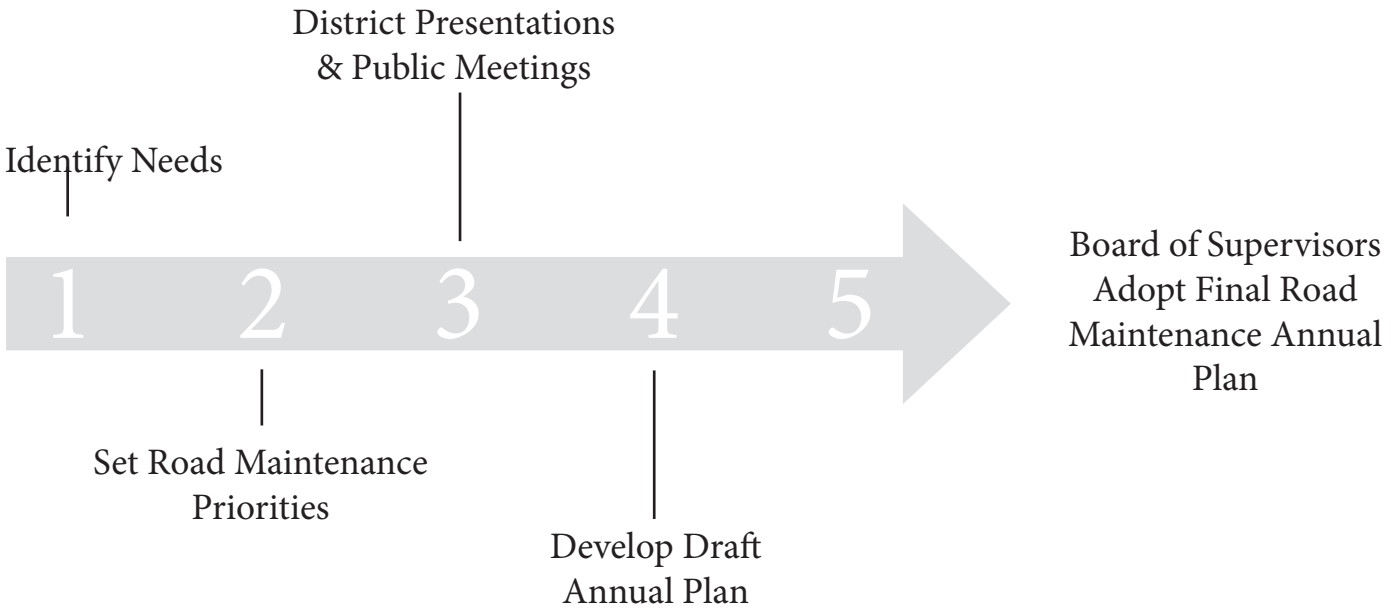
RDMAP PLANNING PROCESS



Planning and implementing the RdMAP is a year-round process. In the fall, when the adopted RdMAP work is underway, planning for the next year begins. Maintenance crews and Superintendents gather the information about needs and priorities based on what they see in the field. With that information and a preliminary budget, the Department creates an initial priority project list. Meanwhile, using asset management systems, engineers create a list to compare with what the Road Yard Superintendents derived. Then, using input from constituents received through the Board offices, requests through the Road Yards and other public input, the list of projects is refined. Following the public workshops, the additional public input is reviewed for incorporation into the plan. Staff then presents the finalized RdMAP to the Board of Supervisors for approval.

The Transportation Division involves County elected officials and the public throughout the planning process, and uses state-of-the-art technology, which provides invaluable information on the condition of the maintained road system.

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The concept of Accountability, Customer-Focused, and Efficient Government are at the core of the RdMAP. The Public Works Department involves County elected officials and the public throughout the planning process, and uses state-of-the-art technology that provides invaluable information on the condition of the Maintained Road System. Year after year, Public Works continues to provide the best value for the tax dollar by keeping maintenance planning focused on its customers – the traveling public.

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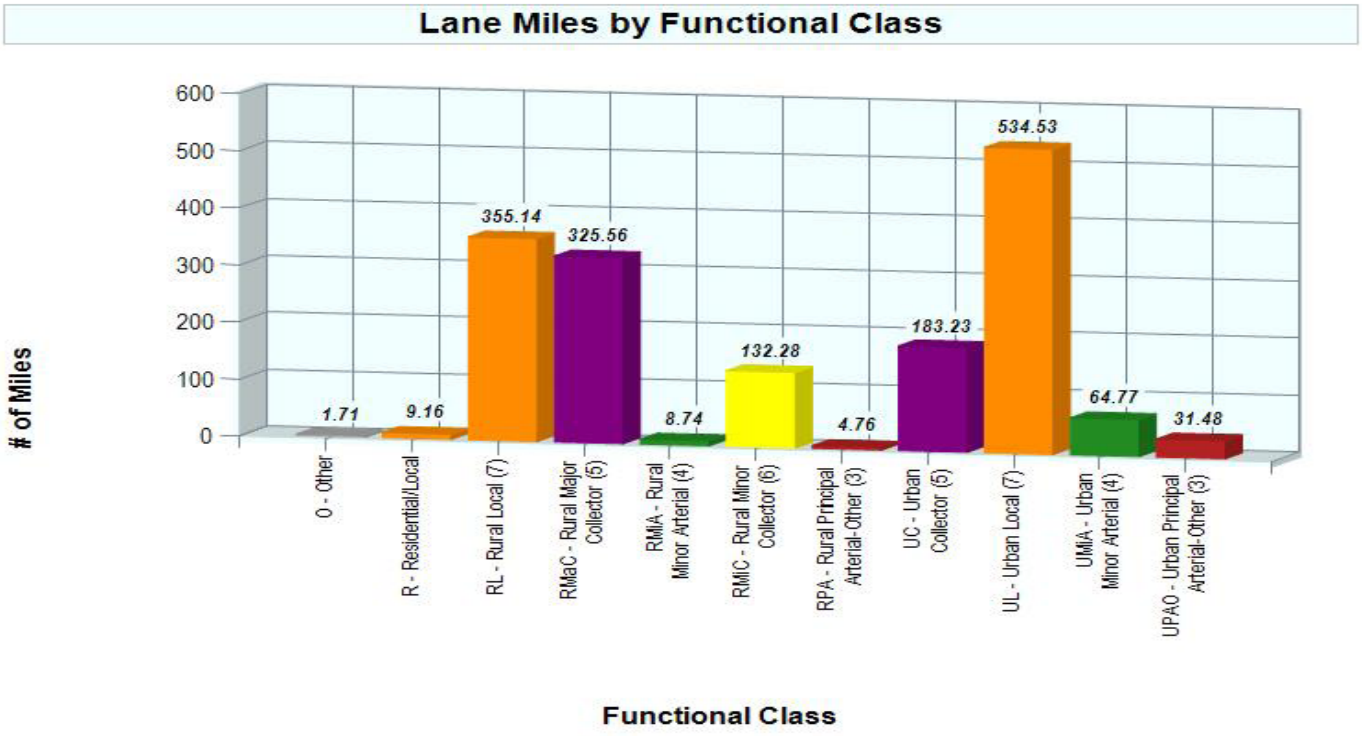


StreetSaver® – Pavement Management System

A Pavement Management System (PMS) offers the decision maker a systematic way to gauge pavement conditions, and provides steps for using the information to identify and schedule the most cost-effective treatment. It aids the decision making process by moving away from the traditional "worst first" approach of spending maintenance funds.

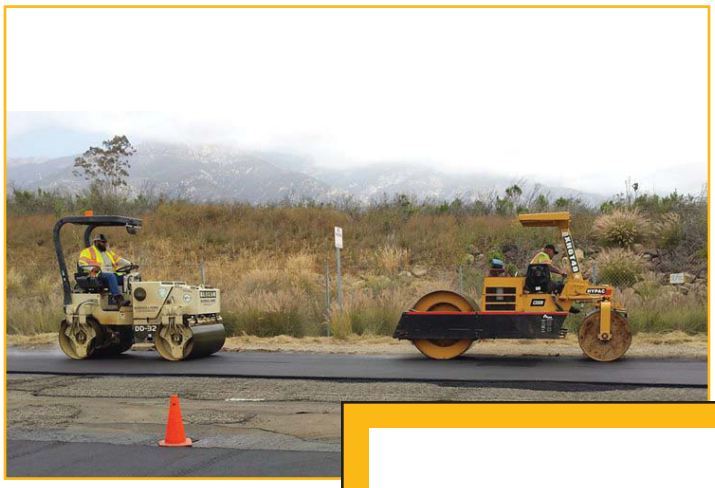
A PMS is not a black box that churns out answers to every maintenance question, but rather a tool to help determine the most cost-effective maintenance program. A PMS is a costing tool which enhances professional judgment; it does not replace it. Apart from its obvious benefits, a PMS has an added advantage of helping Public Works and community leaders gain an understanding of the total funding needs for the road pavement system. The goal of a PMS is to maintain the overall network in a condition where preventive maintenance is the primary strategy. A PMS helps local agencies make the most efficient use of public funds, and after many years, can help reduce overall maintenance spending. Public Works designed this year's Surface Treatment Program using these concepts to maximize the County's investment in the road pavement system.

CORRECTIVE MAINTENANCE & OPERATIONS

The Transportation Division responds to the needs of the County maintained road system. Whether caused by normal wear-and-tear from use, or by a natural disaster, the Division's response will always align with the mission to provide a clear path, a smooth ride, and a safe trip for the traveling public.

The three primary Road Maintenance Districts are responsible for all corrective maintenance on County roads. Corrective maintenance is the day-to-day operations performed by County crews to fulfill the Department's commitment to the safety of the traveling public. County maintenance crews also respond to public requests and perform preparation work for upcoming surface treatments. Of the maintenance categories described in this RdMAP, the activity most commonly recognized is asphalt repair. The crews are also responsible for sidewalk ramping, culvert cleaning, tree trimming, as well as crack sealing, which helps keep moisture from permeating the subgrade.

The most intensive and time-consuming activities are shoulder repairs and brush and weed management, which requires heavy equipment and large mowers. Most corrective maintenance activities are done on a seasonal basis, for instance, culvert cleaning is done in the fall. Staff inspects each County-maintained culvert to ensure functionality just before the winter rainy season. Weather conditions and rainfall directly influence the amount of shoulder repair work. Heavy rainfall results in higher volumes of shoulder repair and vegetation management work.



The Corrective Maintenance Program consists of nine basic work categories:

- In-House Leveling Operations
- Surface Preparation, Repair, & Maintenance
- Road Shoulder Maintenance & Repair
- Vegetation Management
- Culvert & Drainage Maintenance
- Traffic Control & Traffic Safety Device Maintenance
- Service Request & Project Initiation Program
- Urban Forestry
- Emergency & After-Hours Response

DAILY OPERATIONS PERFORMED BY OUR MAINTENANCE CREWS

In-House Leveling Operations

For over 20 years, the Transportation Division has utilized County crews and equipment to perform in-house leveling maintenance operations to correct failed and distressed areas in the roadway. In many cases, staff can repair the roadway and bring it to an acceptable standard using an asphalt leveling course. This consists of a thin layer of either cold or hot asphalt applied to the entire section of pavement, covering the distressed areas of the roadway. Essentially, the in-house leveling operation is a large patch that strengthens pavement distress and improves ride-ability.

Surface Preparation, Repair, & Maintenance

Surface preparation and maintenance includes repair and maintenance of existing pavement surfaces, as well as surface treatment preparations for projects. These activities include, but are not limited to: skin patching, pothole patching, crack sealing, and fog sealing. County crews perform these corrective procedures to repair potholes, fill cracks, and level asphalt settlement in both rural and urban areas. Because of the many variations in rural roadway surfaces, drainage often becomes ineffective, and ride-ability is lost over time due to erosion and repeated patching. Surface maintenance, such as skin patching or a leveling course, can re-establish the grade and correct these problems. In urban settings, ride quality is a primary concern. The crews perform crack sealing, patching, and leveling to correct as many pavement failures as possible.

Road Shoulder Maintenance & Repair

Road Shoulders are an integral part of the roadway system and provide structural support to the roadway. They provide a buffer space between the roadway and adjacent property which allows water to drain away from the road before it can infiltrate into or under the road bed thereby decreasing the life expectancy of the road surface. Shoulders can provide additional space for motorists to take evasive action if needed, or to recover control of their vehicle. Shoulders can also serve as a safety buffer in the event a motorist experiences a mechanical issue and needs to pull off of the travel lane.

Unpaved shoulders require quite a bit of maintenance and repair. Wind and water are constantly working to erode shoulder material away from the edge of the pavement causing drop-offs or making them steep and rutted. Equipment is used to re-grade the shoulder to the correct profile and this often requires supplemental shoulder material be brought in when sufficient material cannot be recovered from the location.

Unpaved shoulders also require vegetation management. Managing shoulder vegetation is a bit of a balancing act. Tall or dense vegetation tends to entice and harbor wildlife. Deer and even livestock in adjacent pastures can be enticed by the grasses and weeds along the shoulder increasing the incidence of vehicle strikes. Dense dry vegetation can increase the risk of fire caused by vehicles pulling onto the shoulder with hot exhaust systems, sparks from dragging tow chains, or cigarette butts. On the other hand, low growing or mowed vegetation and roots can help to stabilize and protect the shoulder from erosion.

Vegetation Management

Vegetation Management includes clearing brush, mowing, weed and litter abatement, and rural roadside tree trimming (excluding subdivision trees). Rural mowing activity consumes most of the spring and summer months, and involves as many as 6 roadside mowing tractors, and up to 15 personnel in the field on a Countywide rotational schedule. Weather patterns and rainfall control the mowing season; high rainfall increases vegetation growth and low rainfall creates dry conditions and fire hazards, both of which determine mowing needs and scheduling. Other environmental factors can influence the mowing schedule, for example, mowing is avoided in wildflower areas during the growing season.

County crews perform tree and brush trimming along the roadside in rural areas to maintain clear visibility, and to prevent damage to the tree canopy from tall trucks or oversized loads. Vegetation removal from signs, guardrails, and other roadside obstructions, is also part of this program. Vegetation problems such as broken limbs and fallen trees are common throughout the year. Unusual weather events such as windstorms, heavy rain, or high heat, can cause extensive damage to roadside vegetation and have significant fiscal impacts on this program.

Mowing is the most common way the County addresses the vegetation issue. Wet winters can cause prolific and extended growth rates requiring several mowing cycles to manage. Drier winters tend to cause more of the late summer annual broadleaf type weeds to thrive since they don't have as much early grass with which to compete.

Culvert & Drainage Maintenance

Culvert maintenance includes cleaning and reshaping drainage ditches, paved ditch and berm maintenance, culvert and inlet cleaning, headwall maintenance and construction, and culvert installation and replacement. Annual drainage maintenance is essential to roadway safety and the life of the pavement.

When water collects on or adjacent the roadway it permeates the asphalt and/or penetrates into the subgrade, and stresses the pavement. Cracking develops over time, eventually causing the pavement to disintegrate. Routine culvert drainage maintenance helps prevent this type of water damage on the roadways. The faster water drains from the roadway, the better it is for the life of the pavement.

Traffic Control & Traffic Safety Device Maintenance

Traffic control maintenance conducted by the Countywide Sign & Stripe Crew includes; striping, stenciling, curb painting, sign maintenance and repair, traffic signal maintenance and repair, traffic safety marker placement, guardrail maintenance and repair, and other traffic maintenance items. The Sign and Stripe Crew refreshes traffic paint throughout the County, focusing on school zones in the summer, and repair and replace signs as needed in our inventory of over 15,000 signs and 375 signals, flashers, radar signs, and bike path lighting.

Public Works has a Preventive Maintenance Program for the traffic signal equipment, and a 24-hour callout system for emergencies. Staff routinely inspects and updates signalized intersections' timing and usage, to provide the safest, most efficient system possible.

Public Works receives hundreds of service requests throughout the year for traffic related issues such as parking restrictions, traffic calming, sight distance, and stop sign requests. The Traffic Section and Maintenance crews follow up on each request with a study and appropriate response. Staff presents many of these issues to the Traffic Engineering Committee, comprised of stakeholders and experts who help find appropriate solutions, with the goal of providing a safe and efficient roadway system for the traveling public in Santa Barbara County.

The Transportation Division also maintains a database of all collisions reported in the unincorporated area of the County as part of the Collision Reduction Program. This information helps identify locations that need improvements such as signal retiming, striping changes, traffic movement restrictions, or capital improvements. There has been a measurable decrease in reported collisions at many locations with these types of improvements.

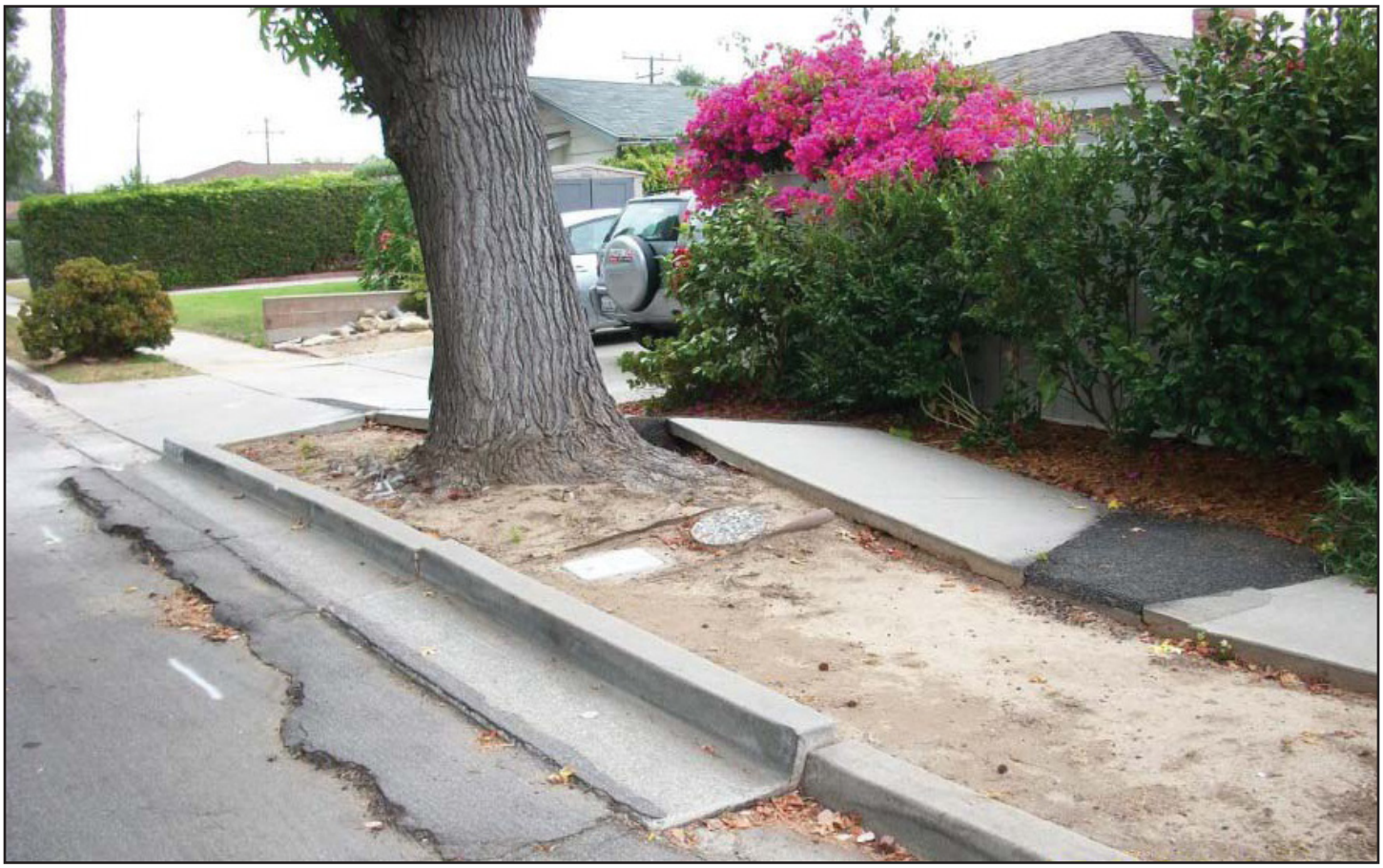
Crews responded to approximately **1,356** service requests in **FY 16/17**

Service Requests & Project Initiation Program

The Transportation Division receives service requests from the public on a daily basis to investigate concerns on the roadway. Staff promptly investigates all requests and in most cases, crews are able to correct the problem as part of the general maintenance plan. Staff takes corrective action immediately on all requests involving a safety issue. In cases where the scope of work is beyond routine maintenance, or would require interdepartmental coordination, the constituent is asked to submit a Project Initiation Request Form (PIR) to initiate the work. The Transportation Division keeps a database to track the large volume of PIRs received each year. Once staff investigates a request, it is logged into the database and kept in the backlog for one Fiscal Year. Due to the limited funding available, only a small number of these projects are chosen each year. If a project is not chosen, the constituent must submit a new PIR the following year for it to be considered for funding. This process allows the Department to keep an up-to-date project list that reflects the public's immediate concerns. The public can request a PIR form by contacting the Transportation Division via phone, written request, email, or by attending one of the annual public workshops. Request forms can also be found on the County's website at:

http://cosb.countyofsb.org/pwd/roads/downloads/PIR.pdf

A sample PIR form is also included in the Appendix.



Of the estimated **9,000** street trees in County subdivisions, approximately **65%** are species unsuitable for parkways. Damage caused by these trees will cost the County approximately **$39 million**

Urban Forestry:

Street Tree Maintenance, Vegetation Management, Hardscape Repairs

The Transportation Division maintains approximately 9,000 street trees Countywide. County crews perform tree trimming in both the urban forest and on the rural roadside to expose street and traffic signs, and to clear for sight distance. In the urban setting, pruning gives a balanced and consistent look to the trees designated to the parkway strip. When necessary, the Urban Forestry crews assist with preparations for road surface treatment applications. Preparing for surface treatments requires various tree pruning methods including crown cleaning, thinning, stump removal, structure pruning, reductions, and raising the tree canopy. Of the approximately 9,000 street trees in County subdivisions, approximately 65% are not appropriate for street-side parkways. These trees cause damage to the curbs, gutters, and sidewalks, which impacts mobility and makes street surface treatments more costly. To repair all tree-damaged concrete in Santa Barbara County would cost approximately $39 million dollars. When repairing these curbs, gutters, and sidewalks, Public Works replaces problem trees whenever possible, in accordance with the County Street Tree Policy. The County recognizes the street tree population as a vital part of the community and the roadway infrastructure. With that in mind, the County designed the Street Tree Policy for tree maintenance and removal, as well as sustainability and renewal of the Urban Forest. The goal of these policies is to manage the Urban Forest more effectively for public safety and well-being, while sustaining and enhancing the streetscape.When removing County trees is necessary, the Department replants per the Street Tree Policy. (See Appendix for approved arborist tree lists.)

Partnership Program

The Transportation Division facilitates street tree planting in a variety of ways including working with homeowners through the Partnership Program. Public Works developed the Partnership Program as a tax-deductible, cost-sharing agreement between homeowners and the County for hardscape repairs. Participation in the program requires the homeowner to pay 50% of the repair costs, which can include tree removal and/or hardscape removal and replacement of curb, gutter, and sidewalk, and occasionally driveway aprons. The homeowner is responsible for watering and care of the new street trees after the repairs are complete. The Partnership Program is successful because it provides a choice for the public and benefits the community as well as the County. Through this program, the Department is achieving its goals of public safety and Urban Forest preservation.

The **Partnership Program** is an innovative, tax- deductible, **50/50 cost-sharing agreement to assist homeowners** throughout the County with concrete repair costs.

Through the Partnership Program, the Division assisted residents with **1,352 linear feet** of sidewalk and concrete repairs in **FY 16/17**

Emergency & After-Hours Response

The Transportation Division has a 24-hour emergency call-out system in place when problems occur outside normal working hours, such as weekends and holidays. The Division maintains a call-out list containing names and telephone numbers of Maintenance personnel equipped with County vehicles and tools to respond to after-hours emergencies. This list is kept up–to–date and distributed regularly to County Fire, Sheriff, and Flood Control dispatches, as well as the California Highway Patrol. These can be activated by calling 911.

The initial response to a call-out may be one worker and a vehicle; however, if the first responder determines the situation requires more staff and equipment, they will refer to the call-out list. Upon completion of their call-out duties, the staff returns home and reports for duty at their regularly scheduled time. In most cases, after-hours call-out work does not affect the regular workday. In more extreme emergencies, more staff may be called out. As they complete their tasks, and if no other operations are needed, they are sent home to await further instructions. In hazardous/unsafe working conditions, such as darkness or heavy rain, staff may postpone work until daylight or until conditions improve. In cases where road closure is necessary, staff will notify residents and make every effort to ensure safe evacuation.

The call-out system allows for flexibility in rotating personnel out of the field to keep the staff rested and prepared for the regular workday. It allows for a continuity of effort and performance and promotes safety for the public and staff. The call-out system is a recognized, time-proven procedure that law enforcement agencies have used countless times for a variety of reasons, for after-hour problems in the road right-of-way.

SPECIAL PROGRAMS

Roadway Enhancement Partnership Program (REPP)

To help focus on the needs of Santa Barbara County residents, the Board of Supervisors asked Public Works to implement an "Adopt-a-Road" style program. In response, the Transportation Division developed the Roadway Enhancement Partnership Program (REPP) to accept voluntary donations of time, materials, and funding for improvements to the County right-of-way. The program promotes voluntary enhancement to the right-of-way by selecting projects with the objective of beautification and a cleaner environment.

The Transportation Division issues REPP encroachment permits to applicants, which allows them to work within the defined limits of the maintained right-of-way. Upon acceptance of the Partnership, the Division provides personal safety equipment (vests and hard hats), as well as safety training for working in the right-of-way. The Division places signs of recognition in the right-of-way reflecting the participants' names and the type of enhancements they provide.

The participants supply all other necessary materials for their projects. The program accepts a broad spectrum of enhancement projects, ranging from tree planting to road paving. The program currently oversees eight enhancement projects, with the majority of effort concentrated on trash pick-up. The program also oversees the maintenance of a community parkway, a street-sweeping program, and vegetation maintenance on a rural road.

County of Santa Barbara

REPP

ROADWAY ENHANCEMENT PARTNERSHIP PROGRAM

Safety

is our #1 concern.

For more information about this program please visit the REPP website:
http://cosb.countyofsb.org/pwd/pwroads.aspx?id=3366

CAPITAL MAINTENANCE

Asphalt pavement begins to deteriorate almost as soon as it is built. A variety of factors contribute to pavement deterioration including, water permeating into the road base, which stresses the pavement; sun and air pollutants, which cause oxidation and hardening; utility companies digging holes and trenches; and traffic, which flexes the pavement thousands of times a day. The pavement cracks, potholes form, and eventually major repairs are needed.

The typical asphalt pavement is designed for a 20-year life span. Timely capital maintenance can extend pavement life span significantly. With planned periodic seal coating, resurfacing, and patching, pavement life span can extend for several maintenance cycles, depending on soil and drainage conditions, and structural adequacy. Cost-effective treatments are available to restore badly deteriorated pavement to a state of pavement preservation.

With regular preventive maintenance methods, annual maintenance costs are approximately half what they would be if pavement were neglected and allowed to deteriorate. A preventive maintenance program is preferable to a 20-year overlay program for two reasons: improved ride quality, and decreased maintenance cost. The County's Capital Maintenance Program combines preventive and rehabilitation work to address pavement preservation and structural capacity respectively.

Public Works estimates the current backlog of unfunded road maintenance projects for the Santa Barbara County Road System to be approximately $284 million dollars. This includes:

$129M	+	$39M	+	$65M	+	$44M	+	$7M
PAVEMENT		CONCRETE HARDSCAPE & STREET TREES		BRIDGES		DRAINAGE STRUCTURES		TRAFFIC DEVICES

"With regular preventive maintenance, annual maintenance costs are approximately half what they would be if pavements were neglected and allowed to deteriorate."

Surface Treatments

The annual Surface Treatment Program described in this RdMAP, is a 14 to 18 month, two-stage process of concrete repair and surface treatment application. The schedule for these stages of work is staggered so concrete repairs and maintenance preparations are completed by the spring, in time to apply the surface treatments during the summer and fall.

Concrete repair is the first stage in which staff conducts field reviews of all streets listed in the RdMAP. Staff marks, measures, and logs all damaged concrete, identifies survey monuments, and prepares the plans and specifications. Public Works then advertises and awards the concrete repair project, in accordance with the public contracting code, and sets the start date for the project.

Once the concrete repair project is advertised, staff begins the design work on the second stage – the surface treatment. The design work includes evaluating the pavement, marking and measuring failed areas, determining appropriate surface treatments, preparing plans and specifications, and locating survey monuments that would be disturbed by construction activities. Prior to the surface treatments, private contractors or County Forces perform roadway preparations including crack sealing, patching, dig-outs and leveling, as well as vegetation abatement such as tree trimming and weed removal. Trees and other vegetation must be at least thirteen feet above the roadway to allow the construction equipment unobstructed access under the canopy.

PREVENTIVE

The following surface treatments are designed for cost-effectiveness and to prolong the life of roadway pavement using preventive maintenance concepts.

Fog Seal

A fog seal is an inexpensive asphalt emulsion applied to the road pavement. This seals the asphalt and prevents water from penetrating the roadway, thereby extending the life of the pavement by approximately one to two years.

Micro Surfacing

Micro surfacing is a polymer-modified, cold-application paving system, developed in Europe in the 1970s. It is a mixture of oil and high quality aggregates and asphalt emulsion, designed to set quickly and provide a long-lasting surface on good, sound pavements, or overtop of Scrub Seals.

Scrub Seal

A Scrub Seal is a four-step process in which a unique polymer-modified, asphalt-recycling agent is applied to a pavement surface. A specially designed drag broom is then pulled through the emulsion to fill cracks and voids left open by the initial application. An even coat of chips or other readily available aggregate is applied over the emulsion and finally, the seal is rolled over with pneumatic tire compactors. These steps are done in close succession to minimize lane closure duration. A scrub seal extends pavement life by seven to twelve years, and costs one-third the amount of a traditional overlay. Scrub Seals are often overtopped with Micro Surfacing.

REHABILITATION

Rehabilitation is work that addresses deficiencies in the pavement structure or increases its structural capacity.

Asphalt Concrete Overlay

An asphalt concrete overlay is the application of approximately 1.5”- 3+” of asphalt concrete to the roadway. This treatment is designed as a structural improvement that, with proper preventive maintenance strategies, provides up to 20 years of serviceable life to the roadway.

FUNDING

Operations and contract projects are funded primarily by Measure A Sales Tax, State Gas Tax , and limited General Fund. FY 2017/2018 RdMAP and Capital Maintenance Projects are identified by District, totaling approximately $6.2 million.

2017/2018 CAPITAL MAINTENANCE BUDGET

PROGRAM CATEGORY	*DISTRICT 1*	*DISTRICT 2*	*DISTRICT 3*	*DISTRICT 4*	*DISTRICT 5*	*PROGRAM TOTAL*
Pavement Preservation	$896,700	$951,100	$2,150,500	$1,039,650	$488,550	**$5,526,500**
Hardscape	N/A	$82,500	$371,000	$170,000	N/A	**$623,500**
Bridges	$9,000	$12,000	$20,000	$6,000	$3,000	**$50,000**
DISTRICT TOTAL	**$905,700**	**$1,045,600**	**$2,541,500**	**$1,215,650**	**$239,000**	**$6,200,000**

Measure A Funding

On November 4, 2008, the voters of the County of Santa Barbara approved Measure A - the one-half cent local sales tax and Santa Barbara Transportation Improvement Program. Measure A took effect on April 1, 2010, and will remain in effect for 30 years, with the revenues allocated for transportation improvements.

Measure A revenues generated Countywide are distributed according to the voter-approved investment plan; however, a substantial portion of Measure A is dedicated to regional projects such as Highway 101 widening (the regions highest priority project), commuter rail between Ventura and Santa Barbara and transit. The remaining funds are distributed between the South Coast and the North County for local roads. Several special interest groups participated in the development of the Measure A investment plan and SBCAG made many concessions. As a result of these concessions, local agencies receive 65% of the total amount of revenue from the North County expenditure plan for local streets and roads, and 52% of the total amount of revenue from the South Coast expenditure plan for local streets and roads.

The County receives Measure A revenues separately for the South Coast and the North County. The two revenues cannot be combined and must be used within their specified portions of the County. This allows the County to use separate distribution formulas for the South Coast and North County. On April 14, 2017, the County Board of Supervisors approved a distribution for Measure A funds on the South Coast based on 50% population and 50% lane miles; and a separate distribution formula for the North County based solely on 100% lane miles. These distribution formulas represent the needs for each Supervisorial District.

General Fund

These funds provide an immediate positive impact on the pavement condition of County roads, because they go directly to addressing deferred maintenance needs. In 2014, the Board of Supervisors implemented a policy of setting aside 18% of unallocated growth to address deferred maintenance. These funds are to be distributed between the Parks Department, General Services, and Public Works. In April 2015, the Board voted to distribute these and other discretionary funds by a 25% Population, 75% Lane Miles formula. The FY 2017/2018 General Fund contribution to meet the Maintenance of Effort requirement of the Measure A Ordinance and State Match is estimated at $1.9M.

State Gas Tax Funding

In March 2010, the State Legislature and the Governor passed a transportation tax swap. Formerly known as Proposition 42, the tax swap exchanged the sales tax on gas with an indexed excise tax of 17.3 cents per gallon on gasoline. This new excise tax, commonly referred to as "new HUTA," is indexed, unlike the previous flat rate of 18 cents per gallon Highway Users Tax Account (HUTA), or State Gas Tax. New HUTA accounts for approximately 40% State Gas Tax; the "old" HUTA flat tax being the other 60%.

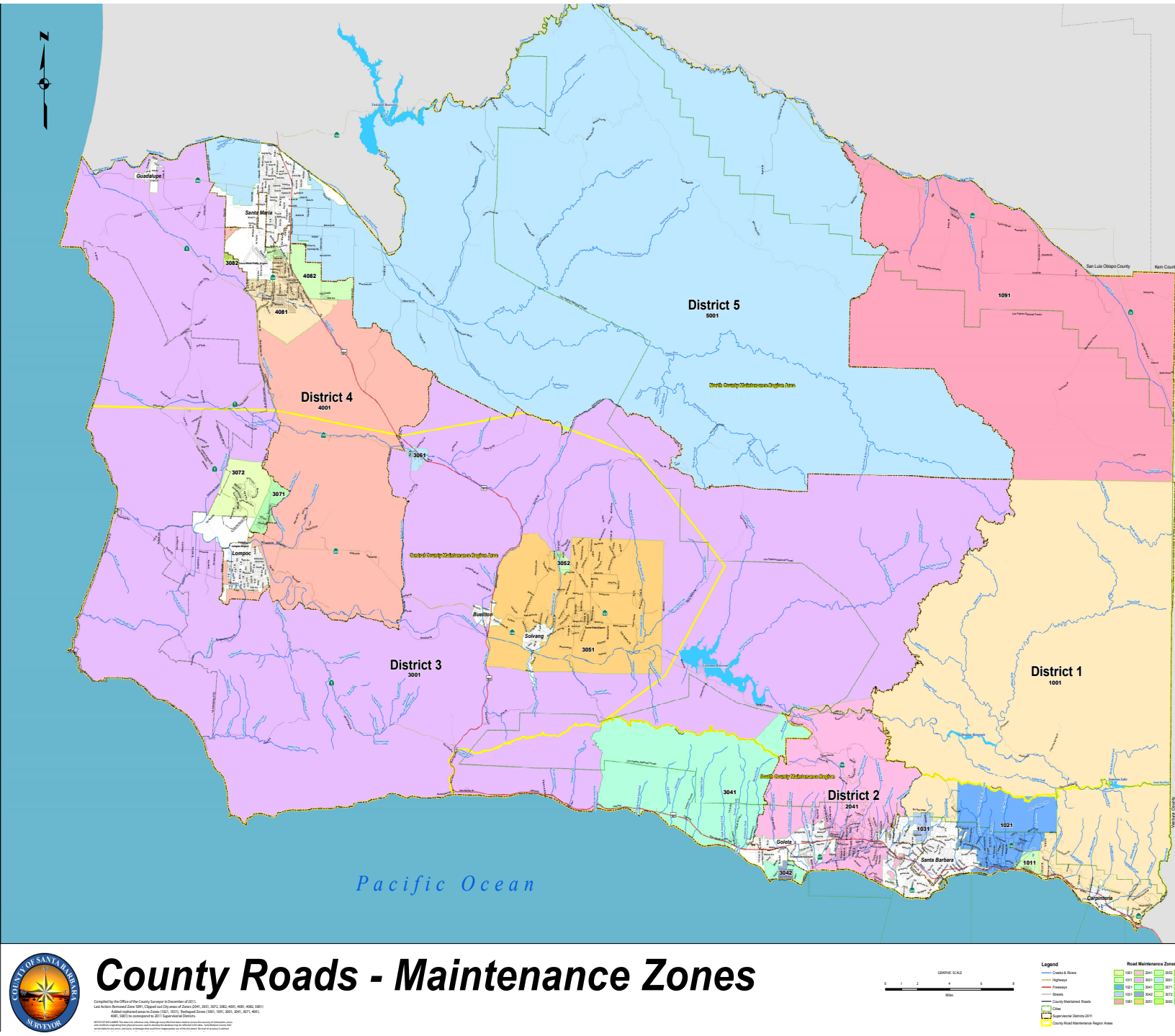
Over the last three years revenues from both of these funding sources has decreased significantly. In FY 16/17, the County experienced a 25% reduction, approximately $3.3M alone. In response to pressure from a broad coalition of supporters, in April 2017 the State Legislature passed Senate Bill 1 (SB 1) providing increased funding to transportation. SB 1 includes funding for local street and road maintenance. Projections estimate these State funds will be phased in over four years, with increased payments starting December 2017. Some of this funding has requirements for specific uses, with terms of use to be established through the California Transportation Commission this fall. This year's RdMAP includes approximately $2.5M of funding from SB 1.

Storm Impacts

Nature has a constant influence on the County's transportation infrastructure. Events ranging from winter rains, earthquakes, heavy winds, and fires, can cause significant damage. If a local, state, or federal disaster is declared, the County can receive reimbursement from either FEMA or FHWA with a match provided by the State, for the cost of emergency work and permanent repairs. The County must use local funds to cover any non-eligible costs.

Two Storm Events were declared in early 2017. Public Works identified 37 roadway sites damaged during these events, needing an estimated $6.7M in emergency opening and permanent restoration work to repair County roads to pre-storm conditions. The County will work with State and Federal agencies to maximize reimbursement for all eligible storm damage repairs.

DISTRICT PROJECT LOCATIONS



County Roads - Maintenance Zones

Compiled by the Office of the County Surveyor in December of 2011.
Last Action Removed Zone 5001. Clipped out City areas of Zones (2041, 3031, 3072, 3082, 4001, 4081, 4082, 5001)
Added orphaned areas to Zones (1021, 1031). Reshaped Zones (1001, 1091, 3001, 3041, 3071, 4001, 4081, 5001) to correspond to 2011 Supervisorial Districts.

NOTICE OF DISCLAIMER: This data is for reference only. Although every effort has been made to ensure the accuracy of information, errors and omissions originating from physical sources used to develop this database may be referred to this date. Santa Barbara County shall not be liable for any errors, omissions, or damages that result from inappropriate use of this document. No draft of accuracy is claimed.

GRAPHIC SCALE
0 1 2 4 6 8
Miles

Legend
Creeks & Rivers
Highways
Freeways
Streets
County Maintained Roads
Cities
Supervisorial Districts 2011
County Road Maintenance Region Areas

Road Maintenance Zones
1001 2041 3032
1011 3001 3061
1021 3041 3071
1031 3042 3072
1091 3051 3082

DISTRICT 1

PROGRAM CATEGORY	
Pavement Preservation	$896,700
Hardscape	N/A
Bridges	$9,000
DISTRICT TOTAL	$905,700

PROPOSED PROJECTS BY LOCATION

Section	Road	From	To	Scope
E 1620	Cebrian Ave	Perkins Rd	East End	Preventive
E 1630	Wasioja St	Cebrian Ave	South End	Preventive
A 11630	Laurel Canyon Rd	Hwy 192	North End	Preventive
A 11515	Tunnel Rd	550' N Montrose Pl	North End	Preventive
A 10550	Sinaloa Dr	Santa Rosa Ln	San Ysidro Rd	Rehabilitation
A 10185	Ocean View Ave	North End	Via Real	Rehabilitation
A 10215	Lambert Rd	Via Real	Bridge C-199	Rehabilitation
A 10275	Temple St	Lillie Ave	Shelby Ave	Rehabilitation
A 11605	Glen Albyn Dr	Hwy 192	Cheltenham Rd	Preventive
A 11590	Selwyn Cir	Cheltenham Rd	West End	Preventive
A 11600	Exeter Spur	Exeter Pl	Cheltenham Rd	Preventive
A 11482	Charlotte Ln	Hwy 192	End	Preventive

DISTRICT 2

PROGRAM CATEGORY	
Pavement Preservation	$951,100
Hardscape	$82,500
Bridges	$12,000
DISTRICT TOTAL	$1,045,600

PROPOSED PROJECTS BY LOCATION

Section	Road	From	To	Scope
B 12455	Turnpike Rd SB	Hollister Ave	South End	Preventive
B 12456	Turnpike Rd NB	South End	Hollister Ave	Preventive
B 12160	Turnpike Rd SB	Calle Real	Hollister Ave	Preventive
B 12165	Turnpike Rd NB	Hollister Ave	Calle Real	Preventive
B 12070	Turnpike Rd	Cathedral Oaks Rd	Cervato Way	Preventive
B 12075	Turnpike Rd	Cervato Way	La Gama Way	Preventive
B 12080	Turnpike Rd SB	La Gama Way	Calle Real	Preventive
B 12085	Turnpike Rd NB	Calle Real	La Gama Way	Preventive
B 13380	Santa Paula Ave	Walnut Ln	San Lucas Way	Preventive
B 13385	San Lucas Way	Walnut Ln	Santa Ana Ave	Hardscape
B 11990	Calle Real	El Sueno Rd	1640’ W/O El Sueno Rd	Preventive
B 11993	Calle Real	1640’ W/O El Sueno Rd	3140’ W/O El Sueno Rd	Preventive
B 11995	Calle Real	3140’ W/O El Sueno Rd	5280’ W/O El Sueno Rd	Preventive
B 12000	Calle Real WB	5280’ W/O El Sueno Rd	Turnpike Rd	Preventive
B 12001	Calle Real EB	Turnpike Rd	5280’ W/O El Sueno Rd	Preventive
B 12535	Via Los Santos	San Marcos Rd	Via Los Padres	Preventive
B 12565	San Antonio Creek Rd	Via Los Santos	La Riata Ln	Preventive
B 12570	San Antonio Creek Rd	La Riata Ln	Via Clarice	Preventive
B 12575	San Antonio Creek Rd	Via Clarice	Hwy 154	Preventive
B 13850	Cathedral Oaks WB	Bridge C-194	City Limit	Preventive
B 13865	Cathedral Oaks EB	City Limit	Bridge C-194	Preventive
B 13435	San Juan Place	Walnut Ln	East End	Hardscape
B 12045	Cathedral Oaks Rd	Camino del Remedio	El Rodeo Rd	Preventive

DISTRICT 3

PROGRAM CATEGORY	
Pavement Preservation	$2,150,500
Hardscape	$371,000
Bridges	$20,000
DISTRICT TOTAL	$2,541,500

PROPOSED PROJECTS BY LOCATION

Section	Road	From	To	Scope
B 16110	Vereda Galeria	Vereda Del Padre	Vereda Leyanda	Preventive
B 16135	Vereda Pradera	Vereda Del Ciervo	North End	Preventive
B 16130	Vereda Nueva	Vereda Del Ciervo	East End	Preventive
B 16140	Vereda Cordillera	Vereda Leyanda	East End	Preventive
B 15100	Camino Corto	Del Playa Dr	El Colegio Rd	Preventive
B 15115	Estero Rd	Camino Corto	Camino Del Sur	Preventive
B 15015	Madrid Rd	Camino Pescadero	Embarcadero Del Mar	Preventive
B 15025	Madrid Rd	Embarcadero Del Mar	East End	Preventive
B 15020	Pardall Rd	West End	East End	Preventive
B 15070	Sabado Tarde Rd	El Embarcadero	Camino Majorca	Preventive
B 15040	Trigo Rd	Camino Del Sur	Camino Pescadero	Hardscape
Various	West End Isla Vista	Camino Corto	Camino Majorca	Hardscape
C 30706	Cimarron Dr	Calzada Ave	West End	Rehabilitation
C 32580	Edison St	770' S/O Baseline Ave	150' S/O Lindero St	Preventive
D 27850	Harris Dr	Courtney Dr	180' E/O Courtney	Preventive
D 27775	Beck Rd	Christopher Dr	Craig Dr	Rehabilitation
D 27776	Christopher Dr	Beck Rd	North End	Rehabilitation
D 28420	Arneb Ave	Burton Mesa Rd	Rigel Ave	Rehabilitation
D 27778	Fredrich Dr	Beck Rd	South End	Rehabilitation
D 28460	Rigel Ave	East End	Sirius Ave	Rehabilitation
D 28470 P	Rigel Ave	Sirius Ave	500' W/O Sirius Ave	Rehabilitation
D 27777	Winfield Pl	Beck Rd	South End	Rehabilitation
D 28385	Vega Ave	Sirius Ave	Polaris Ave	Rehabilitation
D 28660	Polaris Ave	Antares Ave	Sirius Ave	Preventive
E 1110	Satinwood Rd	100' S/O Sandalwood Dr	Alderberry Dr	Preventive
E 1160	Sherwood Dr	Myrtlewood Rd	East End	Preventive
E 1090	Olivewood Rd	Sandalwood Dr	North End	Preventive
E 545	Ray Rd	Brown Rd	RR Tracks	Rehabilitation
E 550	Ray Rd	RR Tracks	Betteravia Rd	Rehabilitation
E 130	West Main St	Sand Plant Entrance	1.0 Mi E. of Sand Plant	Rehabilitation

DISTRICT 4

PROGRAM CATEGORY	
Pavement Preservation	$1,039,650
Hardscape	$170,000
Bridges	$6,000
DISTRICT TOTAL	$1,215,650

PROPOSED PROJECTS BY LOCATION

Section	Road	From	To	Scope
D 25880	Purisima Rd	Mission Gate Rd	3950' W/O Mission Gate	Rehabilitation
E 4090-4110 P	Rice Ranch Rd.	Orcutt Rd	Bradley Rd	Rehabilitation
E 7925-7930	Foster Rd	Orcutt Rd	Bradley Rd	Preventive
E 7925-7930	Foster Rd	Orcutt Rd	Bradley Rd	Hardscape
E 4078	Rice Ranch Rd	Broadway	1435' S/O Broadway	Rehabilitation

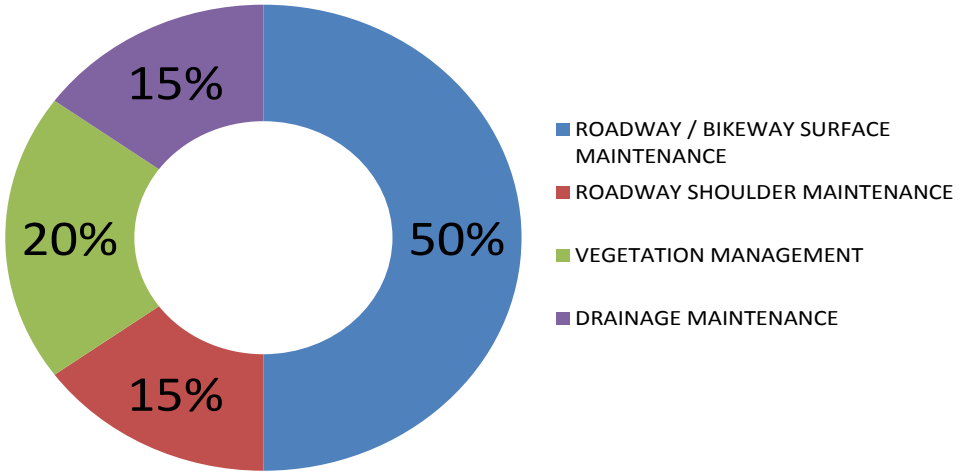
DISTRICT 5

PROGRAM CATEGORY	
Pavement Preservation	$488,550
Hardscape	N/A
Bridges	$3,000
DISTRICT TOTAL	$239,000

PROPOSED PROJECTS BY LOCATION

Section	Road	From	To	Scope
E 5200	Dominion Rd	Palmer Rd	1 Mi N/O Palmer Rd	Rehabilitation
E 5650	Foxen Canyon Rd	Palmer Rd	MP 22	Rehabilitation

South County



ROADWAY / BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 2, 3	THROUGHOUT DISTRICTS	PREP FOR MEASURE A SURFACE TREATMENT: PATCHING SWEEPING, CRACK SEALING
1, 2, 3	THROUGHOUT DISTRICTS	PATCH AND/OR REPAIR POT HOLES AND OTHER PAVEMENT DEFECTS; BERM AND CRACK SEALING.
1, 2, 3	THROUGHOUT DISTRICTS	HARDSCAPE REPAIRS: RAMPING, GRINDING, CUTTING, ADA UPGRADES, SIDEWALK IN-FILL
1, 2	OCEAN VIEW AVE, LAUREL CANYON RD, SAN FEDERICO AVE, STATE ST,	IN-HOUSE LEVEL COURSE

ROADWAY SHOULDER MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 2, 3	THROUGHOUT DISTRICTS	REPAIR SLIDES AND SLIP OUTS; RE-ESTABLISH AND/OR GRADE SHOULDERS

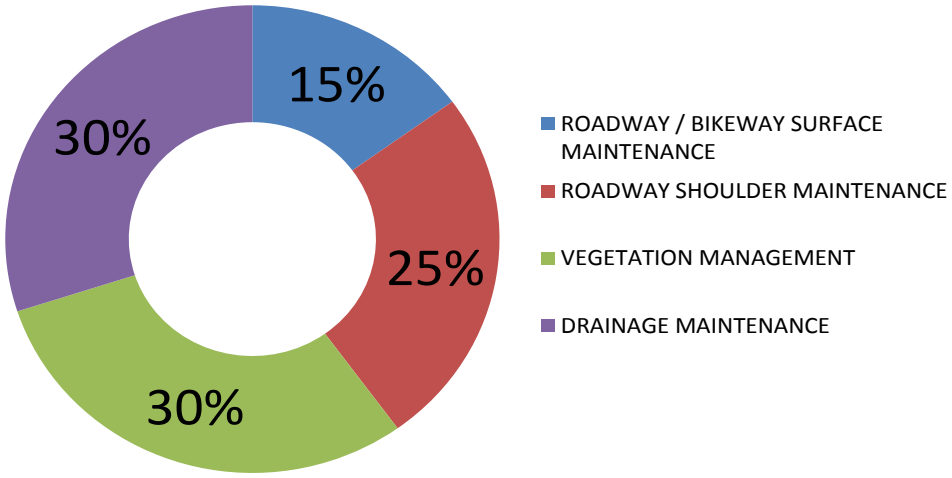
VEGETATION - WEED & BRUSH REMOVAL

DISTRICT	LOCATION	PROPOSED WORK
1	ROMERO CYN RD, VIA REAL, TORO CYN RD, EAST CAMINO CIELO RD	SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, ROADSIDE CLEAN-UP
1, 3	SAN MARCOS RD	SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, ROADSIDE CLEAN-UP
2	CATHEDRAL OAKS RD	SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, ROADSIDE CLEAN-UP
2, 3	FRONTAGE RD	SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, ROADSIDE CLEAN-UP
3	REFUGIO RD, FARREN RD, WEST CAMINO CIELO RD, STAGECOACH RD	SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, ROADSIDE CLEAN-UP

DRAINAGE / CULVERT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 2, 3	THROUGHOUT DISTRICTS	CLEAN AND REPAIR: CULVERTS, STORM DRAINS, DROP IN-LETS, DITCHES, BERMS

Central County



ROADWAY / BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
3, 4	THROUGHOUT DISTRICTS	PREP FOR MEASURE A SURFACE TREATMENTS: PATCHING, SWEEPING, CRACK SEALING, WEED ABATEMENT
3, 4	THROUGHOUT DISTRICTS	PATCH AND/OR REPAIR POT HOLES AND OTHER PAVEMENT DEFECTS; BERM AND CRACK SEALING
3, 4	THROUGHOUT DISTRICTS	HARDSCAPE REPAIRS: RAMPING / GRINDING / CUTTING, ADA UPGRADES, SIDEWALK IN-FILL
3	VANDENBERG VILLAGE AREA	GRIND OUT FAILED AREAS AND LEVEL WITH BOX, PREP FOR POSSIBLE CHIP SEAL
4	THROUGHOUT DISTRICT	GRIND OUT FAILED AREAS AND LEVEL WITH BOX
3	ALISOS CANYON RD	IN-HOUSE LEVEL COURSE - MIDDLE SECTION

ROADWAY SHOULDER MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
3, 4	THROUGHOUT DISTRICTS	REPAIR SLIDES AND SLIP OUTS; RE-ESTABLISH AND/OR GRADE SHOULDERS

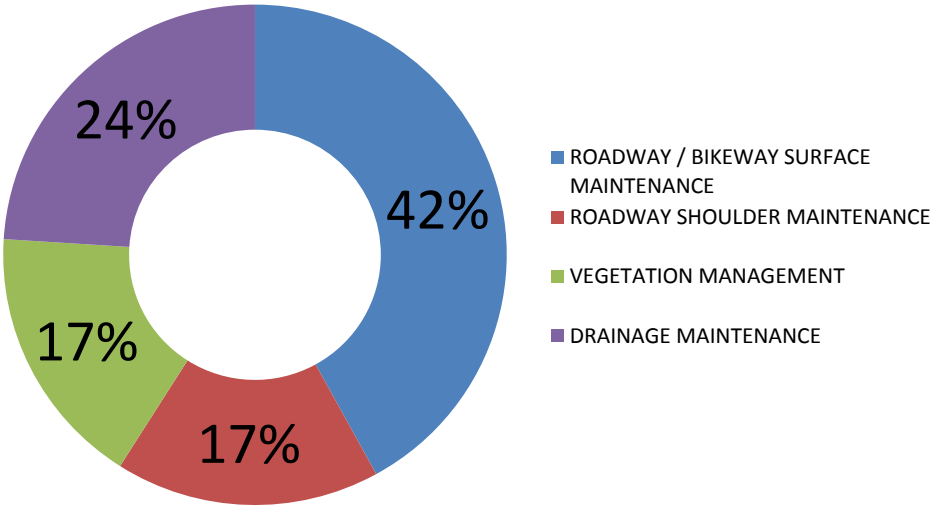
VEGETATION - WEED & BRUSH REMOVAL

DISTRICT	LOCATION	PROPOSED WORK
3, 4	THROUGHOUT DISTRICTS	SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, ROADSIDE CLEAN-UP

DRAINAGE / CULVERT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
3, 4	THROUGHOUT DISTRICTS	CLEAN AND REPAIR CULVERTS, STORM DRAINS, DROP IN-LETS, DITCHES, BERMS

North County



ROADWAY / BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	THROUGHOUT DISTRICTS	PREP FOR MEASURE A SURFACE TREATMENTS: PATCHING, SWEEPING, CRACK SEALING, WEED ABATEMENT
1, 3, 4, 5	THROUGHOUT DISTRICTS	PATCH AND/OR REPAIR POT HOLES AND OTHER PAVEMENT DEFECTS; BERM AND CRACK SEALING
1, 2, 3, 4, 5	THROUGHOUT DISTRICTS	HARDSCAPE REPAIRS: RAMPING / GRINDING / CUTTING, ADA UPGRADES, SIDEWALK IN-FILL
1	BELL RD, FOOTHILL RD, KIRSCHENMANN RD	BLADE-LAY ASPHALT PATCHING
4	CLARK AVE; BETWEEN ORCUTT RD AND FOXENWOOD LN	SEAM JOINT REPAIR WITH HOT APPLIED MASTIC
5	FOXEN CYN RD; BETWEEN DOMINION RD AND SANTA MARIA MESA RD	DIG-OUTS, PATCHING AND/OR LEVEL COURSE PAVING

ROADWAY SHOULDER MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	THROUGHOUT DISTRICTS	REPAIR SLIDES AND SLIP OUTS; RE-ESTABLISH AND/OR GRADE SHOULDERS
3, 4, 5	THROUGHOUT DISTRICTS	MONITOR AND PICKUP REPP COLLECTION MATERIALS

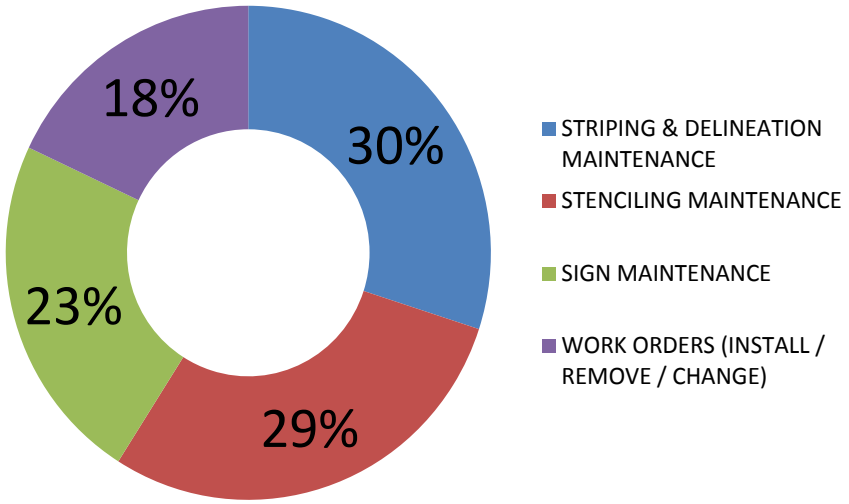
VEGETATION - WEED & BRUSH REMOVAL

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	THROUGHOUT DISTRICTS	SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, ROADSIDE CLEAN-UP

DRAINAGE / CULVERT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	THROUGHOUT DISTRICTS	CLEAN AND REPAIR: CULVERTS, STORM DRAINS, DROP INLETS, DITCHES, BERMS

Sign & Stripe



STRIPING & DELINIATION MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTY WIDE	REFRESH LANE AND EDGE LINE STRIPING AND DELINEATION
ALL	COUNTY WIDE	RESTRIPE, IN-HOUSE PATCHING, PAVING, AND VARIOUS SURFACE TREATMENTS THAT AFFECT MARKINGS

STENCILING MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTY WIDE	REFRESH LEGENDS, LIMIT LINES, CROSS WALKS, AND PAINTED CURBS
ALL	COUNTY WIDE - SCHOOL ZONES	TARGET; REFRESH 25% OF THE SCHOOL ZONES
ALL	COUNTY WIDE	RESTENCIL IN-HOUSE PATCHING, PAVING, AND VARIOUS SURFACE TREATMENTS

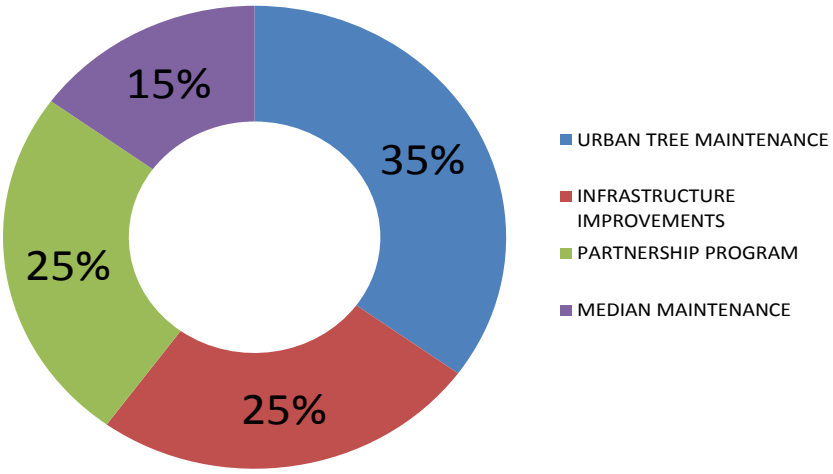
SIGN MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTY WIDE	REPAIR OR REPLACE DAMAGED, VANDALIZED OR FADED; REGULATORY, WARNING, GUIDE, PARKING, STREETNAME SIGNS AND BARRICADES
ALL	COUNTY WIDE	UPGRADE NON-CONFORMING SIGNS PER MUTCD
ALL	COUNTY WIDE	RESPOND DURING AND AFTER-HOURS TO CITIZEN AND LAW ENFORCEMENT SERVICE REQUESTS TO REPAIR DAMAGED AND/OR DOWNED SIGNS AND BARRICADES

WORK ORDERS (INSTALL / REMOVE / CHANGE)

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTY WIDE	COMPLETE TRAFFIC ENGINEERING GENERATED WORK ORDERS, INCLUDING SPEED ZONE CHANGES, COMPLIANCE UPDATES, AND SPECIAL PROJECTS THAT MAY AFFECT: STRIPING, STENCILING, CURB PAINT, DELINEATORS, BARRICADES, AND/OR SIGNAGE

Urban Forestry



URBAN TREE MAINTENANCE		
DISTRICT	**LOCATION**	**PROPOSED WORK**
ALL	COUNTY WIDE	ROUTINE AND CONTRACT ROAD WORK PREP; LIFTING, TRIMMING, REMOVALS, RE-PLANTS, VEGETATION EN-CROACHMENT NOTIFICATIONS
1	VARIOUS LOCATIONS WITHIN CSA-3	STREET LIGHT TRIMMING

INFRASTRUCTURE IMPROVEMENTS		
DISTRICT	**LOCATION**	**PROPOSED WORK**
ALL	COUNTY WIDE	SIDEWALK AND CURB / GUTTER REPAIR, ADA RAMP REPAIR AND INSTALLATION
ALL	VARIOUS LOCATIONS AS NEEDED	OCCASIONAL SMALL REIMBURSEABLE PROJECTS

PARTNERSHIP PROGRAM (COST SHARING URBAN FORESTRY WORK WITH ADJACENT PROPERTY OWNERS)		
DISTRICT	**LOCATION**	**PROPOSED WORK**
ALL	COUNTY WIDE	SIDEWALK AND CURB / GUTTER REPAIR, TREE PLANTING, TRIMMING, AND REMOVAL

MEDIAN MAINTENANCE		
DISTRICT	**LOCATION**	**PROPOSED WORK**
1, 2, 3, 4,	LOCATIONS THROUGHOUT DIS-TRICTS	PLANTING, WATERING, WEED CONTROL

Appendix

A/ Board Letter

B/ Notice of Exemption - All Districts

C/ Sample of Project Initiation Request Form

D/ Arborist-Approved Tree List for North & South County

E/ Sample of ADA Request for Accommodation Form

F/ Sample of ADA Grievances Form

A

BOARD OF SUPERVISORS AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Department Name:	Public Works
Department No.:	054
For Agenda Of:	July 25, 2017
Placement:	Administrative
Estimated Tme:	N/A
Continued Item:	No
If Yes, date from:	
Vote Required:	Majority

TO: Board of Supervisors

FROM: Department Director: Scott D. McGolpin, Public Works Director, 568-3010
Contact Info: Chris Sneddon, Deputy Director, Transportation, 568-3064 CS

SUBJECT: **FY 2017/2018 Road Maintenance Annual Plan, All Supervisorial Districts**

County Counsel Concurrence:

As to form: Yes

Auditor-Controller Concurrence:

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

a) Approve and adopt the FY 2017/2018 Road Maintenance Annual Plan;

b) Approve FY 2017/2018 Road Maintenance Annual Plan projects and Authorize the Director of Public Works to advertise for construction; and

c) Find the proposed actions are for existing facilities, which consists of the operation, repair, maintenance, or minor alteration of existing public structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, and that the proposed actions are therefore exempt from the California Environmental Quality Act pursuant to 14 CCR 15301(c) and approve and direct staff to file the attached Notice of Exemption on that basis.

Summary Text:

This item is on the agenda to adopt the FY 2017/2018 Road Maintenance Annual Plan (RdMAP). Every year, the Public Works Department prepares the RdMAP outlining the recommended maintenance work for the upcoming fiscal year, including both corrective maintenance/operations work plans and capital maintenance.

Public Works' Transportation Division maintains and repairs approximately 1,650 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks curb ramps, traffic signals, and over 9,000 street trees, which make up our Urban Forest.

The RdMAP process allows the Department to prioritize needed annual improvements and match this need with limited available funding for road maintenance.

Background:

Funding

FY 2017/2018 RdMAP maintenance projects and work plans are identified by District in the Final Draft RdMAP. Operations and contract projects are funded primarily by Measure A Sales Tax, State Gas Tax, new revenues from Senate Bill 1 (SB 1), and General Fund (Maintenance of Effort, $500k of discretionary funds, and a portion of the 18% of unallocated growth set aside for transportation).

For the past three years, as a result of State revenue reductions, the majority of Measure A funding has been allocated to perform corrective maintenance and operations work as approved by your Board in the Measure A Program of Projects. In future years, SB 1 funding may be available to allow releasing Measure A to use on deferred maintenance and capital projects. Projections estimate these State SB 1 funds will be phased in over four years, with increased payments starting this December. Some of the SB 1 funding, however, will have specific use requirements, with terms of use to be established through the California Transportation Commission this fall. This year's RdMAP includes approximately $2.5M of funding from SB 1.

Backlog

The County's current overall system Pavement Condition Index (PCI) is 58 (on a scale of 0-100, with 25 or less=failed, and 100=best). This is down one point from last year. The annual backlog of deferred maintenance for FY 2017/2018 is $284M, an increase of $25M from FY 2016/2017. Of this, $129M is pavement preservation needs. The remainder is bridges, hardscape and trees, drainage facilities, and traffic operations devices.

Plans and Programs

This year, the RdMAP programs approximately $6.2M for pavement preservation and hardscape repair contracts, and defers approximately $5.8M in pavement preservation. The other approximately 95% of the County's transportation infrastructure will be maintained using county forces performing corrective maintenance and annual maintenance activities.

Annual Road Yard Work Plans outline the various activities planned to maintain pavement, trees, hardscape, drainages, and traffic control devices for each road yard. There are three major road yards and one satellite yard: the South County Road Yard, with two maintenance crews; the Central County, with a crew in Lompoc and one in Santa Ynez; and the North County, with two crews, and the satellite road yard in Cuyama. In addition, there are two countywide crews: the Urban Forest and Utility Crew focuses on caring for and maintaining the County's trees, vegetation, and associated hardscape; and the Sign and Stripe Crew refreshes paint throughout the County, focusing on school zones in the summer, and replaces and repairs signs as needed in our inventory of over 15,000 signs and 375 signals, flashers, radar signs, and bicycle path lighting.

RdMAP Process

On June 28, 1994, your Board approved the first Public Works RdMAP for FY 1994/1995, as well as the road maintenance planning process for future RdMAPs. The Transportation Division used this process to develop the final draft of the FY 2017/2018 RdMAP for the County's Transportation Infrastructure System.

Planning and implementing the RdMAP is a year-round process. In the fall, when the adopted RdMAP work is underway, planning for the next year begins. Maintenance crews and Superintendents gather the information about needs and priorities based on what they see in the field. With that information and a

preliminary budget, the Department creates an initial priority project list. Meanwhile, using asset management systems, engineers create a list to compare with what the Road Yards derived. Then, using input from constituents received through the Board offices, requests through the road yards and other public input, the list of projects is refined. Finally, public meetings and Board office meetings complete the RdMAP project list presented to your Board today.

Capital maintenance projects included in the 2017/2018 program are listed in the RdMAP for each District. These road sections will be treated with micro-surfacing, scrub seals, or asphalt overlays, depending on their pavement preservation needs. The plan includes hardscape construction associated with these and other roads to improve ADA accessibility, and minor bridge repairs throughout the County. Road Yard Work plans prioritize efficient maintenance for safety, mobility and accessibility with limited resources.

Project Approval, CEQA Determination, and Authority to Advertise

These projects are exempt from the provisions of California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15301(c) as they involve the repair and maintenance of existing road facilities. The Department requests that your Board authorize the Director of Public Works to advertise the funded projects listed for the Surface Treatment Program/Capital Maintenance and any Tree Partnership Program contracts utilized to accelerate these efforts. Once approved, the Department will advertise the funded projects identified in the FY 2017/2018 RdMAP.

Sealed proposals will be received at the County of Santa Barbara Engineering Building, Department of Public Works Engineering counter, 123 E. Anapamu Street, Santa Barbara, California, and the Public Works Service Center, 620 Foster Road, Santa Maria, California, on a date to be determined and will be opened publicly and read aloud.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

Funding Sources	Operations	Capital Maintenance	TOTAL
State Transportation Funding	$5,600,000	$2,450,000	$8,050,000
Measure A	$6,000,000	$50,000	$6,050,000
General Fund MOE	$1,969,752		$1,969,752
General Fund designations		$1,750,000	$1,750,000
GF 18% policy		$1,950,000	$1,950,000
Total	**$13,569,752**	**$6,200,000**	**$19,769,752**

Narrative:

Approximately $6.2 million of this funding is for the Capital Maintenance, the balance is for Maintenance Operations and Corrective Maintenance. This work will be programmed in Funds 0015 and 0016.

Special Instructions:

Please forward a stamped, certified Minute Order approving the recommendations to Gena Valentine Felix, Public Works - Transportation, 568-3064.

Attachments:

Attachment A: FY 2017/2018 Road Maintenance Annual Plan (RdMAP) DRAFT
Attachment B: Notice of Exemption

Authored By:

Chris Sneddon, Deputy Director, Public Works – Transportation, 568-3064

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B

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: Department of Public Works/Transportation Division
(Lead Department/Division)

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970 (Pub. Res. Code Section 21000 et seq.), as defined in the State CEQA Guidelines and County Revised CEQA Guidelines.

APN(s) Right of Way. **Project No.** N/A

LOCATION: Countywide: All Supervisorial Districts

PROJECT TITLE: FY 2017/2018 Road Maintenance Annual Plan, All Supervisorial Districts

PROJECT DESCRIPTION: Santa Barbara County Public works requests the Board adopt the FY 17/18 Road Maintenance Annual Plan (RDMAP). Every year, the Public Works Department prepares the RdMAP outlining the recommended maintenance work for the upcoming fiscal year, including both maintenance operations work plans and capital maintenance.

Public Works' Transportation Division maintains and repairs approximately 1,650 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks curb ramps, traffic signals, and over 9,000 street trees which makes up our Urban Forest. The RdMAP process allows the Department to prioritize needed annual improvements and match this need with limited available funding for road maintenance. For the past three years, as a result of State revenue reductions, the majority of Measure A funding has been allocated to perform corrective maintenance and operations work as approved by the board in the Measure A Program of Projects. In future years, SB 1 funding may be available to allow releasing Measure A to use on deferred maintenance and capital projects. Projections estimate these state funds will be phased in over four years, with increased payments starting this December. Some of this funding has requirements for specific uses, with terms of use to be established through the California Transportation Commission this fall. This year's RdMAP includes approximately $2.5M of funding from SB 1.

This year, the RdMAP programs approximately $6.2 million for pavement preservation and hardscape repair contracts, and defers approximately $5.8 million in pavement preservation. The other approximately 95% of the County's transportation infrastructure will be maintained using county forces performing corrective maintenance and annual maintenance activities.

Name of Public Agency Approving Project: County of Santa Barbara

Name of Person or Agency Carrying Out Project: Public Works Transportation Division

Exempt Status: (Check one)

_____ Ministerial
_____ Statutory Exemption
__X__ Categorical Exemption {15301(c)}
_____ Emergency Project
_____ Declared Emergency

Cite specific CEQA and/or CEQA Guideline Section: 15301(c) Existing Facilities – Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The types of "existing facilities", itemized below are not intended to be all inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use. Examples include but are not limited to: (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety).

Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activities related to the repair and maintenance activities for public highway and street facilities. The project allows for a public safety activity designed to maintain a safe working condition of the roadway facilities as they were constructed. Further, there are no unusual circumstances which would create a possibility that there would be a significant effect. Therefore, this project can be found to be categorically exempt from CEQA.

There is no substantial evidence that there are unusual circumstances (including future activities) resulting in (or which might reasonably result in) significant impacts which threaten the environment. The exceptions to the categorical exemptions pursuant to Section 15300.2 of the State CEQA Guidelines are:

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

CEQA Guidelines Section 15301 is a Class 1 exemption; therefore, this exception does not apply.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The project involves the repair and maintenance an existing facilities to improve public safety. In addition, there are no other identified projects which would contribute to cumulative impacts. Therefore, this exception does not apply.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project involves a routine repair projects to maintain safe roadways for the traveling public. The projects will occur at specific locations where there are no sensitive resources located. Therefore, this exception does not apply.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The project does not involve a scenic highway or a project which may result in damage to a scenic resource, removal of trees, rock outcropping or similar resource. Therefore, this exception does not apply.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

There are no hazardous wastes site locations in the roadway right of way. Therefore, this exception does not apply.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The maintenance locations involved are not identified as a historical resource. Therefore, this exception does not apply.

Lead Agency Contact Person: Chris Sneddon, Deputy Director, Public Works-Transportation Division, Phone: (805) 568-3064

Department/Division Representative: Morgan M. Jones, Senior Engineering Environmental Planner,

Acceptance Date: **July 25, 2017**
Distribution: Hearing Support Staff for posting

Morgan Jones July 5, 2017
Morgan Jones Department Representative Date

NOTE: A copy of this document must be posted with the County's Planning & Development Department at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35 day statue of limitations on legal challenges.

POSTED
JUL 05 2017
SB County
Planning and Development

Distribution: Date filed with Planning & Development _____.

Distribution: Date Filed by County Clerk: _____.

C

PROJECT INITIATION REQUEST (PIR) FORM

RM-0102 (REV. 5/16/96)

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
ROAD MAINTENANCE SECTION
Project Request Form

Requested by: _____ Date: _____

Address: _____

City, State, Zip: _____

Phone: _____

Staff Contact: _____

Check Appropiate Boxes To Send to Requestor:	(Y)	(N)
Copy of this Request	☐	☐
Notice of Annual Maintenance Plan Hearing Dates:	☐	☐

Location: (Attach Vicinity map)

_____

Maintenance Area:

SECTION ID NUMBER | AREA CODE

Description of Work: (Be As Specific As Possible)

_____

Project Referred for Scope Recommendtions and Cost Estimate.To: (Check Box)
Construction [ ] Engineering [ ] Maintenance [ ] Transportation [ ] Other [ ]

Recommended Scope of Work:

_____

Cost Estimate Of Work Recommended: $_____

Preliminary Environmental Review: (CEQA/Permits)

_____

Pictures: (Attach on Separate Sheet and Label)

_____

Superintendent's Signature: _____ Date: _____

DRAWING3 By: Jim Chaney, RA Printed: 5/16/96 05:38 PM

Available online at www.countyofsb.org/pwd/roads/downloads/PIR.pdf

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
Road Division Permit Office
4417 Cathedral Oaks Road
Santa Barbara, California 93110

(805) 681-4990
FAX 681-4991

Arborist Approved Tree Planting List
South County

Common Name	Botanical Name
American Sweetgum	Liquidamber styraciflua 'rotundaloba' *
Australian Peppermint Tree	Agonis flexuosa
Australian Willow	Geijera parviflora
Bradford Pear	Pyrus calleryana 'aristocrat'
Brazilian Cedarwood	Cedrella fissilis
Brisbane Box	Lophostemon confertus
Chinese Elm	Ulmus parvifolia *
Chinese Flame Tree	Koelreuteria bipinnata
Chinese Fringe Tree	Chionanthus restusus
Chinese Parasol Tree	Firmiana simplex
Chinese Pistache	Pastachia chinensis
Cork Oak	Quercus suber
Crape Myrtle	Lagerstroemia X fauriei (Indian tribes)
Evergreen Pear	Pyrus kawakami
Fern Podocarpus	Afrocarpus gracilior
Firewheel Tree	Stenocarpus sinuatus
Gold Medallion Tree	Cassia leptophylla
Grecian Laurel	Laurus nobilis 'Saratoga'
Guadalupe Palm	Brahea edulis
Holly Oak	Quercus ilex
Hong Kong Orchid Tree	Bauhinia blakeana
Incense Cedar	Calocedrus decurrens
Island Oak	Quercus tomentella
Long-Leafed Yellow Wood	Podocarpus henkelii
Magnolia 'Majestic Beauty' or 'Little Gem'	Magnolia grandiflora (cultivars)
Maidenhair Tree	Ginkgo biloba
New Zealand Christmas Tree	Metrosideros excelsus
Pink Trumpet Tree	Tabebuia impetiginosa
Prickly leafed Paperbark	Malaleuca stephylloides
Queen Palm	Arecastrum romanzoffianum
Rainbow Gum	Eucalyptus deglupta
Silk Tree, Mimosa	Albizzia julibrissin
Southern Live Oak	Quercus virginiana
Water Gum	Tristanopsis laurina
Windmill Palm	Trachyarpus fortunei

** Tree species for very limited usage for uniformity with existing street planting*
(Revised 4-28-2003)

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
Road Division Permit Office
4417 Cathedral Oaks Road
Santa Barbara, California 93110

(805) 681-4990
FAX 681-4991

Arborist Approved Tree Planting List
North County

Common Name	Botanical Name
African Sumac	Rhus lancea
Australian Fan Palm	Livistona australlis
Australian Willow	Geijera parviflora
Bradford Pear (Aristocrat or Holmford)	Pyrus calleryana 'aristocrat'
Brisbane Box	Lophostemon confertus
Canary Island Pine	Pinus canariensis
Chinese Pistache	Pastachia chinensis
Crape Myrtle	Lagerstroemia X fauriei (Indian tribes)
Fern Podocarpus	Afrocarpus gracilior
Goldenrain Tree	Koelreuteria paniculat
Grecian Laurel (Hybrid Sweetbay)	Laurus nobilis 'Saratoga'
Holly Oak	Quercus ilex
Hybrid Strawberry Tree	Arbutus 'Marina'
Incense Cedar	Calocedrus decurrens
Island Oak	Quercus tomentella
Magnolia 'Majestic Beauty' or 'Little Gem'	Magnolia grandiflora (cultivars)
Maidenhair Tree	Ginkgo biloba
New Zealand Christmas Tree	Metrosideros excelsus
Raywood Ash	Fraxinus oxycarpa 'Raywood'
Southern Live Oak	Quercus virginiana
Thornless Honey Locust	Gleditsia triacanthus 'infernis'
Water Gum	Tristanopsis laurina 'elegant'

(Revised 4-28-2003)

E

TITLE II of the Americans with Disabilities Act
Section 504 of the Rehabilitation Act of 1973

Department of Public Works, Transportation Division's Request for Accommodation Form

Instructions: Please fill out this form completely, using black ink or typing. Sign and send it to the address at the bottom of the page. This form is available in alternate formats by requests.

Reporting Individual.	
Name and Address:	
City, State, Zip code:	
Telephone:	Home: Business:
Service, Program or Facility Alleged to Be Inaccessible.	
Name of Service/Program or Facility:	
Address:	
City, State, Zip code	
Telephone number:	
Date:	
Describe the way in which the service, program or facility is not accessible. (Please use other attachment as necessary).	
Action Taken (*for Office Use*).	
Signature of Reporting Individual:	

***Please mail to*: Ariana Villegas, ADA Compliance Officer, County of Santa Barbara**
105 East Anapamu, Room 104, Santa Barbara, CA 93101

For Office Use:
File No. _____

Date Received _____ Received By: _____

F

TITLE II of the Americans with Disabilities Act
Section 504 of the Rehabilitation Act of 1973

Department of Public Works, Transportation Division's Grievances Form

Instructions: Please fill out this form completely, using black ink or typing. Sign and send it to the address at the bottom of the page. This form is available in alternate formats by requests.

Reporting Individual.	
Name and Address:	
City, State, Zip code:	
Telephone:	Home: Business:
Service, Program or Facility Alleged to Be Inaccessible.	
Name of Service/Program or Facility:	
Address:	
City, State, Zip code	
Telephone number:	
Date:	
Describe the way in which the service, program or facility is not accessible. (Please use other attachment as necessary).	
Action Taken (*for Office Use*).	
Signature of Reporting Individual:	

***Please mail to*: Ariana Villegas, ADA Compliance Officer, County of Santa Barbara**
105 East Anapamu, Room 104, Santa Barbara, CA 93101

For Office Use:
File No. _____

Date Received _____ Received By: _____