



REPORT MANUAL

2010-2011

ROAD MAINTENANCE
ANNUAL PLAN

Maintenance Activities:
County crew's daily activities

Pavement Preservation:
Preventive maintenance
philosophies and applications

Projects and Funding:
Project locations for all five
County Supervisorial Districts

PUBLIC WORKS
Providing a Clear Path
A Smooth Ride and
A Safe Trip for the Traveling Public

Acknowledgments

NO MAJOR PROJECT CAN BE COMPLETED WITHOUT THE HELP OF OTHERS. THE TASK OF DEVELOPING THE ROAD MAINTENANCE ANNUAL PLAN (RdMAP) HAS BEEN BOTH EXCITING AND CHALLENGING. MANY PEOPLE HAVE OFFERED THEIR INPUT AND ASSISTANCE. WE WOULD LIKE TO GIVE SPECIAL THANKS TO THOSE WHO ATTENDED OUR PUBLIC WORKSHOPS. THEIR INPUT AND INSIGHT HELPED FOCUS OUR ATTENTION ON THE PROJECTS THAT ARE MOST IMPORTANT TO THE PUBLIC.

Additionally, we would like to acknowledge the contributions of the following people who gave many hours to make the sixteenth annual RdMAP document a meaningful planning tool:

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*County of Santa Barbara
Public Works Department
Transportation Division
Road Maintenance Annual Plan*

With the support of the County of Santa Barbara decision makers, the Public Works Department – Transportation Division, has continually sought out new technologies and partnered with industry professionals to gain an upper hand on our ever-deteriorating road network and uncertain roadway funding. These innovative technologies include the use of rejuvenating emulsions, scrub seals, and micro seals. As education and awareness grows throughout the County on the benefits of Pavement Preservation, State and National interest has grown as well. The Transportation staff that is responsible for the implementation and maintenance of this program has traveled the State of California and the Nation to educate and share our experience.

The County's Pavement Preservation Program has received numerous awards and has been the subject of articles in nationally distributed industry publications. These awards include the 2005 *Award of Excellence in Contracting* from the California Chip Seal Association; the 2005-2006 *Past President's Award for Emulsion Excellence* from the Asphalt Emulsion Manufacturing Association (AEMA); and the prestigious Pavement Preservation Task Group's *2008 Program of the Year Award*. Several statewide and federal agencies voted for Santa Barbara County's Pavement Preservation experts to receive these awards for our innovative use of pavement preservation principles and techniques to protect the taxpayers' investment in transportation infrastructure.

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This document is designed to provide accurate and authoritative information regarding the subject matter covered. The information presented in this document is subject to change, in which case, every effort will be made to give proper notice. This plan will be implemented with all available funds identified for those projects outlined herein, but does not represent a commitment on the part of the Public Works Department if those funds are not realized.

It should be noted that the Department must be responsive 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, and the Director shall have the authority to alter this plan to match the changing needs.

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INTRODUCTION



The Santa Barbara County's Road Maintenance Annual Plan (RdMAP) is the vehicle by which the Transportation Division completes our mission to *"provide a clear path, a smooth ride, and a safe trip for the traveling public."*

The proposed projects identified in this document are selected using public input and requests, Board of Supervisor priorities, County

Executive Office input, the MicroPAVER Pavement Management Program, and staff's professional assessment of Transportation's facilities and roadways. Thanks to our community partnerships, local leadership, supportive citizenry, and committed staff, the Transportation Division is able to offer programs and provide Public Works services. It is our hope that in the coming years, we will be able to offer new programs and services, and continue to develop as a trendsetting organization.

This document is the proposed Santa Barbara County Road Maintenance Annual Plan for Fiscal Year, July 1, 2010 through June 30, 2011.

The RdMAP projects are organized by County Supervisorial Districts and based on projected funding, maintenance needs, and public input. Inquiries and comments regarding the plan should be addressed to:

County of Santa Barbara

Public Works Department
Transportation Division
123 E. Anapamu Street
Santa Barbara, California 93101
Telephone 805-568-3064

Or to the Maintenance Superintendent at one of the following road maintenance offices:

Santa Barbara Road Yard

4415 Cathedral Oaks Road
Santa Barbara, CA 93110
Telephone 805-681-5678
Attn: Richard Navarro
E-Mail: rnavarr@cosbpw.net

Lompoc Road Yard

2010 Sweeney Road
Lompoc, CA 93436
Telephone 805-737-7773
Attn: Don Mason
E-Mail: Dmason@cosbpw.net

Santa Maria Road Yard

912 W. Foster Road
Santa Maria, CA 93455
Telephone 805-934-6100
Attn: Kurt Klucker
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RdMAP PLANNING PROCESS AND PUBLIC OUTREACH

Since the inception of the Road Maintenance Annual Plan (RdMAP) in the early 1990's, the Transportation Division has strived to include the public and County officials in the maintenance planning process for upcoming road projects. Input from the elected Supervisors, the County Executive Officer (CEO) and the public, as well as staff assessment and pavement management tracking information, are all incorporated into the annual Maintenance Plan. This public process is intended to keep the Transportation Division accountable to our customers – the residents of Santa Barbara County and the traveling public, for the use of tax dollars as they pertain to the County Maintained Road System.

The Transportation Division meets individually with the elected Supervisors and their staff on three occasions, beginning in January, throughout the planning process. Meetings are also held with the CEO to allow for their input, and to discuss the Supervisors' concerns. The involvement of the elected officials and the CEO allows them to communicate their priority projects, and the concerns of their Constituents.

The Division receives service requests from the public on a daily basis. Those that cannot be addressed due to funding, or require interdepartmental coordination, are filed by the Constituent as a Project Initiation Request (PIR). Public meetings are held once a year in the North and South County, generally in March, to allow for additional input. Notifications for the public meetings are advertised in various local newspapers, and invitations are sent to community groups, as well as individuals who have filed PIR's throughout the year.

The Division's pavement and bridge management tracking systems are vital to the maintenance planning process. These tracking systems provide the most accurate data on the condition of the road system, enabling the projection of upcoming maintenance needs. It allows the professionals in the field to choose the most appropriate surface treatments that will extend the service life of our transportation assets in the most cost-efficient manner.

Using all of these sources of information, an initial maintenance plan is drafted that depicts how our limited funds can best be utilized to address the needs of the roadway infrastructure. The additional input received at the public meetings is then incorporated into the plan, and the finalized RdMAP is presented to the Board of Supervisors for approval.

The concept of Accountability, Customer Focused, and Efficient Government is at the core of the RdMAP. The involvement of elected officials and the public throughout the planning process, and the use of technology that provides accurate information about the Maintained Road System, helps keep maintenance planning focused on our customer – the traveling public, and makes the Transportation Division a leader in providing the best value for the tax dollar.

MAINTENANCE OVERVIEW

CORRECTIVE MAINTENANCE

The Maintenance Section of the Transportation Division is responsible for all of the corrective maintenance of County roads. Corrective maintenance includes those activities that are needed on a day-to-day basis to fulfill our commitment to the safety of the traveling public. Of the four Maintenance Categories listed within this RdMAP, the activity most commonly recognized is asphalt repair.

The most intensive and time consuming activities are shoulder repairs and brush/weed removal. These activities consume much of the spring and summer months, with as many as 6 mowers in the field working a Countywide rotational mowing schedule.

Needs for shoulder repair work are directly related to weather conditions and rainfall amounts. Heavy rainfall results in increased vegetation removal work. Most of this work is performed by County Forces, and heavy equipment is required to make effective repairs. The crews are also responsible for tree trimming, sidewalk ramping, and culvert cleaning, as well as crack sealing, which keeps moisture from encroaching into the subgrade.



Most of these actions are done on a seasonal basis. For instance, culvert cleaning is done in the fall; every County maintained culvert is inspected to ensure functionality, just prior to the winter rainy season. The three major Road Yards within the County provide these corrective measures, as well as answer public complaints and perform preparation work for upcoming surface treatments.

SUMMARY OF RdMAP 2009/2010 MAINTENANCE ACTIVITIES

The cumulative efforts of the Road Maintenance Section have had a positive effect on the traveled way for FY 2009/10. The crews responded to 830 service requests, each within 48 hours of receipt. Not all requests for service could be honored, but staff responded to each individual who requested service.

The field crews were able to complete some in-house leveling projects, make repairs to

Maintenance Overview

potholes, perform shoulder maintenance, mow and trim along the roadsides to ensure safety and sight distance, and have cleaned and inspected all 4200 culverts and drainage facilities prior to, and throughout the winter.

The in-house fog seal continues to be an excellent Pavement Preservation Program. Over 63 days, an average of 0.78 gallons of oil per square yard was applied to 131 Lane Miles of pavement to help maintain and preserve the traveled way throughout the County.

The Partnership Program is a tax-deductible, cost sharing effort to replace damaged curb, gutter, and sidewalk. Under the program, 800 lineal feet of concrete repairs have been completed. The program also includes contracts to clean, trim and water the medians in the unincorporated areas of Goleta. Three medians in the Goleta area have had irrigation systems installed, and have been landscaped with vegetation that is suitable to the climate.

All of these efforts enable the Transportation Division to complete our mission to *“provide a clear path, a smooth ride, and a safe trip”*, in an Accountable, Customer Focused and Efficient manner.



MAINTENANCE ACTIVITIES

PROGRAM CATEGORIES DESCRIPTIONS

Each of our three Road Maintenance Yards perform many corrective maintenance tasks on a daily basis. These tasks are described in detail in the following sections. Our Road Maintenance Program consists of fourteen work categories such as, In-House Leveling Operations, Surface Treatment Program, Roadway and Bike Lane Surface Preparation and Maintenance, Weed and Brush Removal, Culvert Maintenance, and Traffic Control Maintenance. The categories depicted in the Program Charts, located at the beginning of each District's section of this RdMAP, are funded through the Transportation Division's budget. These Program Projects are categorically exempt under the California Environmental Quality Act (CEQA) of 1970. The Notice of Exemption for each project per location can be found within each District's funded section.

The program category *Construction Projects* requires additional environmental review. The majority of funding for these projects comes from State and Federal Programs, and supplemented by the Road Fund Budget.

IN-HOUSE LEVELING OPERATIONS

For the past nine years, the Transportation Division has used an in-house leveling maintenance operation, utilizing County crews and equipment, to correct failed and distressed areas in the roadway. In many cases, roadways can be repaired and brought to an acceptable standard using a leveling course of asphalt. This consists of a thin layer of either cold or hot asphalt that is applied to the entire width of the pavement, covering the failed areas of the roadway. Essentially, the in-house leveling operation is a large patch that covers pavement distress and improves rideability.

All deteriorated asphalt that is removed from the roadway is recycled through a process of grinding, and is then reused for road maintenance purposes.

SURFACE TREATMENT PROGRAM (CONTRACTS / COUNTY FORCES)

Surface treatment contracts are major construction projects that are funded by Measure A¹, Proposition 1B, and Regional Surface Transportation Program (RSTP) dollars. The contracts include fog seals, scrub seals, micro surfacing, asphalt concrete overlays, curb, gutter and sidewalk repairs, ADA compliant curb ramps, street tree replacement and maintenance, and major pavement rehabilitation and reconstruction. The projects are advertised and awarded to the lowest responsible bidding contractor, or assigned to in-house forces.

Maintenance Activities

The concept of preventive maintenance promotes the principle that pavement life can be extended significantly through periodic seal coating, resurfacing, and patching. In this document, we have proposed surface treatments for approximately 96 lane miles of County roadway.

1 Measure A is funded by the 1/2-cent sales tax fund, approved by voters in November 2008, replaces Measure D.

ROADWAY AND BIKE PATH SURFACE PREPARATION AND MAINTENANCE

Roadway and bike path surface 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.

Surface maintenance is performed in both rural and urban areas, as a corrective procedure to repair potholes, fill cracks, and level settlements. Due to many variations in rural roadways, drainage often becomes ineffective, and rideability is lost over time due to erosion and multiple patching. Surface maintenance, such as skin patching or a leveling course, can re-establish grade and correct these problems. In the urban setting, ride quality is the primary concern. Crack sealing, patching, and leveling are used to correct as many pavement failures as possible.

When weeds grow in paved surfaces, such as streets and sidewalks that are of such a nature that the weeds cannot be removed by mechanical means, they are sprayed with glyphosate. This method is used in preparation for both corrective and preventive maintenance surface treatments. The use of pesticides in this manner is part of the County Integrated Pest Management Program, which the Transportation Division has been a part of for the last 10 years.

The Division utilizes the most current technologies in applying pesticides including the “Weed Seeker” spray system, which spots and sprays individual weeds on the surface, using infrared systems. This equipment has significantly reduced the amount of pesticide used, compared to more traditional hand methods.

WEED AND BRUSH REMOVAL

Weed and brush removal includes clearing brush, mowing, weed and litter abatement,

Maintenance Activities

and roadside tree maintenance (excluding subdivision trees).

The rural mowing activity consumes much of the spring and summer months, and involves as many as 6 roadside mowing tractors and up to 15 personnel. Weather patterns and rainfall amounts usually 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 factors, such as wild flower production are considered; mowing in these areas is avoided during their growing season.

Trimming of roadside trees and other large brush in rural areas, is done to maintain a visually clear path and to keep the tree canopy from being damaged by tall trucks or oversized loads. The clearing of vegetation on 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, with regional varieties dictating the areas of concern. Unusual weather events such as windstorms, heavy rain, or localized tornados, can cause extensive damage to roadside vegetation, and have significant fiscal impacts on this program.

CULVERT MAINTENANCE

Culvert maintenance includes cleaning and reshaping drainage ditches, maintaining paved ditches and berms, culvert and inlet cleaning, headwall maintenance and construction, and culvert installation and replacement. The annual maintenance of these facilities is essential to roadway safety, and proper water drainage is vital to the life of the pavement. The more quickly water drains from the roadway, the more advantageous it is for the pavement. When water collects on the roadway, it permeates the asphalt concrete and penetrates into the subgrade – removing fines, creating voids, and causing stress. Over time, cracking develops, which causes the eventual disintegration of the pavement. Routine culvert maintenance helps prevent this type of water damage to our roadways.

TRAFFIC CONTROL MAINTENANCE/SAFETY ASSESSMENT

Traffic control maintenance includes striping, stenciling, curb painting, sign installation and maintenance, traffic signal maintenance and repairs, placement of safety markers, guardrail repair and replacement, and other maintenance. During winter storms or other naturally occurring events, the investigation and assessment of road conditions by Transportation staff is essential.

Maintenance Activities

The Division operates 38 traffic signals, 1 temporary traffic signal on Paradise Road, 24 flasher units, 22 driver feedback radar signs, numerous bikeway lights, and has a maintenance agreement to maintain the City of Carpinteria's traffic signals. A preventive maintenance program is in place for all our equipment, and a 24-hour call-out system is in place for emergencies. The timing and utilization of the signalized intersections are routinely checked and updated to provide the safest, most efficient system possible for our motorist.

Hundreds of service requests are received throughout the year for traffic related issues such as parking restrictions, traffic calming, sight distance, and stop sign requests. The Traffic Section and Maintenance Crew follow up on each request with a study and appropriate response. Many of the issues are taken to the Traffic Engineering Committee, where experts from all over Southern California help find appropriate solutions to these issues. The goal is to provide a safe and efficient roadway system for the traveling public in Santa Barbara County.

STREET TREE MAINTENANCE/VEGETATION CONTROL/ SIDEWALK SURFACE REPAIR

Street tree maintenance includes tree complaint investigation, trimming, watering, concrete repairs, tree removal and planting, and stump grinding. There are approximately 15,000 street trees Countywide that require maintenance. Tree trimming is done in both the urban forest and on the rural roadside. In the urban setting, trees are pruned to provide a balanced and consistent look to the trees designated to the parkway strip. When necessary, trees are trimmed prior to resurfacing operations and other maintenance activities. Trimming is also done in rural and urban areas to expose signs and to clear for sight distance.

Of the approximately 15,000 street trees in County subdivisions, an estimated 85% are inappropriate for street side parkways. The damage to the curb, gutter, and sidewalk caused by these trees, not only creates



Maintenance Activities

unsightly neighborhoods and increased liability, but it also makes the treatment of the street surface more costly. The estimated cost to repair the tree-damaged concrete in Santa Barbara County is approximately \$39.6 million dollars. In accordance with the Street Tree Policy, the Division replaces problem trees where possible, when repairing the curbs, gutters, and sidewalks. When individual requests are made, we work with citizens to resolve the concern in an equitable and timely manner.

URBAN FORESTRY PROGRAM/ PARTNERSHIP PROGRAM

Each year, the Urban Forestry Program assists with preparations for Measure A and Proposition 42 funded road surface treatment applications such as, fog seals, micro surfacing, overlays, and scrub seals, as well as other Engineering and Maintenance projects throughout the County. Preparing for surface treatments requires various methods of pruning of County trees, including crown cleaning, thinning, structure pruning, reductions, and raising of the tree canopy. When the vegetation is private, the property owner is notified by mail, to remove the vegetation from the road Right-of-Way, in accordance with County Ordinance 3703. In cases where removal of a County tree is necessary, replants are done at a ratio of one tree for every two removed, per our Tree Policy. Other preparations include ramping of uplifted sidewalks, trimming overgrown or diseased street trees, stump removal, investigation of tree ownership, and administration of contracts for special concrete projects.

Like many local agencies throughout the Country and the State, the County of Santa Barbara is experiencing increased shortfalls between revenues and maintenance backlog. With that in mind, the Transportation Division created the Partnership Program – an innovative program to share the costs of repairing hardscape damage in Santa Barbara County.

Before the Partnership Program began in 1996, hardscape damage repair was primarily done on roadways that were scheduled for an asphalt concrete overlay. The community was not pleased with this practice because they had to wait until their street became a priority for paving before hardscape improvements were made in front of their residences. In response, the Division developed the Partnership Program as a tax deductible cost-sharing agreement for hardscape repairs between the community residents and the County. Participation in the Program requires the resident to pay fifty percent of the costs to repair hardscape damage in front of their homes. These costs can include complete removal of street trees and/or complete removal and replacement of

Maintenance Activities

damaged hardscape – typically curb, gutter, and sidewalk, or driveway aprons. The resident is responsible for the watering and care of street trees upon completion of the construction.

The Partnership Program has successfully provided a choice for the public, and has benefited both the County and the community. With the help of the local residents and their participation in the Program, the Division has been able to stretch our funds further and address more street tree issues than we would have under previous practices. In a time when the County's revenues do not match the transportation infrastructure needs, the Partnership Program has helped us meet our needs as well as the desires of the community. Through this Program, our common goals of public safety and the preservation of the urban forest are being achieved.



The Tree City (or County) USA® program, sponsored by The National Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters, provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of cities and counties – home to more than 93 million Americans.

For seven years, Santa Barbara County has been recognized as a participating member of this National Program - helping to protect our Urban Forest. In recognition of Arbor Day, the Urban Forestry staff plant a tree each year at a local school in one of the County's 5 Districts.

Maintenance Activities

SERVICE REQUESTS AND PROJECT INITIATION PROGRAM

On a daily basis, the Division's Road Maintenance staff receives requests from the public to investigate roadway concerns. To date, we have received 830 service requests for road repair during FY 2009-2010. All requests are promptly investigated and in most cases, maintenance crews are able to repair the problem as part of the general maintenance plan. In all cases that involve a safety issue, corrective action is taken immediately. In cases where the scope of work is beyond that of routine maintenance, or if other Departments, Sections, or agencies must be utilized, the Constituent is asked to submit a Project Initiation Request¹ to initiate the work.

The Project Initiation Request is entered into the Division's database that tracks all project requests. After the request is investigated, the project is entered in the backlog database for one Fiscal Year. The Division receives a large volume of requests each year. Only a small number of these projects can be chosen, due to the limited funding available. A project that is not funded during the year it is requested must be resubmitted the following year in order to be considered for funding. This process allows the Division to establish a list that reflects the most immediate concerns.

The public can submit a project initiate request by contacting the Transportation Division via phone, written request, e-mail, or by attending one of our annual public workshops. Request forms are also available on our website at: www.countyofsb.org/pwd/roads/downloads/PIR.pdf

¹ A sample Project Initiation Request form is included in the Appendix

PREVENTIVE MAINTENANCE CONCEPTS & PROGRAMS

Asphalt pavement begins to deteriorate almost as soon as it is built. A variety of factors contribute to pavement deterioration including water seeping into the road base, which flushes the asphalt out of 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 repair is needed.

The typical asphalt pavement is designed for a life span of 20 years. With timely preventive maintenance, the life cycle of the pavement can be extended significantly. The life span of pavement that receives planned periodic seal coating, resurfacing, and patching, can be extended for several maintenance cycles, depending on soil and drainage conditions, and structural adequacy. For pavement that has become badly deteriorated, there are cost-effective treatments available to restore the road to a state of pavement preservation. It is estimated that with regular preventive maintenance, the annualized maintenance costs are typically reduced by half, compared to pavement that has been neglected and allowed to deteriorate.

A preventive maintenance program is preferred over a 10-year overlay program for two reasons: improved ride quality, and decreased maintenance cost.

The backlog of unfunded road maintenance projects for the Santa Barbara County Road System is currently estimated at \$221 million dollars. This includes:

- \$102 million dollars needed for pavement restoration
- \$40 million dollars to repair concrete hardscape damage
- \$46 million dollars for bridge repairs
- \$33 million dollars to upgrade drainage problems and failures

SURFACE TREATMENTS

The following seal coat treatments are designed to prolong the life of roadway pavement, using the preventive maintenance concepts described in this RdMAP.

Fog Seal

A Fog Seal is a thin and relatively inexpensive asphalt emulsion that is applied to the road pavement, usually at a rate of 0.08 to 0.10 of a gallon per square yard. This seals the asphalt and prevents water from penetrating the



Preventive Maintenance Concepts & Programs

roadway, thereby extending the life of the pavement approximately 1 to 2 years. While our Fog Seal Program is one of the backbone treatments for our Pavement Preservation Program, it is reduced for FY2010/2011 due to the fact that a large Fog Seal Program was completed in FY2009/2010. Fog Sealing is performed as a maintenance activity by County Forces.



Slurry Seal

A Slurry Seal is a combination of asphalt emulsion mixed with aggregates that is applied to a failing pavement to form a new wear surface and reduce pavement deterioration. Slurry seal aggregates range in size from 1/8 to 3/8 of an inch. The level of roadway

deterioration determines the size of aggregate used; the worse the pavement condition, the larger the aggregate that is required to restore it.

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, designed to set quickly to provide a long-lasting surface on good, sound pavements.

Scrub Seal

A Scrub Seal is a process in which a unique polymer-modified, asphalt-recycling agent is applied to a pavement surface at a rate of .15-.45 gallons per square yard, depending on the pavement condition and cover aggregate. A specially designed drag broom is pulled through the emulsion, filling cracks and voids left open by the initial application. An even coat of chips or other readily available aggregate is applied over the emulsion at a rate of 10-25 pounds per square yard, and then rolled with pneumatic tire compactors. These steps follow one right after the other, which minimizes duration of lane closures. A Scrub Seal costs two-thirds less than a traditional overlay, and it extends pavement life by 7 to 12 years.

Asphalt Concrete Overlay

An Asphalt Concrete Overlay is the placement of approximately 0.15' of asphalt concrete on 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.



SPECIAL PROGRAMS

COLLISION REDUCTION PROGRAM

The Transportation Division maintains a database of all collisions that are reported in the unincorporated area of the County. The information is used to help identify locations in the County where improvements may be needed. These improvements may consist of signal retiming, striping changes, traffic movement restrictions, or Capital Improvements. Improvements such as these have often resulted in a measurable decrease in the number of reported collisions at the location.

DISTRICT IMPROVEMENTS

District Improvements funds are available to address project requests initiated by public concerns for road maintenance in each Supervisorial District. Prioritization is based upon the measurable reduction in the existing backlog.

ROADWAY ENHANCEMENT PARTNERSHIP PROGRAM

In order to better focus on the needs of the residents of Santa Barbara County, the Board of Supervisors asked the Public Works Department, Transportation Division to provide an “Adopt-a-Road” style program. In response, the Division developed the Roadway Enhancement Partnership Program (REPP) to accept voluntary donations of time, material, and funding, for the betterment of the County Right-of-Way (ROW). The Program is proactive in promoting voluntary enhancement to the ROW by selecting projects with the objective of safer travel, a cleaner environment, and improved visual experience.

The Transportation Division administers the Program by issuing REPP encroachment permits to the applicant, which allows them to work within the limits of the maintained ROW, as identified in the permit. Upon acceptance of the Partnership, the applicant is provided with personal safety equipment (vests and hard hats), as well as safety training to cover the risks and procedures for working in the ROW. A sign of recognition is placed on the ROW that displays the participant’s name and the



Special Programs

enhancements they are providing. All other material is provided by the participant.

The Program accepts a broad spectrum of enhancements projects, ranging from tree planting to Road paving. The Program currently oversees 8 enhancement projects. The majority of the effort is concentrated on trash pick-up, with an average of 300 bags of trash being collected each year. Additionally, items have been collected that cannot be bagged, including carpet, doors, sofas, dressers, mattresses, and other abandoned items on the ROW. The Program also oversees the maintenance of a community parkway, a street sweeping program, and vegetation maintenance on a rural road.

The Transportation Division would like to thank those who have participated in the Program, and helping us to realize our vision of promoting voluntary enhancement of the County Maintained Road System.

For more information on this program and contact information, please view the REPP website at <http://www.countyofsb.org/pwd/roads/repp.htm>

STREET TREE POLICY

On December 12, 2000, the County Board of Supervisors approved a Street Tree Policy to assume the responsibility for the maintenance of the designated street trees within the unincorporated areas of the County. This policy applies to all street trees that have been planted within an urban residential setting where there are curb and sidewalk improvements, as well as trees that have been planted as a condition of development, or under the direction or approval of the County. The Public Works Department has been given the charge to act on behalf of the Board of Supervisors, in matters pertaining to these street trees and their maintenance.

Almost all of the trees that fall into the street tree category have been planted in commercial and residential developments over the last 40 years. These trees were planted for aesthetic and functional purposes, and they have grown to be an integral part of the urban forest. In recognizing the street tree population as a vital component



Special Programs

of the community and the roadway infrastructure, these policies were established with the goal to manage the Urban Forest more effectively, for public safety and well-being, while sustaining and enhancing the streetscape.

The Transportation Division facilitates the planting of new street trees in a variety of ways including, working with private groups and non-profit agencies through the Roadway Enhancement Partnership Program, and working with homeowners through the Partnership Program. The Division identifies preferable sites for planting and selects the appropriate trees. The adjacent homeowner is responsible for the establishment of newly planted trees for the first 2-3 years, after which the County assumes the tree maintenance responsibility.

The Transportation Division created an Arborist Approved Street Tree List for both the North and South areas of the County. Factors such as sustainability, prevention of hardscape damage, as well as consistency and aesthetics, were considered when creating these lists. The input of neighborhood and community groups was also considered, and allowed for a greater variety and selection of street trees. New trees that are planted in the County ROW are selected from the area's finalized approved list, which minimizes tree related hardscape damage, and saves the homeowners and the County time and money. Additionally, selecting the same trees for a given neighborhood allows County Forces to maintain them more efficiently, and gives a more consistent and uniform look to neighborhood trees.

A copy of the County's Street Tree Policy is available in the Appendix Section of this RdMAP.

PAVEMENT PRESERVATION

The following section written by Robert M. Davies and Jim Sorenson of the Federal Highway Administration, details the industry' awareness of the needs of our pavement infrastructure for timely and on-going surface seals and treatments to maintain the ride quality and integrity of our roadway investment.

PAVEMENT PRESERVATION: PRESERVING OUR INVESTMENT IN HIGHWAYS

By Robert M. Davies and Jim Sorenson of the Federal Highway Administration

The demands on our highway network and available transportation funding are greater than ever. These demands, combined with growing, public expectations for safety, quality, and performance, require highway agencies to maintain the highest level of service practical. To meet these demands, highway agencies are redefining their objectives, requiring them to focus on preserving and maintaining rather than expanding our existing highway system. We are working to make the system work better, run more smoothly, and last longer.

The financial demands on highway agencies to repair the damage is greater than ever and will continue to grow unless we can better control the rate of deterioration. To maintain high-quality pavements and to remain within budgetary limits, a change in philosophy from the traditional reactive maintenance approach to a preventive approach must be made. The preventive approach is represented by the concept of pavement preservation, which seeks to make sure that reconstructed, rehabilitated, and existing good pavements last longer, stretching available funding further. If accomplishing this seems like a challenge, that's because it is, but it can be done.

If we delay maintenance and repair of pavement until it has gone beyond its effective service life, the work required to renew it will be more extensive and costly than regular maintenance. Also, the repair work will make a portion of the highway unusable, and the flow of traffic will be disrupted for an extended period of time.

However, if we take a proactive approach in maintaining our existing highways, we can reduce costly, time-consuming rehabilitation and reconstruction and the associated traffic disruptions. With timely preservation, we can provide the traveling public with improved mobility; reduced congestion; and safer, smoother, longer lasting pavements. This is the true goal of pavement preservation — a goal that the Federal Highway Administration (FHWA), working in partnership with states, industry organizations, and other interested stakeholders, is committed to achieving.

Pavement Preservation

WHAT IS PAVEMENT PRESERVATION?

Pavement preservation is aimed at preserving the investment in our highway system, extending pavement life, and meeting our customers' needs. It is the timely application of carefully selected surface treatments to maintain or extend a pavement's effective service life. Pavement preservation does not include new or reconstructed pavements or any activity that significantly increases the structural capacity of the existing pavement. Figure 1 shows the general concept behind pavement preservation.

An effective pavement preservation program encompasses a full range of preventive maintenance techniques and strategies, such as fog seals, slurry seals, thin lift overlays, crack sealing, milling and grinding, and scrub chip seals.

IMPLEMENTING THE PAVEMENT PRESERVATION PHILOSOPHY

The good news is that these efforts are underway and they are making a difference. In 1997, an expert task group (ETG) with members from the American Association of State Highway and Transportation Officials (AASHTO), industry, and FHWA was established to provide guidance and technical assistance in the area of pavement preservation.

The results of these efforts have been an increased awareness of and dedication to pavement preservation within highway agencies and industry. Several states are considering or establishing a formalized pavement preservation program and are using dedicated funding to support such initiatives.

While the concept and techniques for pavement preservation are universal, the actions required to implement a pavement preservation program successfully, are regionally dependent. Each agency needs to establish its own protocols, strategies, and methodologies to produce the desired return on investment.

EXPERIENCES WITH PAVEMENT PRESERVATION

The potential benefits of a successful pavement preservation program can be numerous. A 1997 AASHTO lead-state survey of state highway agencies showed that most highway



Pavement Preservation

agencies are convinced of the advantages associated with a properly designed and implemented pavement preservation program. The anticipated benefits from such a program can include higher customer satisfaction, increased safety, cost savings/cost-effectiveness, improved pavement condition, improved strategies and techniques, and better informed decisions.

The states with the most experience in successfully implementing a pavement preservation program include California, Georgia, Michigan, New York, and Texas. Georgia and Texas, which have been performing preventive maintenance on their roadways for several years, report that their pavement preservation programs have played a substantial role in improving the condition of their highway infrastructure.

Caltrans (California Department of Transportation), in a workshop presented to the California Transportation Commission, notes that preventive maintenance treatments can restore a pavement surface and “extend its service life by 5 to 7 years...” This added service life will delay the need for the more costly pavement rehabilitation, allowing additional rehabilitation projects to be funded and constructed.”

A common observance among all of these states is the relatively long length of time for the benefits of pavement preservation to be realized in terms of improved pavement condition. Georgia and Texas, who have had a preservation program in place for many years now, have anecdotal evidence of the benefits. New York, whose preservation program was established in 1993, is beginning to observe the results in their annual pavement condition survey.

THE ROAD AHEAD

In addition to establishing a pavement preservation philosophy, other issues must be addressed to ensure the proper implementation of a pavement preservation program. The success of a pavement preservation program is based on selecting the right treatment for the right pavement at the right time. The real challenge lies in selecting the optimal time to apply a treatment to the road.

Time is the element by which cost-effectiveness is defined. Placing a treatment on the road too late, meaning structural damage has already started to appear, will result in poor performance because pavement preservation treatments are not designed to increase structural capacity. On the other hand, placing the treatment too early will result in the unnecessary expenditure of much-needed funds and can cause other pavement problems, such as flushing or rutting. Neither scenario is cost-effective. The optimal time will

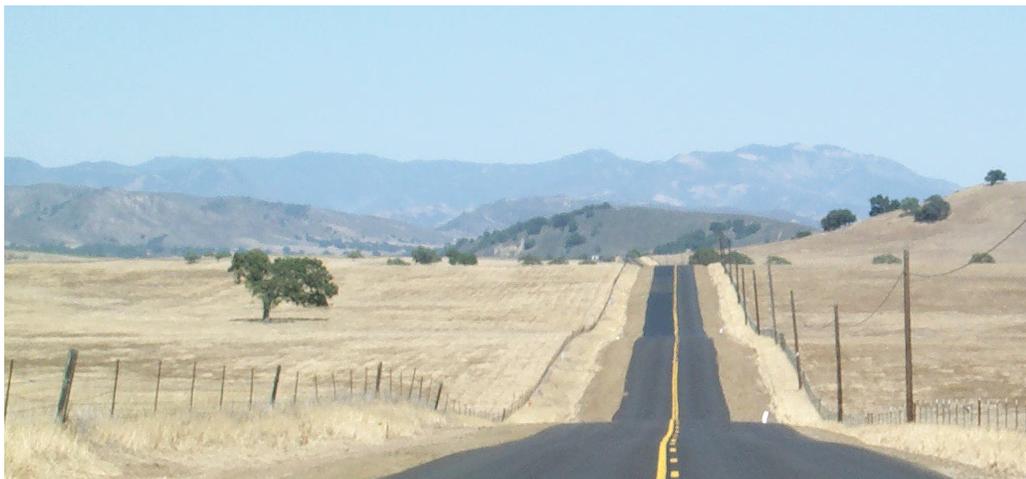
Pavement Preservation

maximize the return on investment of a given treatment by allowing for the most efficient use of funding to extend the life of the pavement.

To determine the optimal timing, performance standards and indices for various treatment types need to be established through research and the collection of performance data. To be reliable, these indices must be descriptive of the environment in which the pavement treatments are to be used. This not only includes existing pavement conditions, climatic weather, material properties, and traffic loading, but also agency resources and funding limitations.

And finally, we must integrate pavement preservation into the overall pavement management system (PMS) to allow highway officials to manage pavement conditions as part of managing their resource allocations. PMS provides critical information needed to make decisions about pavement preservation. By using an integrated PMS, a manager can select the proper proportion of preventive maintenance, corrective maintenance, rehabilitation, and reconstruction that optimizes available dollars and extends the service life of the pavements within the system.

Robert M. Davies is a construction and preservation engineer in FHWA's Office of Asset Management. He serves as the lead in the areas of system preservation and environmental concerns for construction and preservation operations. He is also the FHWA liaison to the Research Task Force of the AASHTO Subcommittee on Maintenance, is a member of the AASHTO Lead States Team on Pavement Preservation, and works closely with highway agencies and industry on the development of system preservation initiatives. Jim Sorenson is a senior construction and preservation engineer in FHWA's Office of Asset Management. He is the team leader for construction and system preservation.



RdMAP PROJECT MANAGEMENT

MICROPAVER– PAVEMENT MANAGEMENT SYSTEM

A pavement management system (PMS) offers the decision-maker a systematic way of gauging pavement conditions, and provides the steps for using the information to identify and schedule the most appropriate treatment. It aids the decision-making process by moving away from the traditional ad-hoc approach of spending maintenance funds.

In the absence of a pavement management system, cash-short cities and counties are likely to resort to a “worst first” approach to repairing streets and roads. Under this method, available funds are poured into costly reconstruction of a few roadways that are already badly deteriorated, while “healthy” roadways in need of relatively inexpensive preventive maintenance treatments are ignored. “Worst first” is the worst strategy that results in local jurisdictions getting the least bang for the buck.

A PMS is not a “black box” that will automatically churn out answers to every maintenance question. Rather, it is a tool that enables the Division to determine the most cost-effective maintenance program. With a PMS, professional judgment is enhanced, not replaced.

Apart from its obvious benefits, a PMS has an added advantage of helping Public Works officials and community leaders gain an understanding of the total funding needs for the road pavement system.

The goal of a PMS is to bring all pavement segments to a condition where preventive maintenance is the primary strategy. Not only does a PMS make more efficient use of public funds, but after a few years, it can help reduce overall maintenance spending. This year’s surface treatment program was designed using these concepts to maximize the County’s investment in the road pavement system.

In 1985, the Transportation Division began monitoring the pavement component of the infrastructure using a Carter Pavement Management System. In recent years, the Division has successfully converted to MicroPAVER Pavement Management System, and we are now recognized as a leader at the cutting edge of this technology. MicroPAVER provides full compliance with the Modified Approach to accounting for infrastructure in the Government Accounting Standards Board (GASB) Standard 34, and is used by over 600 cities, counties, states, and countries. The utilization of this system, integrated with Geographic Information Systems (GIS), has given the Division powerful tools to plan, maintain, and analyze the County’s pavement network. Every year, one-third of the County pavement network is re-evaluated. These inspections are contracted, and typically involve the documentation of “distresses” (defects or indicators

RdMAP Project Management

of problems), including the severity and the quantity of each distress.

ENVIRONMENTAL REVIEW REQUIREMENTS

The Transportation Division performs many services that require environmental review under the *California Environmental Quality Act* (CEQA). A public agency must adhere to CEQA guidelines in order for all proposed or approved discretionary projects to be carried out. In Public Resources Code, section 21080, a “discretionary project” is described as one that “requires the exercise of judgment or deliberation where the public agency decides to approve of a particular activity”. The *2010/2011 Road Maintenance Annual Plan* is a discretionary project subject to CEQA.

Regular Maintenance activities are exempt from environmental review under the Public Resources Code, section 21084, subdivision (a). This class of projects was determined by CEQA “not to have a significant effect on the environment and which shall be exempt”. The Secretary of Resources prepares and adopts the list of project categories. Each Supervisorial District receives a *Notice of Exemption*, included in their district plan.

The Construction Projects identified in each Supervisorial District, require project specific environmental review.

SURFACE TREATMENT PROJECT SCHEDULING

The annual surface treatment program, as identified in this RdMAP, is a 14 to 16 month process that is completed in two stages – concrete repair, and application of the surface treatment. These stages are scheduled to allow the concrete repairs and maintenance preparations to be completed in time for the surface treatments to be applied during the summer and fall.

The concrete repair stage is a 3-month process in which all streets identified within the RdMAP are field reviewed, and damaged concrete is marked, measured, and logged. Survey monuments are identified, and the plans and specifications are prepared. The concrete repair project is then advertised and awarded in accordance with the public contracting code, and the start date for the project is set. Construction of the concrete repairs is started in the winter months, and completed in the spring.

Once the concrete repair stage of the work is advertised, design begins on the second stage – the surface treatment. Three to six months of design work is needed to evaluate the pavement, mark and measure failed areas, determine appropriate surface treatments, prepare plans and specifications, and locate survey monuments that would be disturbed

RdMAP Project Management

by the construction activities. Prior to the surface treatments, maintenance preparations are performed on the ROW, either by private contractors or County Forces. Preparations include crack sealing, patching, dig-outs and leveling, as well as tree trimming and vegetation abatement such as weed removal. Trees and other vegetation must be at least thirteen feet from the ROW to allow unobstructed access for the construction equipment. In asphalt paving operations, temperature of the material is critical in obtaining the desired finish. The summer and fall months are the ideal time to pave in Santa Barbara County.

EMERGENCY/AFTER-HOURS RESPONSE

The Transportation Division is responsible for the needs of the County Maintained Road System. When problems arise on a roadway, the cause is of no consideration with regard to repairs. Whether caused by normal wear-and-tear from public use, or natural disaster, our response will always align with our mission, to *provide a clear path, smooth ride, and a safe trip to the traveling public.*



In the event that a problem arises after normal working hours, or on weekends or holidays, an emergency call-out list is utilized. This list contains the names and telephone numbers of key personnel who are equipped with County vehicles and tools to handle after-hours emergencies. This list is updated regularly and provided to County Fire, Sheriff and Flood Control dispatches, as well as the California Highway Patrol.

Initially, it may be one individual that responds to an after-hours call. If the responder determines that more manpower and equipment are required, then the call-out list is utilized. Upon completion of their call-out duties, the staff returns home and reports for duty at their regularly scheduled time. In most cases, this after-hours work does not affect the normal scheduled workday. In other, more extreme emergencies, more staff may be called out. As their tasks are completed, if no other operations are needed, they are sent home until further response is required.

In hazardous situations such as darkness or heavy rain, where an unsafe condition makes completion of the work unsafe for the public or the staff, the work may be curtailed

RdMAP Project Management

until daylight or until conditions improve. In no case will Maintenance staff abandon a hazardous condition that jeopardizes public safety, or close a road without proper notification to the residents.

The call-out system has been used and refined over the last 40 years. It has been used successfully, from the routine late night fallen limb, to the severe flooding of 1969, 1983, and the infamous El Nino storms, as well as the more recent Zaca, Gap, Tea, Jesusita Trail, and La Brea Fires. The call-out system allows for flexibility in rotating personnel out of the field, and keeping the staff rested, fresh, and prepared for the workday. It allows for a continuity of effort and performance, and promotes safety for the public and the staff. It is a recognized, time-proven procedure for all law enforcement agencies, and has been used countless times for a variety of reasons, for after-hour problems in the ROW.

AMERICANS WITH DISABILITIES ACT AND TRANSPORTATION FACILITIES

The Americans with Disabilities Act (ADA) was enacted in 1990 to provide comprehensive Civil Rights protections for persons with disabilities. Included in the Act were protections for transportation facilities. Under Title II of the ADA, the County of Santa Barbara has a responsibility to operate each service, program, or activity so that when each is viewed in its entirety, it is readily accessible, and usable by individuals with disabilities. In response to the passage of the Act, the Transportation Division produced a Self-Evaluation and Transition Plan in 1994, that focused on County facilities, as well as a grievance policy and procedure. In January 2007, the Division updated the Self-Evaluation and Transition Plan by producing the Draft Transportation ADA Transition Plan Amendment. The plan includes policies and procedures for public input and grievances, and identifies transportation infrastructure in need of ADA updates, which will be met through the RdMAP maintenance program and other Capitol Improvement Projects. By implementing the plan, the Division will be able to identify needs and to make progress in raising the County's Transportation System to current ADA standards.

The ADA Transition Plan includes a Transportation System Inspection Program. The County's 5 Supervisorial Districts are divided into 3 maintenance zones, all of which conduct inspections and maintenance repairs. The County's major collector and arterial roadways, and one-third of the remaining roadways, are inspected each year. Over a three-year period, the entire County's maintained roadway system is inspected. The purpose of these inspections is to identify obstacles and ADA accessibility concerns in the Transportation System, including continuity and connectivity issues.

RdMAP Project Management

Funding from Measure A and Proposition 1B will be used to inventory Transportation System ADA needs. A component for ADA concerns has been added to the public outreach program that is conducted each year for the production of the RdMAP. ADA upgrades will be included as components of other Capitol Improvement Projects, and grant funding will be sought from sources such as the Federal and State Safe Routes to School Program.

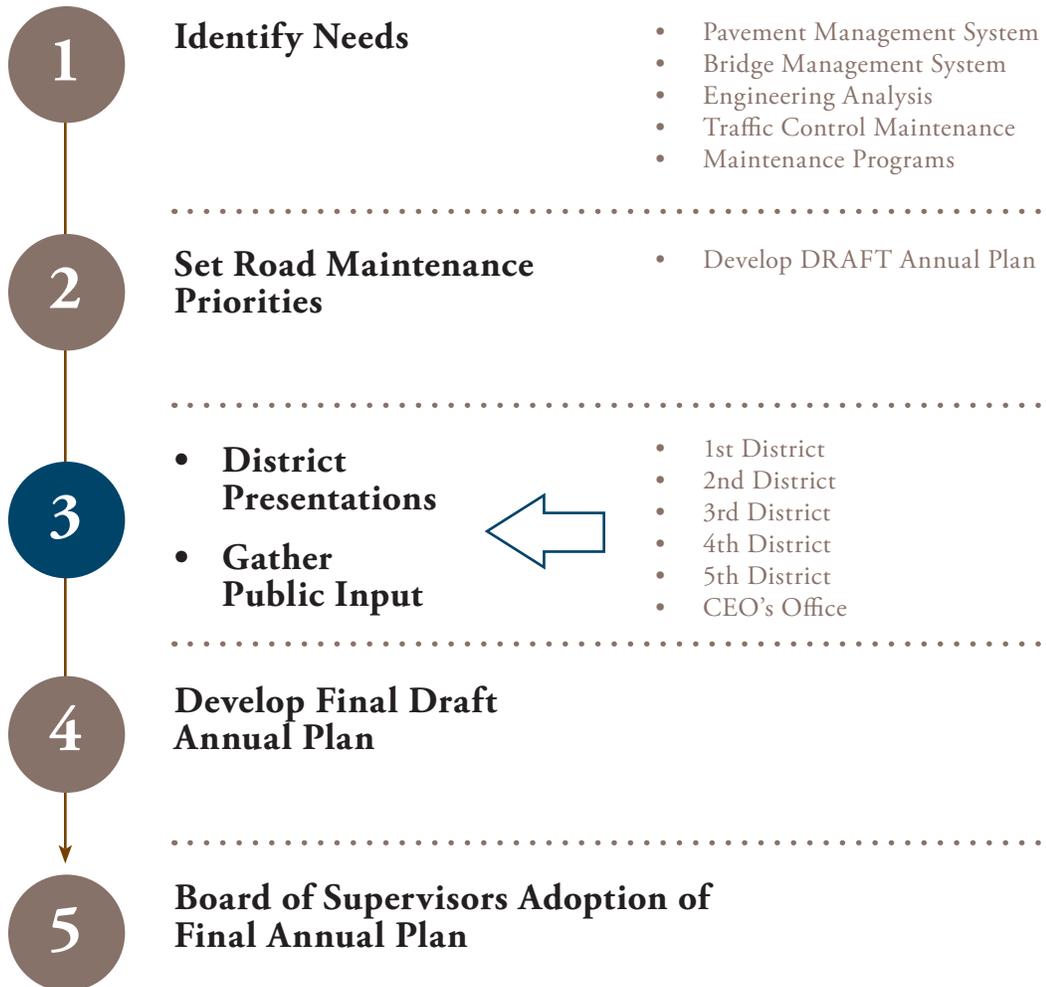
CONSTRUCTION PROJECTS

Construction projects are those Capital Improvement and Storm and Fire Damage projects that are contracted out, and receive at least partial funding from sources outside of the County for bridge repair and replacement, hazard elimination and safety improvements, or storm and fire damage repairs. The construction project category includes projects that may be scheduled for construction in FY 2010-2011.



RdMAP PROCESS

- Ongoing evaluation of the road system by the professional staff
- Set priorities and meet with Supervisors Assistants and CEO in December
- Evaluate priorities
- Public Meetings, North and South in February
- Meeting with Supervisors and CEO in March
- Develop final draft plan
- Presentation to BOS for adoption of the annual plan before June 30, 2010



PROJECT FUNDING

OVERVIEW OF PROJECT FUNDING

The FY 2010-2011 RdMAP projects total approximately \$15.8 million, and will be funded primarily by Measure A, Proposition 1B, Proposition 42, and State Gas Tax revenues.

MEASURE A FUNDING

On November 4, 2008, the voters of Santa Barbara County approved Measure A, the Santa Barbara Transportation Improvement Program, with 79% of the votes. As a result of the passage of Measure A, the ½ cent local sales tax will remain the same as it was under Measure D. Measure A took effect on April 1, 2010, and will remain in effect for 30 years. The revenues will be allocated for transportation improvements using the same distribution formula as with Measure D.

The revenues generated countywide by Measure A will be distributed according to the voter approved investment plan. A portion of the total Measure A revenues were dedicated to the Highway 101 widening, and the remaining revenues are to be split equally between the South Coast and the North County. SBCAG made many concessions to several special interest groups that participated in the development of the Measure A investment plan. As a result of these concessions, local agencies will 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 County expenditure plan for local streets and roads. For comparison, under Measure D, 70% of the total revenue went to local agencies to meet their needs for local streets and roads, and the remaining 30% was allocated to state and regional highway projects. On average, the County will receive approximately 20% less revenue for local streets and roads with Measure A than we received under the Measure D distribution.

The County will receive 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. The First, Second, and the portions of the Third Supervisorial District that are within the South Coast will receive the South Coast Measure A revenues. The Fourth, Fifth, and the portions of the Third Supervisorial District that are within the North County will receive North County Measure A revenues. Like Measure D, Measure A will be distributed to each local agency based on population. The Board has been distributing the County's share of Measure D revenues according to a formula based on 50% population and 50% lane miles within each Supervisorial District. On April 13, 2010, the Board of Supervisors approved the use of the same distribution formula as Measure D for both the North County and the South Coast.

Project Funding

STATE GAS TAX/PROPOSITION 42 FUNDING

In 2001, the Governor signed AB 2928, which later became voter-approved Proposition 42, which is a sales tax on gasoline. Approximately \$1 billion was distributed directly to cities and counties for preservation of the local road system. The County's portion of this bill was based on an allocation formula of 75% registered vehicles and 25% maintained road miles. In March 2010, the Governor and the Legislature approved the elimination of Proposition 42, and replaced it with an excise tax on gasoline. Funding for local streets and roads would be held harmless, as the new excise tax provides the same funding as previously received from Proposition 42. However, the constitutional protections that are afforded to Proposition 42 through Proposition 1A are lost with this swap of Transportation gas tax.

PROPOSITION 1B FUNDING

On January 22, 2008, the Board of Supervisors approved an allocation plan for Proposition 1B funds. Over the past two years, the Department has completed the majority of these projects, many of them under budget. Some of these remaining Proposition 1B funds will be used to fund portions of the work contained in this document. This document also contains Proposition 1B funds that were allocated by the Board in 2009 for Surface Treatment contracts. In February 2010, the County was informed that it could begin to submit to the State Controller's office, a Board approved allocation plan for an additional \$5.4 million in Proposition 1B funds to be dispersed in FY 2010/11. The State is requesting that the approved plans be submitted by July 2010, and the funding must be expended by July 2013. The approximately \$5.4 million is the last remaining amount of funding available from Proposition 1B for local streets and roads. The Department will approach the Board of Supervisors in early June with a list of projects for this funding; however, given the State's financial situation and past inability to sell bonds to fund Proposition 1B, the Department has decided not to program these funds in the FY 2010/11 RdMAP.

STIP/RSTP FUNDING

State Transportation Improvement Plan (STIP) revenue has been another source of maintenance funding for the County. Due to the financial status of the State, many projects in California have been delayed and placed on a waiting list for funding. Due to the log jam created at the State level for funding STIP projects, the CTC created a priority system for allocating projects. Under the priority system, road rehabilitation

Project Funding

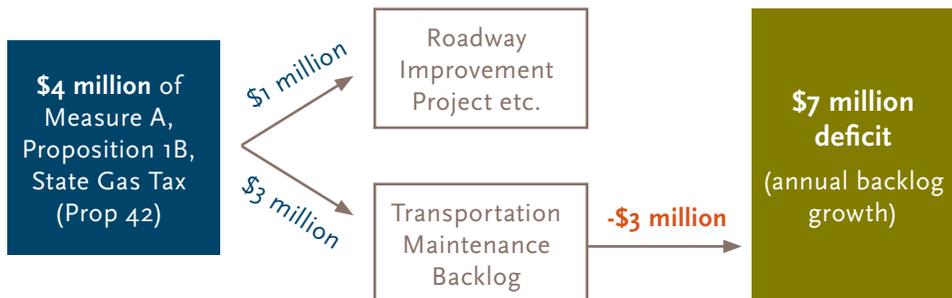
projects were determined to be “tier 3”, and were not likely to receive funding until sometime in the future. As a result of this decision, SBCAG worked with the local agencies and was able to exchange these allocated STIP dollars for Regional Surface Transportation Program (RSTP) dollars for local agencies to fund their road rehabilitation projects. The RSTP dollars are far more flexible than the STIP dollars, and the County has programmed these funds for pavement preservation, as well as matching funds for disaster repair and Capital Improvement Projects. Our allotment of RSTP funds will end in FY 2010/2011.

STIP funds have also been used for Capital Improvement projects Countywide, such as the Summerland Circulation Improvement and Hummel Road Extension projects. Utilizing the STIP and RSTP dollars for Capital Improvement and storm/fire damage repair projects has allowed the County to focus Measure A, Proposition 1B, and Proposition 42 funds on pavement preservation projects. The County will no longer receive any RSTP funds when our allotment is expended at the end of FY 2010/2011. As contained in the Measure A Investment Plan, RSTP dollars are needed to fully fund the Highway 101 Widening project. The County does have approximately \$2 million in STIP funding programmed for further improvements to Summerland; however, it is unknown at this time when these funds will be made available. These will be the last of the STIP funds that the County will receive for the next 30 years, due to the need for these dollars to fully fund the Regional projects contained in the Measure A Investment Plan.

Below is an illustration of how the loss of future STIP and RSTP funding will have a direct affect on our Pavement Preservation Program.

A Future without STIP and/or RSTP

- **No STIP or RSTP to Locals**
- **County Annual Transportation Maintenance Need = \$10 million**



Project Funding

SURFACE TREATMENT CONTINGENCY FUND

The Surface Treatment Contingency fund are monies set aside in the event that construction bids for projects come in higher than anticipated due to the changes in the economic climate. These funds are also used in the event of a natural disaster to assist in making the necessary repairs to the transportation infrastructure, by providing local matching funds. At the end of each Fiscal Year, any funds remaining in the Contingency are rolled over to the next Fiscal Year and supplemented as necessary to maintain an adequate balance in this fund.

BOARD OF SUPERVISORS GENERAL FUND ALLOCATION AND MAINTENANCE OF EFFORT (MOE)

In a typical Fiscal Year, The Board of Supervisors provides \$500,000 in General Fund Designations for Transportation. Due to financial constraints, this Fiscal Year (FY 2010/11) the Board has proposed that no additional General Fund be provided to the Division beyond those commitments necessary for “Maintenance of Efforts” (MOE) for Measure A.

Based on the Measure A Ordinance, the MOE for Measure A for FY 2010/11 would be \$1,443,401 - an increase of \$592,212 over the MOE for Measure D. This increase in MOE has been included in the Public Works and General County Programs recommended budgets for FY 2010/11. The Ordinance also states that if the County does not meet the MOE requirement, the amount of Measure A that is received will be reduced equal to the reduction in MOE contribution. Public Works worked with the CEO to minimize the impact of the MOE to the General Fund by recognizing that the MOE for Proposition 42 was no longer required since the State swapped Proposition 42 for an excise tax that no longer required an MOE. The increase to the General Fund was only approximately \$150,000 as a result of the Proposition 42 funding swap.

STORM IMPACTS

Extensive damage to the County’s transportation infrastructure occurred during the winter of 2005 due to abnormally high amounts of rainfall. The County road system suffered damages at 143 sites, mostly in the foothills and mountains. As a result of these damages, the County declared a Local State of Emergency on January 10, 2005. Subsequently, the State and Federal Governments also declared Disasters, which enabled the County to receive reimbursement for emergency work and permanent repairs. To date, repairs from the 2005 Storm event continue. These repairs are funded by either FEMA or FHWA, and a local match by the Office of Emergency Services. Any non-reimbursable costs associated with these repairs will be funded through Measure A.

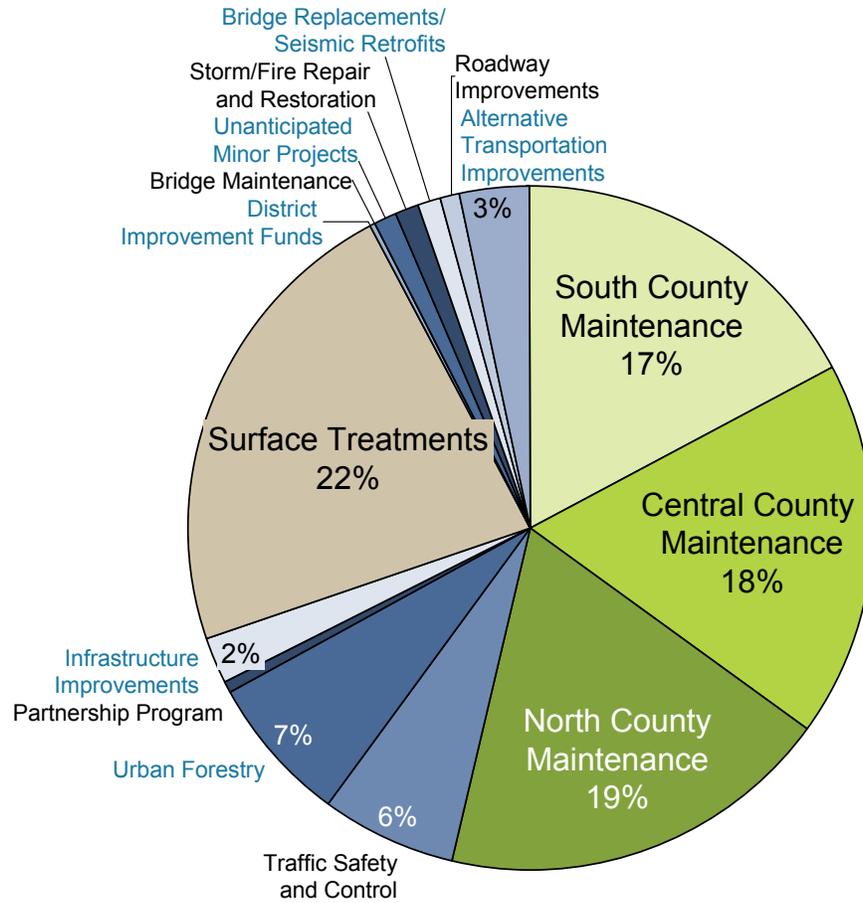
Project Funding

2010/2011 COUNTY ROAD PAVEMENT PRESERVATION/ MAINTENANCE BUDGET

PROGRAM CATEGORY	DISTRICT 1	DISTRICT 2	DISTRICT 3		DISTRICT 4	DISTRICT 5	PROGRAM TOTALS
			SOUTH	NORTH			
CORRECTIVE MAINTENANCE							
South County Maintenance	\$840,673	\$1,082,106	\$789,945				\$2,712,724
Central County Maintenance					\$2,425,564	\$382,171	\$2,816,851
North County Maintenance					\$2,295,972	\$689,377	\$2,976,232
Traffic Safety and Control	\$106,560	\$171,772	\$49,886	\$256,526	\$381,601	\$62,229	\$1,028,573
Urban Forestry	\$99,197	\$361,399	\$99,197	\$169,171	\$309,119	\$63,057	\$1,101,139
Partnership Program	\$2,500	\$15,000	\$7,500	\$7,500	\$15,000	\$2,500	\$50,000
Infrastructure improvements	\$25,000	\$150,000	\$25,000	\$50,000	\$100,000	\$10,000	\$360,000
PREVENTIVE MAINTENANCE							
Surface Treatments (Contracts/ County Forces)	\$547,502	\$617,904	\$340,295	\$644,805	\$877,539	\$530,355	\$3,558,400
District improvement funds	\$10,000	\$10,000	\$5,000	\$5,000	\$10,000	\$10,000	\$50,000
Bridge Maintenance	\$5,036	\$6,482	\$4,732	\$3,664	\$4,045	\$1,041	\$25,000
Unanticipated Minor Projects	\$30,215	\$38,893	\$28,392	\$21,982	\$24,271	\$6,248	\$150,000
CONSTRUCTION PROJECTS							
Storm/Fire Repair and Restoration	\$160,000		\$9,755	\$12,000			\$181,755
Bridge Replacements/Seismic Retrofits	\$26,400	\$29,500		\$45,000	\$87,000		\$187,900
Roadway Improvements	\$50,000				\$87,000	\$8,200	\$145,200
Alternative Transportation Improvements	\$75,000	\$160,000	\$200,000	\$40,000	\$40,000		\$515,000
DISTRICT TOTAL	\$1,978,083	\$2,643,055	\$1,559,702	\$3,681,211	\$4,613,717	\$1,383,006	\$15,858,774

Project Funding

FY 2010/2011 RdMAP BUDGET COUNTYWIDE

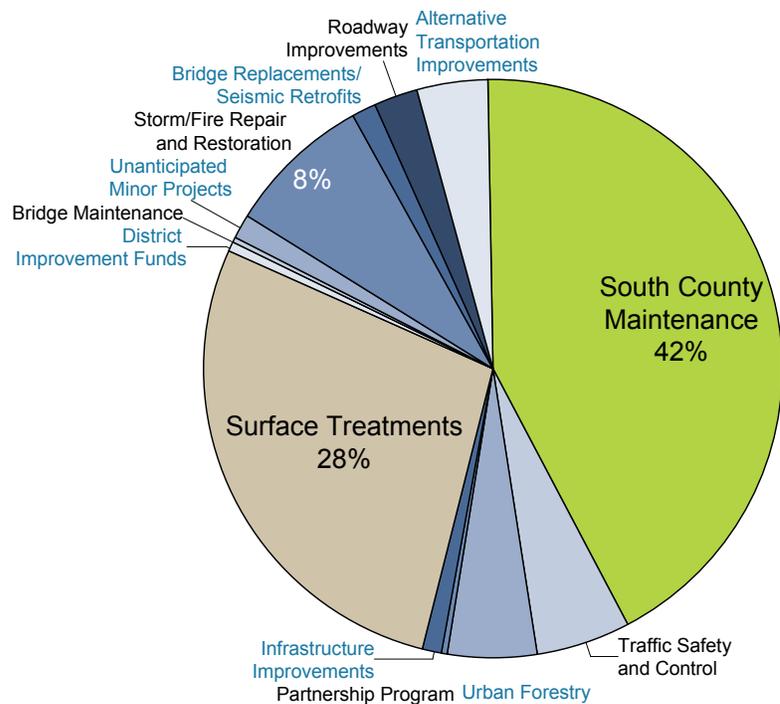


BUDGET CHART AND ALLOTTED DOLLARS

Below is an illustration and table of the budget dollars allotted to the First Supervisorial District, per project category, for the fiscal year 2010/2011.

PROGRAM CATEGORY

CORRECTIVE MAINTENANCE	
South County Maintenance	\$840,673
Traffic Safety and Control	\$106,560
Urban Forestry	\$99,197
Partnership Program	\$2,500
Infrastructure Improvements	\$25,000
PREVENTIVE MAINTENANCE	
Surface Treatments (Contracts/ County Forces)	\$547,502
District Improvement Funds	\$10,000
Bridge Maintenance	\$5,036
Unanticipated Minor Projects	\$30,215
CONSTRUCTION PROJECTS	
Storm/Fire Repair and Restoration	\$160,000
Bridge Replacements/Seismic Retrofits	\$26,400
Roadway Improvements	\$50,000
Alternative Transportation Improvements	\$75,000
DISTRICT TOTAL	\$1,978,083



1

FUNDED PROJECTS
BY LOCATION

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)

Measure A/Prop 1B/Prop 42 Surface Treatment

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
A 10990	ASHLEY RD	MOUNTAIN DR EAST	HWY 192	MICRO SEAL
A 11040	BARKER PASS RD	PASO ROBLES DR	HWY 192	MICRO SEAL
A 10900	BUTTERFLY LN	CITY LIMIT	MIDDLE RD	MICRO SEAL
A 10910	HIGH RD	BUTTERFLY LN	MIDDLE RD	MICRO SEAL
A 10815	OAK RD	MESA RD	HOT SPRINGS RD	MICRO SEAL
A 11020	PASO ROBLES DR	STODDARD LN	CHELHAM WY	MICRO SEAL
A 10345	WALLACE AV	EVANS AV	FINNEY ST	MICRO SEAL
A 10865	CHANNEL DR	FAIRWAY RD	CITY LIMIT	SCRUB-MICRO
A 11005	COLD SPRINGS RD	HWY 192	LA PAZ RD	SCRUB-MICRO
A 11010	COLD SPRINGS RD	LA PAZ RD	E MOUNTAIN DR	SCRUB-MICRO
A 10890	HILL RD	BUTTERFLY LN	1189 HILL RD	SCRUB-MICRO
A 10895	HILL RD	1189 HILL RD	OLIVE MILL RD	SCRUB-MICRO
A 10725	MOUNTAIN DR EAST	SAN YSIDRO LN	SAN YSIDRO RD	SCRUB-MICRO
A 10745	MOUNTAIN DR EAST	BROOKTREE RD	ASHLEY RD	SCRUB-MICRO
A 10100	NIDEVER RD	HWY 192	VIA REAL	SCRUB-MICRO
A 10280	SHELBY ST	E END	W END	SCRUB-MICRO
A 10004	STANLEY PARK RD	HWY 150	PRIVATE RD	SCRUB-MICRO

Roadway Enhancement Partnership Program (REPP)

LOCATION	PROPOSED WORK
VARIOUS LOCATIONS - MONTECITO ASSOCIATION	GRAFFITI REMOVAL

Capital Improvement Projects

LOCATION	PROPOSED WORK
PALOMINO RD REPAIRS	STORM/FIRE DAMAGE REPAIR
RINCON HILL RD BRIDGE NO. 51C-039	BRIDGE SEISMIC RETROFIT DESIGN
SAN YSIDRO TRAIL	PEDESTRIAN PATHWAY IMPROVEMENTS
COLD SPRINGS RD IMPROVEMENTS	PEDESTRIAN PATHWAY IMPROVEMENTS

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: Department of Public Works/Engineering 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, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Project No. N/A

LOCATION First Supervisorial District.

PROJECT TITLE Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION The program category description is within the Road Maintenance Annual Plan (RdMAP). The project is routine maintenance of County roads in the south coast inland and coastal areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses.

EXEMPT STATUS:(Check One)

- ___ Ministerial
___ Statutory
[X] Categorical Exemption
___ Emergency Project
___ No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities - "...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but 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), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

Reasons to support exemption findings: The project is annual repair and maintenance improvements and therefore is contemplated by the CEQA exemption under section 15301. Further, there are no unusual circumstances which would create a possibility that there would be a significant effect. The project is a category of repair and maintenance programs for existing County maintained transportation infrastructure within the County road right of way.

Morgan M. Jones (handwritten signature)

Department/Division Representative

April 20, 2010

Date

NOTE: A copy must be posted 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 statute of limitations on legal challenges.

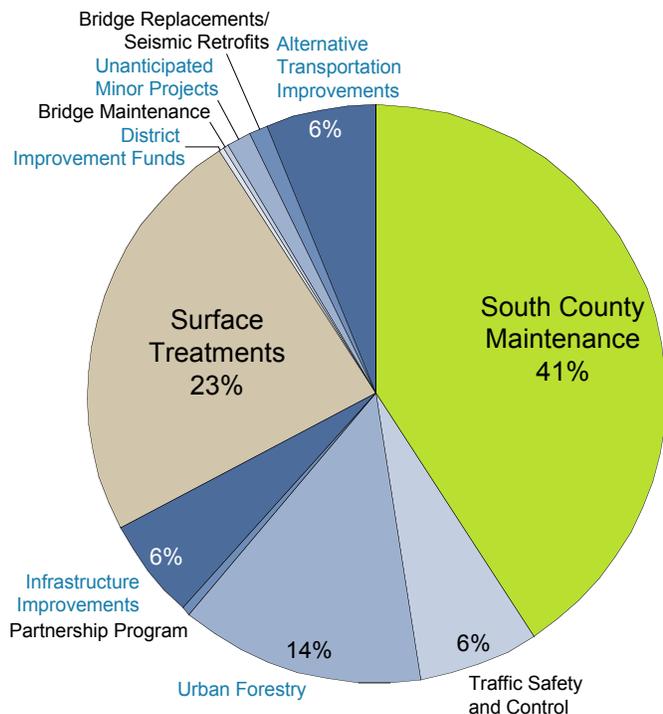
DATE FILE OF COUNTY CLERK

BUDGET CHART AND ALLOTTED DOLLARS

Below is an illustration and table of the budget dollars allotted to the Second Supervisorial District, per project category, for the fiscal year 2010/2011.

PROGRAM CATEGORY

CORRECTIVE MAINTENANCE	
South County Maintenance	\$1,082,106
Traffic Safety and Control	\$171,772
Urban Forestry	\$361,399
Partnership Program	\$15,000
Infrastructure Improvements	\$150,000
PREVENTIVE MAINTENANCE	
Surface Treatments (Contracts/ County Forces)	\$617,904
District Improvement Funds	\$10,000
Bridge Maintenance	\$6,482
Unanticipated Minor Projects	\$38,893
CONSTRUCTION PROJECTS	
Bridge Replacements/Seismic Retrofits	\$29,500
Alternative Transportation Improvements	\$160,000
DISTRICT TOTAL	\$2,643,055



FUNDED PROJECTS BY LOCATION

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)

Measure A/Prop 1B/Prop 42 Surface Treatment

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
B 14096	CALLE REAL EB	880' W PATTERSON AV	PATTERSON AV	MICRO SEAL
B 14095	CALLE REAL WB	PATTERSON AV	880' W PATTERSON AV	MICRO SEAL
B 13865	CATHEDRAL OAKS RD EB	CITY LIMIT	BRIDGE C-194	MICRO SEAL
B 13870	CATHEDRAL OAKS RD EB	BRIDGE C-194	PATTERSON AV	MICRO SEAL
B 12050	CATHEDRAL OAKS RD WB	EL RODEO RD	TURNPIKE RD	MICRO SEAL
B 13845	CATHEDRAL OAKS RD WB	PATTERSON AV	BRIDGE C-194	MICRO SEAL
B 13850	CATHEDRAL OAKS RD WB	BRIDGE C-194	CITY LIMIT	MICRO SEAL
B 12330	PUENTE DR	HOLLISTER AV	MORE MESA RD	MICRO SEAL
B 12335	PUENTE DR	MORE MESA RD	VIA HUERTO	MICRO SEAL
B 13465	SAN RICARDO DR	HOLLISTER AV	SAN VICENTE DR	MICRO SEAL
B 12286	SANDPIPER LN	VIEJA DR	W END	MICRO SEAL
B 12070	TURNPIKE RD	CATHEDRAL OAKS	CERVATO WY	MICRO SEAL
B 12075	TURNPIKE RD	CERVATO WY	LA GAMA WY	MICRO SEAL
B 12085	TURNPIKE RD NB	CALLE REAL	LA GAMA WY	MICRO SEAL
B 12080	TURNPIKE RD SB	LA GAMA WY	CALLE REAL	MICRO SEAL
B 11842	VERONICA SPRINGS RD	MODOC RD	CITY LIMIT	MICRO SEAL
B 11843	VERONICA SPRINGS RD	CITY LIMIT	CITY LIMIT	MICRO SEAL
B 12340	VIEJA DR	VIA HUERTO	S END	MICRO SEAL
B 13290	AVENIDA PEQUENA NB	LAS PERLAS DR	CATHEDRAL OAKS	SCRUB-MICRO
B 13295	AVENIDA PEQUENA SB	CATHEDRAL OAKS	LAS PERLAS DR	SCRUB-MICRO
B 13485	CALLE CRISTOBAL	W END	CALLE MORELIA	SCRUB-MICRO
B 13490	CALLE MORELIA	CALLE CRISTOBAL	SAN RICARDO	SCRUB-MICRO
B 12615	CALLE REAL	TURNPIKE RD	PEBBLE HILL PL	SCRUB-MICRO
B 14340	SANDSPIT RD	WILLIAM MOFFET	CITY LIMIT	SCRUB-MICRO

Measure A/Prop 1B/Prop 42 Hardscape Repairs

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
	NORTH PATTERSON AVE	QUEEN ANN LN	CAMINO MELENO	HARDSCAPE REPAIRS
B13720	VIA EL CUADRO	DEL MONACO	HOLLISTER AVE	ADA ACCOMMODATION

Roadway Enhancement Partnership Program (REPP)

LOCATION	PROPOSED WORK
VARIOUS LOCATIONS	PARTNERSHIP WORK

Capital Improvement Projects

LOCATION	PROPOSED WORK
OLD SAN MARCOS ROAD IMPROVEMENTS	STORM DAMAGE REPAIR
SAN JOSE CREEK BIKEPATH	BIKEPATH IMPROVEMENTS DESIGN
CATHEDRAL OAKS ROAD BR. NO. 51C-001	BRIDGE REPLACEMENT DESIGN
OLD SAN MARCOS ROAD BR. NO. 51C-002	BRIDGE SEISMIC RETROFIT
HOLLISTER AVE BR. NO. 51C-018	BRIDGE SEISMIC RETROFIT
HOLLISTER AVE WIDENING	PROJECT STUDY REPORT

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: Department of Public Works/Engineering 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, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Project No. N/A

LOCATION Second Supervisorial District.

PROJECT TITLE Maintenance and Surface Treatment Programs

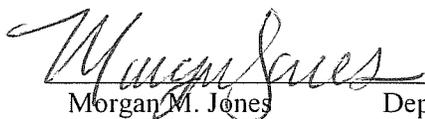
PROJECT DESCRIPTION The program category description is within the Road Maintenance Annual Plan (RdMAP). The project is routine maintenance of County roads in the south central inland and coastal areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses.

EXEMPT STATUS:(Check One)

- Ministerial
 Statutory
 X Categorical Exemption
 Emergency Project
 No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – "...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but 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), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

Reasons to support exemption findings: The project is annual repair and maintenance improvements and therefore is contemplated by the CEQA exemption under section 15301. Further, there are no unusual circumstances which would create a possibility that there would be a significant effect. The project is a category of repair and maintenance programs for existing County maintained transportation infrastructure within the County road right of way.



Morgan M. Jones

Department/Division Representative

April 20, 2010

Date

NOTE: A copy must be posted 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 statute of limitations on legal challenges.

BUDGET CHART AND ALLOTTED DOLLARS

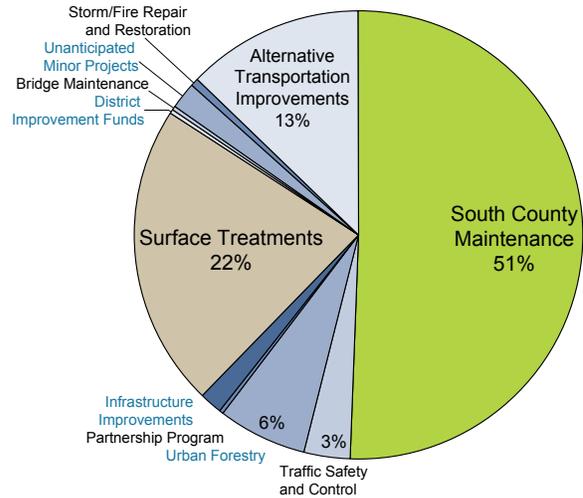
Below is an illustration and table of the budget dollars allotted to the Third Supervisorial District, per project category, for the fiscal year 2010/2011.

PROGRAM CATEGORY

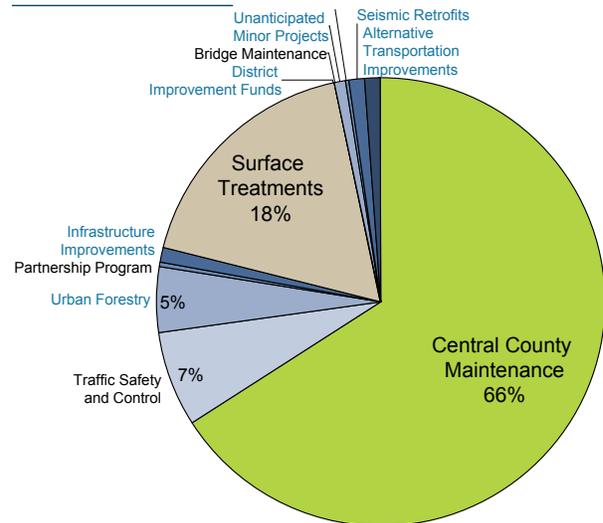
CORRECTIVE MAINTENANCE	SOUTH	NORTH
South County Maintenance	\$789,945	
Central County Maintenance		\$2,425,564
Traffic Safety and Control	\$49,886	\$256,526
Urban Forestry	\$99,197	\$169,171
Partnership Program	\$7,500	\$7,500
Infrastructure Improvements	\$25,000	\$50,000
PREVENTIVE MAINTENANCE		
Surface Treatments (Contracts/ County Forces)	\$340,295	\$644,805
District Improvement Funds	\$5,000	\$5,000
Bridge Maintenance	\$4,732	\$3,664
Unanticipated Minor Projects	\$28,392	\$21,982
CONSTRUCTION PROJECTS		
Storm/Fire Repair and Restoration	\$9,755	\$12,000
Bridge Replacements/Seismic Retrofits		\$45,000
Alternative Transportation Improvements	\$200,000	\$40,000
DISTRICT TOTAL	\$1,559,702	\$3,681,211



Third District - South



Third District - North



3

FUNDED PROJECTS
BY LOCATION

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)

Measure A/Prop 1B/Prop 42 Surface Treatment - South County

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
B 15255	GLEN ANNIE RD	CATHEDRAL OAKS	N END	MICRO SEAL
B 11330	STAGECOACH RD	S END	0.4 MI N S END	MICRO SEAL
B 15155	STORKE RD NB	EL COLEGIO RD	625' N EL COLEGIO	SCRUB-MICRO
B 15181	STORKE RD SB	625' N EL COLEGIO	EL COLEGIO RD	SCRUB-MICRO
B 11335	STAGECOACH RD	0.4 MI N S END	1.2 MI N S END	SCRUB-CHIP
B 11345	STAGECOACH RD	1.2 MI N S END	2.0 MI N S END	SCRUB-CHIP

Measure A/Prop 1B/Prop 42 Surface Treatment - Central County

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
C 30382	ARMOUR RANCH RD	HAPPY CYN	620'S HAPPY CYN	SCRUB-CHIP
C 30385	ARMOUR RANCH RD	620'S HAPPY CYN	0.9 MI S HAPPY CYN	SCRUB-CHIP
C 30390	ARMOUR RANCH RD	0.9 MI S HAPPY CYN	HWY 154	SCRUB-CHIP
C 32400	BASELINE AV	2.0 MI W HAPPY CANYON	3.0 MI W HAPPY CANYON	SCRUB-CHIP
C 32410	BASELINE AV	3.0 MI W HAPPY CANYON	EDISON ST	SCRUB-CHIP
C 31330	FOXEN CANYON RD	HWY 154	1.0 MI N HWY 154	SCRUB-CHIP
C 31340	FOXEN CANYON RD	1.0 MI N HWY 154	2.0 MI N HWY 154	SCRUB-CHIP
C 30200	FREDENSBORG CANYON RD	CITY LIMIT	N END	SCRUB-CHIP
D 25000	OCEAN AV	CITY LIMITS	FLORADALE AV	SCRUB-CHIP
D 25010	OCEAN AV	FLORADALE AV	LEEGE AV	SCRUB-CHIP

Measure A/Prop 1B/Prop 42 Surface Treatment - North County

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
E 6325	MAIN ST	DEN ST	W END	MICRO SEAL

Measure A/Prop 1B/Prop 42 Surface Seals - Fog Seal Programs Central County

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
C 30180	BALLARD CYN RD	M.P. 1.0	M.P. 1.65	FOG SEAL
C 30190	BALLARD CYN RD	M.P. 1.65	M.P. 2.0	FOG SEAL
C 30970	CALZADA AV	BASELINE AV	PINE ST	FOG SEAL
D 25570	CENTRAL AV	DOUGLAS AV	ARTESIA AV	FOG SEAL
D 25580	CENTRAL AV	ARTESIA AV	UNION SUGAR AV	FOG SEAL
D 27010	DRUM CYN RD	660' N HWY 246	MP 1.0	FOG SEAL
D 27020	DRUM CYN RD	MP 1.0	MP 2.0	FOG SEAL
C 32570	EDISON ST	BASELINE AV	770'S BASELINE	FOG SEAL
C 32580	EDISON ST	770'S BASELINE	150'S LINDERO ST	FOG SEAL
C 31630	FIGUEROA MOUNTAIN RD	HWY 154	1.0 MI N HWY 154	FOG SEAL
C 31640	FIGUEROA MOUNTAIN RD	1.0 MI N HWY 154	2.0 MI N HWY 154	FOG SEAL
C 32180	GAVIOTA ST	ALAMO PINTADO RD	OLIVET ST	FOG SEAL
C 31150	JASON WY	STADIUM WY	N END	FOG SEAL
C 30962	MANZANA ST	CALZADA ST	E END	FOG SEAL
C 30825	MONTEBELLO ST	FARADAY ST	E END	FOG SEAL
C 32170	SANTA BARBARA AV	ALAMO PINTADO RD	ALAMO PINTADO AV	FOG SEAL
C 31140	STADIUM DR	REFUGIO RD	STADIUM PL	FOG SEAL
C 31160	STADIUM PL	STADIUM DRIVE	S END	FOG SEAL

Measure A/ Prop 1B/ Prop 42 Surface Seals - Fog Seal Programs North County

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
E 5840	ALISOS CANYON RD	6.0 MI N HWY 101	FOXEN CYN RD	FOG SEAL
E 5530	FOXEN CANYON RD	MP 10.0	MP 11.0	FOG SEAL
E 5830	ALISOS CANYON RD	5.15 MI N HWY 101	6.0 MI N HWY 101	FOG SEAL

3

Roadway Enhancement Partnership Program (REPP) - Central County

LOCATION	PROPOSED WORK
FOXEN CANYON RD	VEGETATION PLANTING
ZACA STATION RD	VEGETATION PLANTING
MIGUELITO CANYON RD	LITTER REMOVAL

Capital Improvement Projects - South County

LOCATION	PROPOSED WORK
PARADISE RD	STORM DAMAGE REPAIRS DESIGN/ENVIRONMENTAL WORK
ISLA VISTA SIDEWALK	PEDESTRIAN IMPROVEMENTS

Capital Improvement Projects - Central County

LOCATION	PROPOSED WORK
JALAMA RD MILEPOST 4.4	STORM DAMAGE REPAIRS DESIGN ENVIRONMENTAL WORK
JALAMA RD BRIDGE NO. 51C-017	BRIDGE SEISMIC RETROFIT
JALAMA RD BRIDGE NO. 51C-017	BRIDGE REHABILITATION DESIGN
SANTA ROSA RD BRIDGE NO. 51C-173	BRIDGE REPLACEMENT

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: Department of Public Works/Engineering 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, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Project No. N/A

LOCATION Third Supervisorial District.

PROJECT TITLE Maintenance and Surface Treatment Programs

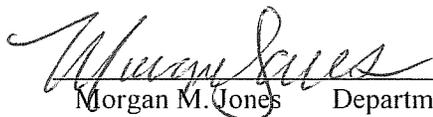
PROJECT DESCRIPTION The program category description is within the Road Maintenance Annual Plan (RdMAP). The project is routine maintenance of County roads in the Gaviota coastal and in inland areas, Isla Vista, Santa Ynez and other unincorporated areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses.

EXEMPT STATUS:(Check One)

- Ministerial
 Statutory
 Categorical Exemption
 Emergency Project
 No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – "...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but 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), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

Reasons to support exemption findings: The project is annual repair and maintenance improvements and therefore is contemplated by the CEQA exemption under section 15301. Further, there are no unusual circumstances which would create a possibility that there would be a significant effect. The project is a category of repair and maintenance programs for existing County maintained transportation infrastructure within the County road right of way.



Morgan M. Jones

Department/Division Representative

April 20, 2010

Date

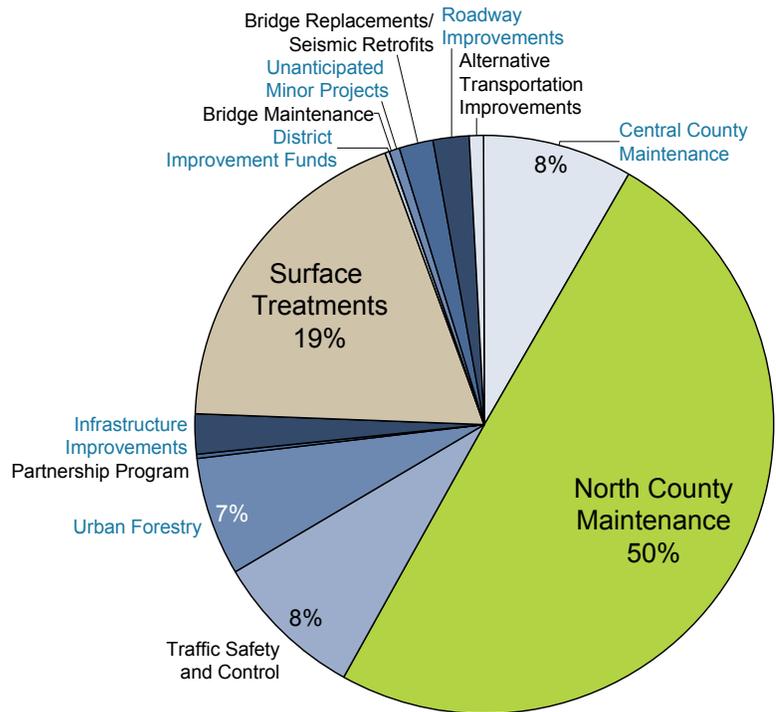
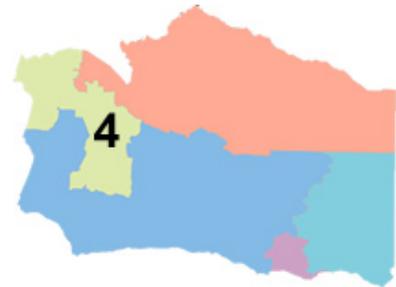
NOTE: A copy must be posted at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35 day statute of limitations on legal challenges.

BUDGET CHART AND ALLOTTED DOLLARS

Below is an illustration and table of the budget dollars allotted to the Fourth Supervisorial District, per project category, for the fiscal year 2010/2011.

PROGRAM CATEGORY

CORRECTIVE MAINTENANCE	
Central County Maintenance	\$382,171
North County Maintenance	\$2,295,972
Traffic Safety and Control	\$381,601
Urban Forestry	\$309,119
Partnership Program	\$15,000
Infrastructure Improvements	\$100,000
PREVENTIVE MAINTENANCE	
Surface Treatments (Contracts/ County Forces)	\$877,539
District Improvement Funds	\$10,000
Bridge Maintenance	\$4,045
Unanticipated Minor Projects	\$24,271
CONSTRUCTION PROJECTS	
Bridge Replacements/Seismic Retrofits	\$87,000
Roadway Improvements	\$87,000
Alternative Transportation Improvements	\$40,000
DISTRICT TOTAL	\$4,613,717



4

FUNDED PROJECTS
BY LOCATION

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)

Measure A/Prop 1B/Prop 42 Surface Treatment - North County

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
E 8980	FRANCINE LN	BRADLEY RD	HILLVIEW RD	MICRO SEAL
E 9727	AMBERLEY PL	OLD MILL LN	E END	MICRO SEAL
E 8925	BERRYWOOD DR	140'S STRATFORD	S END	MICRO SEAL
E 7635	CLAYBROOK CT	PATTERSON RD	END	MICRO SEAL
E 9939	HOPE TERRACE	HUMMEL DR	E END	MICRO SEAL
E 9944	MI TIERRA	HUMEL DR	E END	MICRO SEAL
E 8700	SILVER LEAF DR	150'S FAIRMONT	FOSTER RD	MICRO SEAL
E 8970	WENDY WY	FRANCINE LN	S END	MICRO SEAL
E 2042	SOLOMON RD	3580'W BLOSSER RD	200'E OF HWY 1	SCRUB-CHIP
E 7200	STILLWELL RD	CLARK AV	775'S CLARK AV	SCRUB-MICRO
E 8660	TOWNSEND LN	ORCUTT RD	E END	SCRUB-MICRO
E 240	SIMAS ST	HWY 166	BETTERAVIA RD	SCRUB-MICRO
E 9420	UNION VALLEY PKWY	BRADLEY RD	BOARDWALK LN	SCRUB-MICRO
E 9422	UNION VALLEY PKWY	HUMMEL RD	BRADLEY RD	SCRUB-MICRO
E 8430	LAKEVIEW RD	170'E ORCUTT RD	BRADLEY RD	SCRUB-MICRO
E 4805	FRONTAGE RD #5593	SANTA MARIA WAY	S END	SCRUB-MICRO

Measure A/Prop 1B/Prop 42 Surface Seals - Fog Seal Program

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
D 27340	RUCKER RD	3130 ' N ONSTOTT	BURTON MESA BL	FOG SEAL
D 27350	RUCKER RD	BURTON MESA	CALLE LINDERO	FOG SEAL

Measure A/Prop 1B/Prop 42 Surface Treatment - Central County

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
D 27875	HARRIS GRADE RD	400'N HWY 1	900'N HWY 1	SCRUB-CHIP
D 27880	HARRIS GRADE RD	900'N HWY 1	4500'N HWY 1	SCRUB-CHIP

Roadway Enhancement Partnership Program (REPP)

LOCATION	PROPOSED WORK
BLACK RD	LITTER REMOVAL/VEGETATION CONTROL
LAKE MARIE TRACT	STREET SWEEPING
BRADLEY RD, UNION VALLEY PARKWAY, SANTA MARIA WAY	LITTER REMOVAL
CLARK AVE	LITTER REMOVAL/PARK BENCHES/TREE PLANTING
BROWN RD	LITTER REMOVAL

Capital Improvement Projects

LOCATION	PROPOSED WORK
FLORADALE RD BRIDGE NO. 51C-006	BRIDGE REPLACEMENT DESIGN
BLACK RD BRIDGE NO. 51C-031	BRIDGE REPLACEMENT DESIGN
HARRIS GRADE RD	ROADWAY IMPROVEMENTS
UNION VALLEY PARKWAY @ BRADLEY RD	INTERSECTION IMPROVEMENTS

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: Department of Public Works/Engineering 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, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Project No. N/A

LOCATION Fourth Supervisorial District.

PROJECT TITLE Maintenance and Surface Treatment Programs

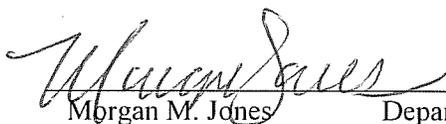
PROJECT DESCRIPTION The program category description is within the Road Maintenance Annual Plan (RdMAP). The project is routine maintenance of County roads in the north coast coastal of Guadalupe and other inland areas such as Lompoc, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses.

EXEMPT STATUS:(Check One)

- Ministerial
 Statutory
 Categorical Exemption
 Emergency Project
 No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – "...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but 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), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

Reasons to support exemption findings: The project is annual repair and maintenance improvements and therefore is contemplated by the CEQA exemption under section 15301. Further, there are no unusual circumstances which would create a possibility that there would be a significant effect. The project is a category of repair and maintenance programs for existing County maintained transportation infrastructure within the County road right of way.


Morgan M. Jones

Department/Division Representative

April 20, 2010

Date

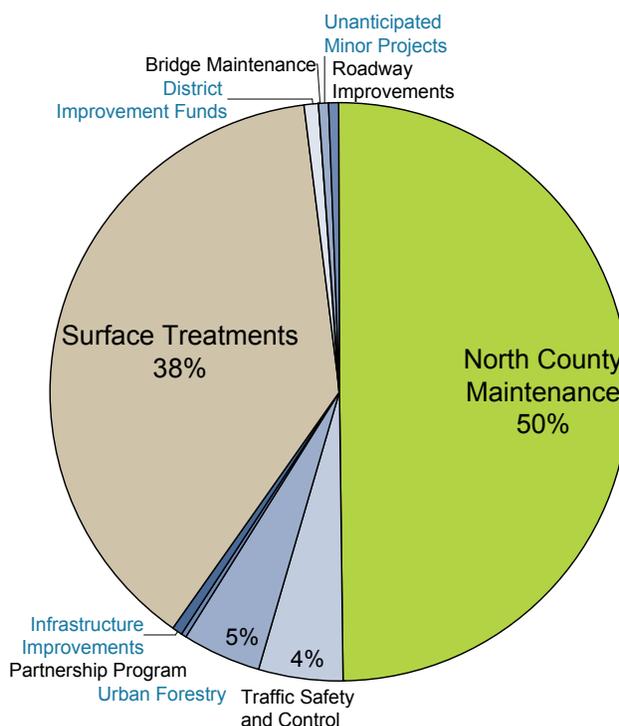
NOTE: A copy must be posted at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35 day statute of limitations on legal challenges.

BUDGET CHART AND ALLOTTED DOLLARS

Below is an illustration and table of the budget dollars allotted to the Fifth Supervisorial District, per project category, for the fiscal year 2010/2011.

PROGRAM CATEGORY

CORRECTIVE MAINTENANCE	
North County Maintenance	\$689,377
Traffic Safety and Control	\$62,229
Urban Forestry	\$63,057
Partnership Program	\$2,500
Infrastructure Improvements	\$10,000
PREVENTIVE MAINTENANCE	
Surface Treatments (Contracts/ County Forces)	\$530,355
District Improvement Funds	\$10,000
Bridge Maintenance	\$1,041
Unanticipated Minor Projects	\$6,248
CONSTRUCTION PROJECTS	
Roadway Improvements	\$8,200
DISTRICT TOTAL	\$1,383,006



5

FUNDED PROJECTS
BY LOCATION

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)

Measure A/Prop 1B/Prop 42 Surface Treatment

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
E 1910	COTTONWOOD CYN RD	HWY 166	1600'S HWY 166	THIN LIFT OVERLAY
E 1920	COTTONWOOD CYN RD	1600'S HWY 166	1.0 MI S HWY 166	THIN LIFT OVERLAY
E 1930	COTTONWOOD CYN RD	1.0 MI S HWY 166	2.0 MI S HWY 166	THIN LIFT OVERLAY
E 1940	COTTONWOOD CYN RD	2.0 MI S HWY 166	3.0 MI S HWY 166	THIN LIFT OVERLAY
E 1950	COTTONWOOD CYN RD	3.0 MI S HWY 166	4.0 MI S HWY 166	THIN LIFT OVERLAY
E 1960	COTTONWOOD CYN RD	4.0 MI S HWY 166	FOOTHILL RD	THIN LIFT OVERLAY

Roadway Enhancement Partnership Program (REPP)

LOCATION	PROPOSED WORK
VARIOUS LOCATIONS	PARTNERSHIP WORK

Capital Improvement Projects

LOCATION	PROPOSED WORK
TEPUSQUET ROAD MILEPOST 5.9	ROADWAY IMPROVEMENTS
FOXEN CANYON @ SANTA MARIA MESA RD	ROADWAY IMPROVEMENTS

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: Department of Public Works/Engineering 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, as defined in the State and County Guidelines for the implementation of CEQA.

APN(s) N/A Project No. N/A

LOCATION Fifth Supervisorial District.

PROJECT TITLE Maintenance Program and Surface Treatment Program

PROJECT DESCRIPTION The program category description is within the Road Maintenance Annual Plan (RdMAP). The project is routine maintenance of County roads in the unincorporated Santa Maria, New Cayuma and further inland areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses.

EXEMPT STATUS:(Check One)

- Ministerial
 Statutory
 X Categorical Exemption
 Emergency Project
 No Possibility of Significant Effect [Sec. 15061 (b,3)].

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – "...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but 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), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

Reasons to support exemption findings: The project is annual repair and maintenance improvements and therefore is contemplated by the CEQA exemption under section 15301. Further, there are no unusual circumstances which would create a possibility that there would be a significant effect. The project is a category of repair and maintenance programs for existing County maintained transportation infrastructure within the County road right of way.



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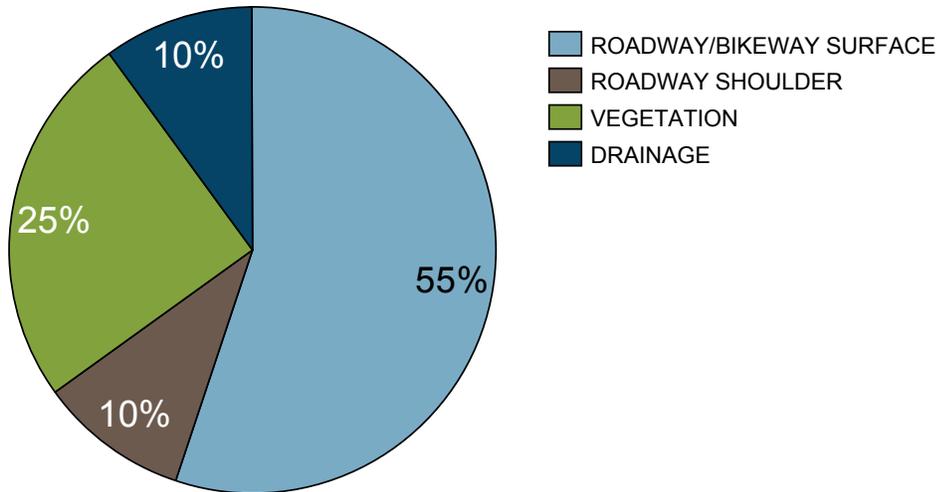
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SANTA BARBARA ROAD YARD



Maintenance Category / Percentage of Time



Roadway/Bikeway Surface Maintenance

DISTRICT	LOCATION	PROPOSED WORK
1 & 2	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A / PROP 1B/ PROP 42 SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING
2	HOLLISTER AVENUE	PATCHING, SWEEPING, CRACK SEALING
2	CALLE REAL, WEST TURNPIKE	PATCHING, SWEEPING, CRACK SEALING
1,2,3	LOCATIONS THROUGHOUT DISTRICT	MEET RAMPING NEEDS
1,2,3	LOCATIONS THROUGHOUT DISTRICT	SIDEWALK CONCRETE UPLIFT
1,2,3	LOCATIONS THROUGHOUT DISTRICT	SCRUB CHIP MICRO
1	OCEAN OAKS ROAD	GRIND, LEVEL WITH BOX
2	PLAZA ALEMAN	GRIND, LEVEL WITH BOX
2	GWYNE AVENUE	GRIND, LEVEL WITH BOX
2	RHOADS AVENUE, WALNUT - WEST END	GRIND, LEVEL WITH BOX

SB

Roadway Slope Repair

DISTRICT	LOCATION	PROPOSED WORK
1,2,3	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SEAL COAT, REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS

Weed and Brush Removal

DISTRICT	LOCATION	PROPOSED WORK
1	LOCATIONS THROUGHOUT DISTRICT	
1	CARPINTERIA / SUMMERLAND / MONTECITO	
1	BELLA VISTA	
1	GIBRALTAR RD	
1	GREENWELL AV	
1	JAMESON LN SOUTH	
1	JAMESON LN NORTH	
1	MOUNTAIN DR	
1	ORTEGA RIDGE RD	
1	ROMERO CANYON RD	
1	VIA REAL	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	GREENWELL - TORO CANYON RD	
2	LOCATIONS THROUGHOUT DISTRICT	
2	SAN MARCOS RD	
2, 3	CATHEDRAL OAKS RD	
3	LOCATIONS THROUGHOUT DISTRICT	
3	FRONTAGE RD	
3	REFUGIO RD	
3	FARREN RD	
1,3	E CAMINO CIELO	
3	W CAMINO CIELO	
3	STAGECOACH RD	

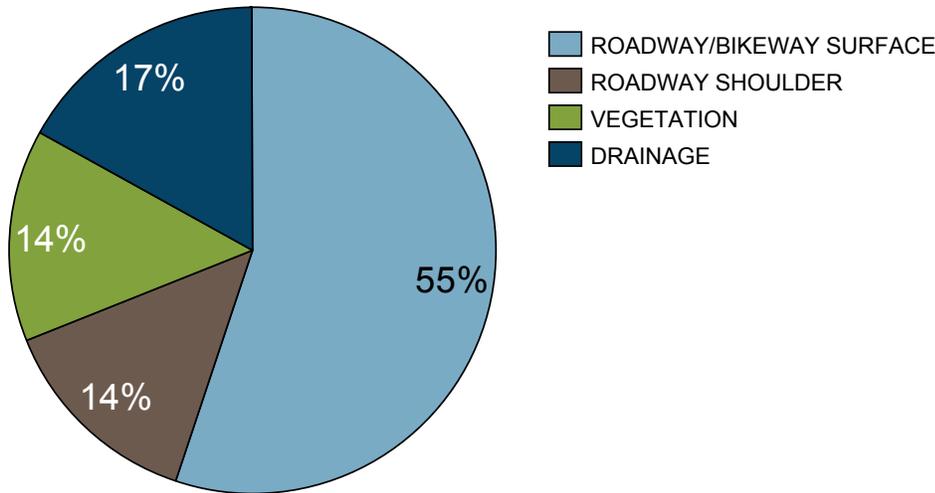
Culvert Maintenance Drainage

DISTRICT	LOCATION	PROPOSED WORK
1,2,3	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS

LM/SY

LOMPOC/ SANTA YNEZ ROAD YARDS

Maintenance Category / Percentage of Time



Roadway/Bikeway Surface Maintenance

DISTRICT	LOCATION	PROPOSED WORK
3 & 4	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A / PROP 1B/ PROP 42 SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING PATCHING, SWEEPING, CRACK SEALING
3 & 4	LOCATIONS THROUGHOUT DISTRICT	FOG SEAL
3 & 4	LOCATIONS THROUGHOUT DISTRICT	LEVEL COURSE @ 5 LANE MILES
3	BALLARD CANYON RD	LEVEL COURSE
3	MADERA ST	LEVEL COURSE
3	NUMANCIA ST	LEVEL COURSE
3	RAILWAY AVE S. OF HYW 154	LEVEL COURSE
3	NOJOQUI AVE	LEVEL COURSE
3	LINCOLN ST	LEVEL COURSE
3	CAMINO ARROYO	LEVEL COURSE
3	RAILWAY AVE N. OF HYW 154	LEVEL COURSE
3	JALAMA RD	LEVEL COURSE
3	CALZADA AVE	CRACK SEALING
3	SAMANTHA DR	CRACK SEALING

LM/SY

Roadway/Bikeway Surface Maintenance (Cont'd)

DISTRICT	LOCATION	PROPOSED WORK
3	ALL "COUNTY RD" AREAS	CRACK SEALING
3	MEADOWVALE RD	CRACK SEALING
3	CUESTA RD	CRACK SEALING
3	SANTA BARBARA AVE	CRACK SEALING
3	JONATA RD	CRACK SEALING
4	CALLE MARANA	CRACK SEALING
4	CALLE PASADO	CRACK SEALING
4	CALLE NETO	CRACK SEALING
4	VIA LATO	CRACK SEALING
4	ONSTOTT RD	CRACK SEALING

Roadway Shoulder Maintenance

DISTRICT	LOCATION	PROPOSED WORK
3 & 4	LOCATIONS THROUGHOUT DISTRICT	PREP FOR SEAL COAT, REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS
3 & 4	LOCATIONS THROUGHOUT DISTRICT	LEVELING COURSE PREPARATION
3 & 4	LOCATIONS THROUGHOUT DISTRICT	HAZARD REDUCTION
3	BALLARD CANYON RD	RE-ESTABLISH SHOULDER/LEVELING COURSE PREP
3	CHALK HILL RD	HAZARD REDUCTION
3	HARRIS GRADE RD	RE-ESTABLISH SHOULDER AFTER ARRA PROJECT
4	DRUM CANYON RD	RE-ESTABLISH SHOULDER AFTER LEVELING COURSE



Vegetation Maintenance

DISTRICT	LOCATION	PROPOSED WORK
3 & 4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	CAPELLA DR	TRIMMING BY CONTRACT
3	JALAMA RD	TRIMMING BY CONTRACT
3	ALISAL RD	TRIMMING BY MAINTENANCE FORCES
3	DRUM CANYON RD	TRIMMING BY MAINTENANCE FORCES
3	SANTA ROSA RD	TRIMMING BY MAINTENANCE FORCES

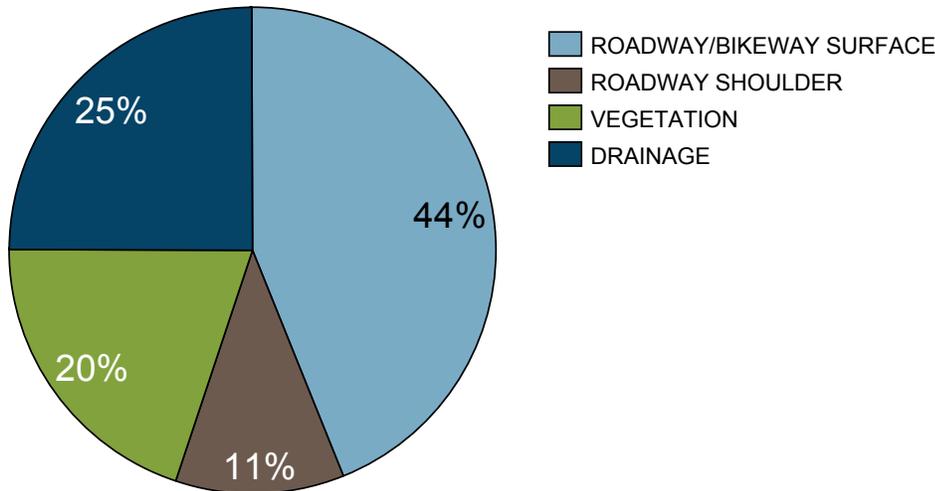
Culvert Maintenance

DISTRICT	LOCATION	PROPOSED WORK
3 & 4	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS
3	FREDENSBORG CYN RD. (N. END)	CULVERT REPLACEMENT
3	JALAMA RD (APPROX MP 8.7)	CULVERT REPLACEMENT
3	ALISAL RD (APPROX MP 5)	CULVERT REPLACEMENT

SM/CY

SANTA MARIA/ CUYAMA ROAD YARDS

Maintenance Category / Percentage of Time



Roadway/Bikeway Surface Maintenance

DISTRICT	LOCATION	PROPOSED WORK
4 & 5	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A / PROP 1B/ PROP 42 SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING
4	BLACK RD. E930, E950	LEVEL COURSE PAVING
4	BONITA CROSSING	IMPORT DECOMPOSED GRANITE, RE-GRADE AND MAGNESIUM CHLORIDE. BRIDGE JOINT MAINTENANCE
5	SANTA BARBARA CANYON RD. ALL	FOG SEAL THE 2008 FEMA OVERLAY REPAIR
5	ROSEMARY RD. E6960	LEVEL COURSE PAVING
5	CAT CYN RD. E6030, E6040, E6050	LEVEL COURSE PAVING

Roadway Shoulder Maintenance

DISTRICT	LOCATION	PROPOSED WORK
4 & 5	LOCATIONS THROUGHOUT DISTRICT	REPAIR SLIDES AND SLIP OUTS, RE-ESTABLISH SHOULDERS



Vegetation Maintenance

DISTRICT	LOCATION	PROPOSED WORK
4 & 5	LOCATIONS THROUGHOUT DISTRICT	SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, ROADSIDE CLEAN UP

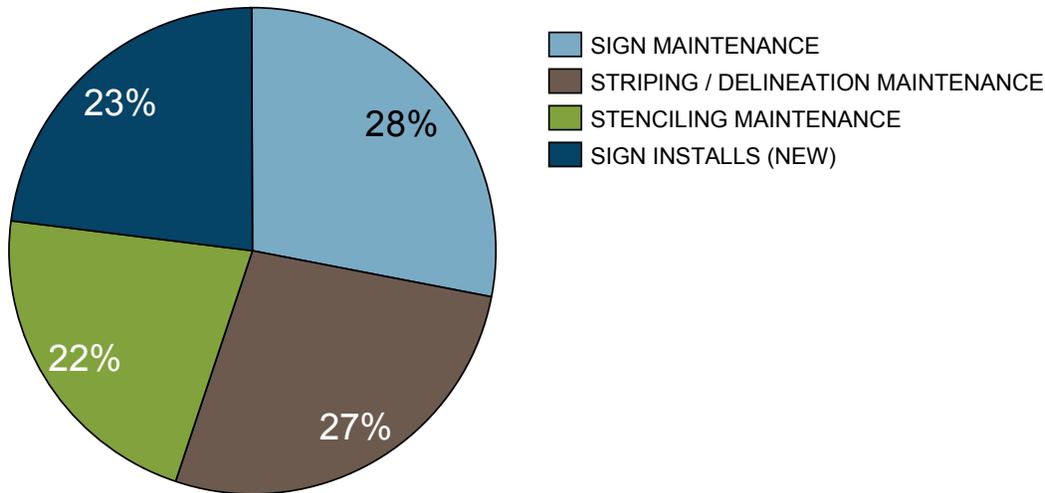
Drainage Maintenance

DISTRICT	LOCATION	PROPOSED WORK
4 & 5	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS AND STORM DRAINS, CLEAN AND RESHAPE DITCHES, RE-ESTABLISH BERMS

CREW

SIGNING AND STRIPING MAINTENANCE CREW

Maintenance Category / Percentage of Time



Sign Maintenance

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTY WIDE	REPAIR OR REPLACE DAMAGED, FADED, AND VANDALIZED REGULATORY, WARNING, GUIDE, PARKING, STREET NAME SIGNS, AND BARRICADES.
ALL	COUNTY WIDE	UPGRADE NON-CONFORMING ROADWAY SIGNS
ALL	COUNTY WIDE	UPGRADE NON-CONFORMING STREET NAME SIGNS

Striping / Delineation Maintenance

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTY WIDE	REFRESH LANE AND EDGE LINE STRIPING AND DELINEATION
ALL	COUNTY WIDE	MEASURE A FOG SEAL RESTRIPIING
ALL	COUNTY WIDE	LEVEL COURSE PAVING RESTRIPIING

Stenciling Maintenance

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTY WIDE	REFRESH LEGENDS, LIMIT LINES, CROSS WALKS, AND CURBS
ALL	COUNTY WIDE SCHOOL ZONES	REFRESH 25% OF THE SCHOOL ZONES
ALL	COUNTY WIDE	MEASURE D FOG SEAL RESTENCILING

Signing and Striping Maintenance

CREW

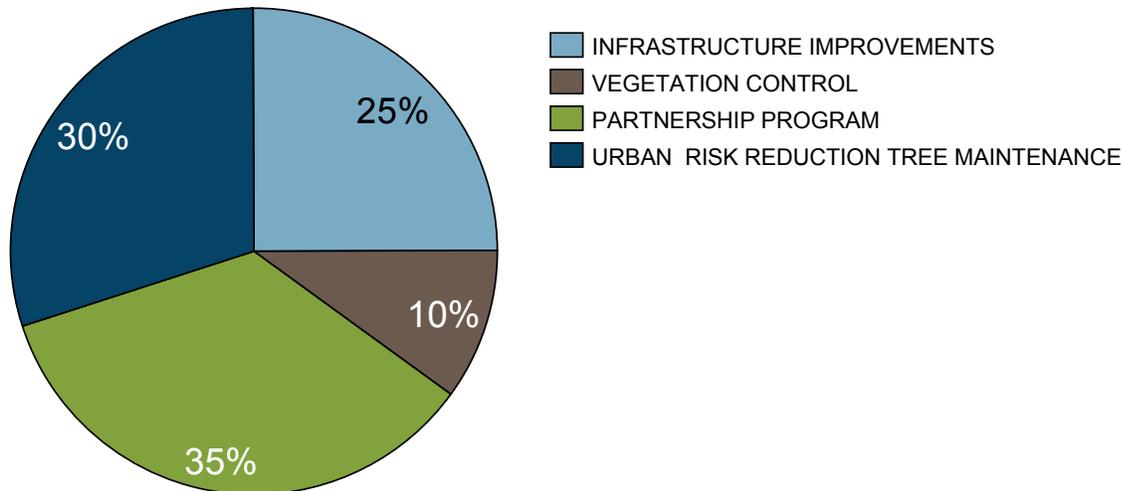
Stenciling Maintenance

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTY WIDE	BOARD AND/OR ENGINEERING GENERATED WORK ORDERS, SPEED ZONE CHANGES, AND SPECIAL PROJECTS AS NEEDED. MAY ALSO INCLUDE: STRIPING, STENCILING, CURB PAINT, DELINEATORS, AND GRINDING.
ALL	COUNTY WIDE SCHOOL ZONES	COMPLETE FINAL QUARTER OF AB321 SIGN UPGRADE
ALL	COUNTY WIDE SCHOOL ZONES	CONVERT "YIELD" TO "STOP" SIGNS AND LEGENDS

CREW

UTILITY CREW

Maintenance Category / Percentage of Time



Infrastructure Improvements

DISTRICT	LOCATION	PROPOSED WORK
1,2,3,4	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A/ PROP 1B/ PROP 42 SURFACE TREATMENT
1,2,3,4,5	LOCATIONS THROUGHOUT DISTRICT	UPLIFT TRIMMING (13' MINIMUM), REDUCE RISK TRIMMING
2	NORTH PATTERSON AREA	HARDSCAPE REPAIR - REDUCE RISK TREE WORK
3	ISLA VISTA	PREP FOR MEASURE A/ PROP 1B/ PROP 42 SURFACE TREATMENT
3	ISLA VISTA	UPLIFT TRIMMING (13' MINIMUM), REDUCE RISK TRIMMING
3	SANTA YNEZ	REDUCE RISK TRIMMING
3	SAGUNTO ST	HARDSCAPE IMPROVEMENTS
3	VANDENBERG VILLAGE	REDUCE RISK TRIMMING

Vegetation Control

DISTRICT	LOCATION	PROPOSED WORK
1,2,3,4,5	LOCATIONS THROUGHOUT DISTRICT	WATER, PLANT, WEED CONTROL

Utility **CREW**

Partnership Program

DISTRICT	LOCATION	PROPOSED WORK
2,3,4,5	LOCATIONS THROUGHOUT DISTRICT	CONCRETE WORK AND TREE WORK

Urban Risk Reduction Tree Maintenance

DISTRICT	LOCATION	PROPOSED WORK
1,2,3,4,5	LOCATIONS THROUGHOUT DISTRICT	TREE TRIM, REMOVALS, REPLANTS

Appendix

A

BOARD LETTER

B

PROJECT INITIATION REQUEST

C

COMMUNITY OUTREACH - DOOR HANGER

D

STREET TREE POLICY

E

REVISED ARBORIST LISTS

F

ADA FORMS



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

2010 APR 29 PM 3: 54

COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

Department Name: Public Works
Department No.: 054
For Agenda Of: May 11, 2010
Placement: Set Hearing
Estimated Tme: 30 min total: 20 min
staff
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: Dacé Morgan, Deputy Director – Transportation 568-3064 DBM
SUBJECT: Road Maintenance Annual Plan, Fiscal Year 2010/11 All Supervisorial Districts

County Counsel Concurrence

As to form: N/A

Auditor-Controller Concurrence

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

Set a hearing for May 25, 2010 (30 minutes total, 20 minutes staff) to consider the following recommendations:

- A. Adopt the FY 2010/11 Road Maintenance Annual Plan (RdMap);
- B. Approve the funded projects listed for Maintenance Program (County Forces) and Surface Treatment Program (Contracts/County Forces) within the Road Maintenance Annual Plan;
- C. Approve Notice of Exemptions pursuant to the County's California Environmental Quality Act (CEQA) guidelines for the above; (POST)
- D. Authorize the Director of Public Works to advertise the above mentioned projects contained within the FY 2010/11 Road Maintenance Annual Plan.
- E. Reprogram 2007 Proposition 1B funds in the amount of \$350,000 from the Tepusquest Road Bridge to the Cottonwood Canyon Road paving project.

Summary Text:

The Transportation Division of the Public Works Department is responsible for the repair and maintenance of the County transportation system. This system includes over 1,660 lane miles of roadways and their adjacent bike paths and major bridge and culvert structures. The system also

includes over 15,000 street trees as well as curb, gutter and sidewalks (including curb ramps for the physically challenged), equestrian trails and traffic signals.

In the first RdMap (FY 1994/95), the Department quantified the needs for pavement resurfacing and bridge repair and replacement. Since then, the Department has been striving to further quantify the transportation system by completing a drainage, hardscape and real property inventory programs to meet the requirements of Government Accounting Standards Board (GASB) 34. An inventory of the damaged concrete and our drainage structures has been completed and we are working on a complete inventory of all of our concrete (sidewalks, curb and gutter) and ADA compliant curb ramps. With these programs, a more complete picture of the system and its needs can be developed. We are also working with the County Engineer’s Association of California on the Statewide Needs Assessment for Local Streets and Roads, which also contains needs for concrete, drainage, and traffic safety elements of our Transportation system. Presently, the identified backlog of road maintenance needs totals \$221 million over the next five years. The table below shows the existing unfunded backlog for each component of the infrastructure:

Infrastructure Component	Unfunded Backlog
Pavement	\$102 Million
Concrete	\$40 Million
Bridge Maintenance	\$46 Million
Drainage	\$33 Million
Totals	\$221 Million

This backlog has decreased by \$6 million since last year. This year’s decrease is due to the influx of ARRA funds and the fact that oil prices have dropped on the worldwide market and the Department continues to research and utilize cost effective pavement treatments to keep as much of our system in a state of pavement preservation as possible. However, we continue to see a decrease in available State and Federal revenues for Pavement Preservation. The Department estimates that the pavement portion of the County’s Transportation Infrastructure System requires an estimated annual expenditure of \$10 million to maintain the system’s current condition of a Pavement Condition Index (PCI) of 67 for FY 2009/2010. On average, the Department spends between \$2.5 and \$3.0 million on pavement preservation annually, which is less than what is needed to maintain the system at a PCI of 67. The Countywide PCI will continue to drop even with the current level of funding. Further delays or any reductions in non-local revenues will continue to increase the County’s unfunded road maintenance backlog in future years. The County has been fortunate that oil prices and construction costs have decreased in the last year; it is uncertain how long these lower costs will remain. If oil prices on the world market and construction costs increase, the unfunded backlog for our County’s Transportation Infrastructure will continue to grow at a more rapid pace and less work will be performed with limited available funds.

According to the Statewide Local Streets and Roads Needs Assessment Report that the Department presented to the Board in January 2010, Santa Barbara County roads are “At Risk”, with a PCI of 67. Our roads are on the edge of a cliff; if we continue with the current level of funding, the roads will continue to deteriorate. However, if additional funding were to be infused into the road system each year, our roads could be maintained with a PCI above 70, and be in a state of “Good” condition.

Background:

Transportation Funding

The Department's primary sources of annual revenue to address the repair and maintenance of the County Transportation Infrastructure System needs are State gas taxes and Measure A local sales tax. Based on the Measure A Ordinance, the MOE for Measure A for FY 2010/11 would be \$1,443,401 - an increase of \$592,212 over the MOE for Measure D. This increase in MOE has been included in the Public Works and General County Programs recommended budgets for FY 2010/11. The Ordinance also states that if the County does not meet the MOE requirement, the amount of Measure A that is received will be reduced equal to the reduction in MOE contribution.

In a typical fiscal year, the Board provides \$500,000 in General Fund Designations for Transportation. Due to the increase in MOE required for Measure A over the amount required for Measure D and financial constraints, this fiscal year (FY 2010/11) the Board has proposed that no additional General Fund be provided to the Department beyond those commitments necessary for Maintenance of Efforts for Measure A revenues.

In 2001, the Governor signed AB 2928, which later became voter-approved Proposition 42, which is a sales tax on gasoline. Approximately \$1 billion was distributed directly to cities and counties for preservation of the local road system. The County's portion of this bill was based on an allocation formula of 75% registered vehicles and 25% maintained road miles. In March 2010, the Governor and the Legislature approved the elimination of Proposition 42, and replaced it with an excise tax on gasoline. Funding for local streets and roads would be held harmless, as the new excise tax provides the same funding as previously received from Proposition 42. However, the constitutional protections that are afforded to Proposition 42 through Proposition 1A are lost with this swap of Transportation gas tax.

The State has deferred payment of the first two quarters of FY2009/10 Proposition 42 funds. The State has indicated that the County will receive these funds in June 2010. Furthermore, the State has indicated that cities and counties will receive their third and fourth quarter payments for FY2009/10 as regularly scheduled. However, given the general uncertainty of the State budget and the uncertainty surrounding the swap of Proposition 42 funds for an excise tax, the Department has only budgeted \$1,232,000 of FY 2009/10 Proposition 42 funds as part of the 2010/11 RdMap. The Department has not yet budgeted the remaining Proposition 42 funds due to the County for FY2009/10. Once these funds are received, we will approach the Board to program them to specific locations of needed preventive maintenance. The Department has budgeted the remaining \$1,319,235 of FY2008/09 Proposition 42 funds as part of the 2010/11 RdMap as these funds have been received from the State.

State Transportation Improvement Plan (STIP) revenue has been another source of pavement preservation funding for the County. Due to the financial status of the State, many projects in California have been delayed and placed on a waiting list for funding. Due to the log jam created at the State level for funding STIP projects, the CTC created a priority system for allocating projects. Under the priority system, road rehabilitation projects were determined to be "tier 3", and would not receive funding. As a result of this decision, SBCAG worked with the local agencies and was able to exchange these allocated STIP dollars for Regional Surface Transportation Program (RSTP) dollars for local agencies to fund their road rehabilitation projects. The RSTP dollars are far more flexible than the STIP dollars, and the County has programmed these funds for pavement preservation, as well as matching funds for disaster repair and Capital Improvement Projects. Our allotment of RSTP funds will end in FY 2010/2011.

STIP funds have also been used for Capital Improvement projects Countywide, such as the Summerland Circulation Improvement and Hummel Road Extension projects. Utilizing the STIP and RSTP dollars for Capital Improvement and storm/fire damage repair projects has allowed the County to focus Measure A, Proposition 1B, and Proposition 42 funds on pavement preservation projects. The County will no longer receive any RSTP funds when our allotment is expended at the end of FY 2010/2011. As

contained in the Measure A Investment Plan, RSTP dollars are needed to fully fund the Highway 101 Widening project. The County does have approximately \$2 million in STIP funding programmed for further improvements to Summerland; however, it is unknown at this time when these funds will be made available. These will be the last of the STIP funds that the County will receive for the next 30 years, due to the need for these dollars to fully fund the Regional projects contained in the Measure A Investment Plan.

On January 22, 2008, the Board of Supervisors approved an allocation plan for Proposition 1B funds. Over the past two years, the Department has completed the majority of these projects, many of them under budget. Some of these remaining Proposition 1B funds will be used to fund portions of the work contained in this document. This document also contains Proposition 1B funds that were allocated by the Board in 2009 for Surface Treatment contracts. In February 2010, the County was informed that it could begin to submit to the State Controller's office, a Board approved allocation plan for an additional \$5.4 million in Proposition 1B funds to be dispersed in FY 2010/11. The State is requesting that the approved plans be submitted by July 2010, and the funding must be expended by July 2013. The approximately \$5.4 million is the last remaining amount of funding available from Proposition 1B for local streets and roads. The Department will approach the Board of Supervisors in early June with a list of projects for this funding; however, given the State's financial situation and past inability to sell bonds to fund Proposition 1B, the Department has decided not to program these funds in the FY 2010/11 RdMAP. The Department will have 3 years to expend these additional Proposition 1B funds and will return to the Board with future RdMap's that contain these funds for our Pavement Preservation projects.

On January 22, 2008, we requested your Board program \$370,000 of Proposition 1B funds towards the Tepusquet Road Bridge Project. Due to the favorable bidding climate this entire amount of funding was not required to complete the construction of this project. There remains \$350,000 available to be reprogrammed. Staff is recommending that these additional funds remain in the Fifth Supervisorial District as originally programmed and be reprogrammed to pave Cottonwood Canyon Road in the Cuyuma Valley area. Cottonwood Canyon Road was the main access for heavy equipment to fight the La Brea fire. As a result of the heavy equipment needed to fight the La Brea fire, Cottonwood Canyon Road suffered damage. The Department has explored several options to obtain reimbursement from the Forest Service for this damage, but have been unsuccessful in this pursuit. In addition, the Department has remaining FY 2007/08 Proposition 1B funds due to project costs being less than budgeted amounts. These funds are in addition to the \$350,000 mentioned above. We have programmed these remaining funds as part of this year's RdMap.

On November 4, 2008, the voters of Santa Barbara County approved Measure A, the Santa Barbara Transportation Improvement Program, with 79% of the votes. As a result, of the passage of Measure A, the ½ cent local sales tax will remain the same as it was under Measure D. Measure A took effect on April 1, 2010, and will remain in effect for 30 years. The revenues will be allocated for transportation improvements using the same distribution formula as with Measure D.

The revenues generated countywide by Measure A will be distributed according to the voter approved investment plan. A portion of the total Measure A revenues were dedicated to the Highway 101 widening, and the remaining revenues are to be split equally between the South Coast and the North County. SBCAG made many concessions to several special interest groups that participated in the development of the Measure A investment plan. As a result of these concessions, local agencies will 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 County expenditure plan for local streets and roads. For comparison, under Measure D, 70% of the total revenue went to local agencies to meet their needs for local streets and roads, and the remaining 30% was allocated to state and regional highway projects. On average, the County will receive approximately 20% less revenue for local streets and roads with Measure A than we received under the Measure D distribution.

The County will receive 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. The First, Second, and the portions of the Third Supervisorial District that are within the South Coast will receive the South Coast Measure A revenues. The Fourth, Fifth, and the portions of the Third Supervisorial District that are within the North County will receive North County Measure A revenues. Like Measure D, Measure A will be distributed to each local agency based on population. The Board has been distributing the County's share of Measure D revenues according to a formula based on 50% population and 50% lane miles within each Supervisorial District. On April 13, 2010, the Board of Supervisor's approved the use of the same distribution formula as Measure D for both the North County and the South Coast.

The Road Maintenance Annual Plan Process

On June 28, 1994, your Board approved the road maintenance planning process, as well as the first Public Works Road Maintenance Annual Plan (RdMap) for FY 1994/95. This has led to the development of the draft final RdMap for FY 2010/11, prepared for the County's Transportation Infrastructure System, for the Board's approval today.

The FY 2010/11 RdMap process is similar to the process used to create the prior RdMaps. The proposed planning process began with the identification of annual needs and staff preparation of preliminary project descriptions. Once the preliminary prioritized list was developed, the Department met with each Supervisor independently to inform the Board of the plan and the proposed process. Public workshops were conducted to obtain input regarding the plan. The plan was revised based on public input and, if needed, supplemented by environmental surveys and further engineering analysis. The Department recommends that the Board approve the FY 2010/11 RdMap at this time.

Workshops

The workshops this year were noticed in the Santa Barbara News-Press, the Santa Maria Times, and the Lompoc Record. Community Groups as well as individuals who had contacted the Department within the past year regarding road maintenance issues, were also notified by phone and email. The workshops were held on March 24, 2010, for the residents of the First and Second Supervisorial Districts as well as the southern half of the Third Supervisorial District, and on March 25, 2010, for the residents of the northern half of the Third Supervisorial District, Fourth and Fifth Supervisorial Districts.

The purpose of the workshops was to present the proposed FY 2010/11 RdMap to the public and to receive their comments and input, and to describe the role of the Road Maintenance Section within the Department. At these meetings, the public is able to meet with Public Works staff in their District and explain their concerns regarding maintenance within the road rights-of-way. The individual concerns of the citizens were listed on Project Initiation Requests that were evaluated and prioritized by staff in the weeks after the meetings. The majority of the issues raised by the citizens were the condition of the pavement quality of their residential streets. The Department contacted each Supervisor's office after the workshops to discuss priorities within their District. The results of these discussions have been incorporated where the request was consistent with the Department's Pavement Preservation strategies and where funding was available.

With the Department's limited available funding for the maintenance of the Transportation Infrastructure, it is important to protect our most utilized and vital assets, referred to as the backbone of the system. The backbone is defined as the arterials, collectors and major rural roads of the County. These roads are used by the majority of commuters; allowing them to deteriorate would significantly diminish the public asset. In the last nine years, your Board has directed the Department to utilize all of the various pavement preservation revenue sources in order to treat as many lane miles of the Transportation Infrastructure as possible. Staff has been able to resurface all of these roads utilizing Measure D funds in order to preserve that investment and will continue this effort with Measure A

funds. Additionally, the State and Federal grants we received made it possible to bring certain urban and rural roads back into a pavement preservation classification. At this time, 60% of our system is in a pavement preservation classification.

Summary of RdMap FY 2009-10

In 1985, the County began monitoring the pavement component of the infrastructure using a Carter Pavement Management System (PMS). In recent years, the Department has successfully converted to MicroPAVER PMS and is now recognized as a leader in the utilization of this technology. MicroPAVER provides full compliance with the Modified Approach to accounting for infrastructure in the GASB 34 and is used by over 600 cities, counties, states and countries. The utilization of this system, integrated with Geographic Information Systems (GIS), has given the Department powerful tools to plan, maintain, and analyze the County's pavement network. Every year, The Transportation Division re-evaluates one-third of the County's pavement network utilizing inspection contractors to document "distresses" (defects or indicators of problem), the severity of the distresses, and the quantity of each distress.

The cumulative efforts of the three major road maintenance yards within the County have had a positive effect on the traveled way for FY 2009/10. The crews responded to 830 service requests within a 48 hour timeframe. Not all requests for service could be honor, but each individual who requested service was contacted. Some of the requests made were related to mudslides that resulted from rains in the Jesusita and TEA Fire burn areas this past winter. The roads countywide did experience some damage as a result of the heavy rains this winter, which required a significant effort from our maintenance crews to clear debris, remove downed trees, and perform repairs to the roadways. This past year, crews were able to complete some in-house leveling projects, make repairs to potholes, perform shoulder maintenance, mow and trim along the roadsides to ensure safety and sight distance, and have cleaned and inspected all of our 4100 culverts and drainage facilities prior to, and throughout the winter rains. Many of these drainage facilities required multiple cleanings throughout the winter.

The in-house leveling projects have occurred over 21 working days, during which, 11 lane miles have received a leveling course of asphalt. The increase in productivity is due to the use of newer and more efficient equipment. Along this line, and building on the 08/09 efforts, using two oil spreader trucks, our expert operators and crews treated approximately 131 lane miles with a rejuvenating fog seal product. The applied product is designed to penetrate and rejuvenate the asphalt surface, to protect and preserve it, and to extend the service life as long as possible for the lowest possible cost. This work typically costs over \$2.00 per square yard when performed by the contracting community versus approximately 80 cents per square yard when performed by County forces.

The Partnership Program is designed as a tax deductible cost sharing effort to replace damaged curb, gutter and sidewalk. The program also includes contracts to clean, trim and water the medians in the unincorporated areas of Goleta. Under this program, 800 Lineal Feet of damaged curb, gutter and sidewalk was replaced this past year in the unincorporated area of Goleta and the Orcutt area.

Together, these programs allow the Transportation Division to complete our mission to provide a clear path, a smooth ride, and a safe trip, in an Accountable, Customer Focused and Efficient manner.

RdMap FY 2010/11

The roadways included in the 2010/11 program are listed in the RdMap, Surface Treatment Program section (Contract/County Forces) for each District. The concept of Pavement Preservation promotes the principle that pavement life can be significantly extended through periodic seal coating, resurfacing and patching of the existing asphalt surfaces (*i.e.: providing the right treatment at the right time*). The RdMap includes approximately 96 lane miles of County roadways programmed for surface treatment this fiscal year. These lane miles will be treated with rejuvenating fog seals, micro-surfacing, scrub

seals or a thin lift asphalt concrete overlay. Staff has worked with each Supervisor's office to prioritize this effort.

Project Approval, CEQA Determination and Authority to Advertise

The FY 2010/11 RdMap recommends the approval of the Maintenance Program (County Forces) and Surface Treatment Program (Contracts/County Forces). This year's Surface Treatment Program includes Measure A, Proposition 1B, Regional Surface Transportation Program, Local Surface Transportation Program, and State Gas Tax revenue funded projects.

The Board of Supervisor's approval of these projects and the attached CEQA documents will commence the appeal period, pursuant to CEQA guidelines, Section 15062. The Department requests that authority be granted to the Director of Public Works to advertise the funded projects listed for Surface Treatment Program (Contracts/County Forces), and any Tree Partnership Program contracts which are utilized to accelerate these efforts.

Sealed proposals will be received at the County of Santa Barbara Engineering Building, Department of Public Works front 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.

The proposed projects listed as Construction Projects and Storm Repair and Restoration Projects within the Supervisorial Districts and made part of the RdMap will require further environmental review. Projects within these categories are identified in the annual plan for reference and disclosure purposes only.

Mandates and Service Levels:

The current funding level for Road Maintenance purposes in the County does not fully fund a Preventive Maintenance Program. Prioritized preventive and corrective maintenance activities that are recommended for funding are identified for each Supervisorial District.

Performance Measure:

RPM 0025 - Maintain a ride quality of "good" (Pavement Condition Index of 70 or better) on 40% of the 374 lane miles of Arterial, Collectors and Major Rural roads.

RPM 0041 - Re-evaluate the pavement condition of 33% of the Arterial, Collectors and Major Rural roadways of the county maintained road system annually.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

General Fund - MOE	\$	1,443,401.00
State: LSTP	\$	562,000.00
State: RSTP	\$	254,600.00
State: Gas Tax	\$	3,145,609.00
State: Proposition 1B	\$	1,828,000.00
State: Proposition 42	\$	2,551,235.00
State: TDA	\$	163,000.00
Other: Measure A SC	\$	2,843,776.00
Other: Measure A NC	\$	2,857,153.00
Other: Santa Maria Haul	\$	210,000.00
Total	\$	-
		\$ 15,858,774.00

Narrative:
 The FY 2010/11 RdMap projects total approximately \$15.8 million and will be funded primarily by Measure A, Proposition 1B, Proposition 42, Santa Maria Haul Route funds, Regional Surface Transportation Program (RSTP), Local Surface Transportation Program (LSTP), Transit Demand Account (TDA), and State Gas Tax revenues. This revenue has also been programmed within the RdMap budget for FY 2010-11.

Staffing Impacts:

Legal Positions: **FTEs:**

Special Instructions:

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

Attachments:

- A) Final Draft Road Maintenance Annual Plan for Fiscal Year 2010/11 – Available Thursday, May 20, 2010
- B) Notice of Exemptions for each Supervisorial District (5)

Authored by:

Dacé Morgan, Deputy Director, Public Works – Transportation, 568-3064

**COUNTY OF SANTA BARBARA
Public Works Department**

**NOTICE OF STREET MAINTENANCE
TO AREA RESIDENCES AND BUSINESSES**

Please be advised that, on the date listed below, _____, acting as the contractor for Santa Barbara County, will fog seal your street. Other streets in your neighborhood may be scheduled for other dates.

We apologize in advance for any inconvenience this work may cause and ask for your patience and cooperation so that we may complete this preventive maintenance as soon as possible. Fog seal work will be performed between the hours of 7:00 AM and 5:00 PM. School zones will be posted between the hours of 9:00 AM and 2:00 PM, effective MM-DD-YY. Parking restrictions will be posted 48 hours in advance of the planned work.

The general order of work will be as follows:

- 1) Posting of “No Parking” Signs 48 hours in advance of the work.**
- 2) Lane closure of the roadway.**
- 3) Street Preparation / Tow parked cars**
- 4) Placement of fog seal and four-hour cure time.**
- 5) Reopen lane closures to public traffic.**
- 6) Placement of painted stripes and markings will occur at a later date.**

The work on your street will be performed on the following dates:

- Monday** _____
- Tuesday** _____
- Wednesday** _____
- Thursday** _____
- Friday** _____

Prior to 7:00 AM on the day of work please park your vehicle on a nearby street which is not posted with parking restrictions. Driving on the fog seal prior to completion of the cure time may cause damage to the fog seal and your vehicle.

**If the work is postponed for any reason, you will receive another 48-hour notice with the rescheduled date. If you have any questions please contact the following:
24-Hour recorded Information (County) (805) 681-4995**

BOARD OF SUPERVISORS OF THE COUNTY OF SANTA BARBARA
STATE OF CALIFORNIA
CLERK OF THE BOARD OF SUPERVISORS

MINUTE ORDER

December 12, 2000, in the p. m.

Present: Supervisors Naomi Schwartz, Susan Rose, Gail Marshall,
Joni Gray, and Thomas Urbanske

Michael F. Brown, Clerk (Allen)

Supervisor Rose in the Chair

RE: PUBLIC WORKS HEARING – Consider recommendations regarding the Santa Barbara Street Tree Policies and Regulations, as follows; (FROM NOVEMBER 7, 2000) (EST. TIME: 15 MIN.) (00-21,478)

- a) Approve the County of Santa Barbara Street Tree Policies and Regulations;
- b) Review and approve the North, Central and South County arborist recommended list of street trees;
- c) Direct staff to work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree.

COUNTY ADMINISTRATOR'S RECOMMENDATION: APPROVE

Marshall/Gray

Approved recommendations a) through c). Directed that staff amend the County of Santa Barbara Street Tree Policies and Regulations as follows:

- i) Remove the last sentence of paragraph two on page three of the policies regarding "Tree Removal/Repairs"; and
- ii) Change to 4 from 8 the number of adjacent neighbors necessary to sign a petition requesting removal of a tree under Section 2) of "Tree Removal/Repairs"; and
- iii) That staff include a tree-pruning schedule as a component of the County "Road Map".

**SANTA BARBARA COUNTY
BOARD AGENDA LETTER**



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

200 DEC -4 AM 11: 43
COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

Agenda Number:
Prepared on: 11/16/00
Department Name: Public Works
Department No.: 054
Agenda Date: 12/12/00
Placement: Departmental
Estimate Time: 15min
Continued Item: NO
If Yes, date from:

TO: Board of Supervisors
FROM: Phillip M. Demery, Director *PMD*
Public Works Department
STAFF CONTACT: Scott D. McGolpin, Deputy Director Transportation
Ext. 3064
SUBJECT: County of Santa Barbara,
Street Tree Policies and Regulations,

REPLACEMENT # 1
DATE 12/4/00 TIME 11:47AM

DEC 12 2000

Recommendation(s):

That the Board of Supervisors:

- A. Approve the County of Santa Barbara street tree policies and regulations.
- B. Review and approve the North, Central and South County arborist recommended list of street trees.
- C. Direct staff to work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree.

Alignment with Board Strategic Plan:

The recommendation(s) are primarily aligned with Goal No. 1. An Efficient Government Able to Respond Effectively to the Needs of the Community and with Goal No. 5. A High Quality of Life for All Residents.

Executive Summary and Discussion:

Background

The Santa Barbara County Transportation Infrastructure system currently includes approximately 21,000 street trees, also known as the Urban Forest.

The Urban Forest was planted between 30 and 40 years ago when developers were conditioned by the county to plant trees in the parkway strips prior to the roadways being accepted into the County's maintained road system. Many of these trees were selected based on cost rather than suitability for the 4-½ foot wide space of the parkway. As a result, several species of trees have outgrown the width of the parkway and their roots have uplifted curbs, gutters and sidewalks. Several other species have created nuisances and safety concerns in that their branches are brittle and their foliage attracts insects.

To nurture and sustain the Urban Forest, and to provide for an aesthetically pleasing, safe, and nuisance free travel way, these trees should be removed, replaced and maintained with appropriate species of trees.

The Street Tree Policy Process

In February of 2000, the Santa Barbara County Public Works Department, Transportation Division, began organizing a draft street tree policy, in accordance with your Board's directive. Upon completion of a draft policy, staff held public workshops. These workshops were noticed and held on October 11, 2000 for the residents of the First, Second and southern half of the Third Supervisorial Districts, and on October 12, 2000 for the residents of the northern half of the Third District, Fourth and Fifth Supervisorial Districts. Additionally, the workshops were noticed by direct mailing to community groups as well as interested individuals who contacted the Public Works Department in the past concerning street tree issues.

The purpose of the workshops was to present and to receive public comment on the draft Street Tree Policy. Staff also met with individual Supervisors to share the public comments received and to gather input for incorporation in this draft policy.

Street Tree Policy

The goal of this street tree policy is to manage the Urban Forest, including the maintenance, removal and replanting of street trees.

Street tree maintenance takes the form of hazard management, pruning, and tree health and survival. Hazard management is continuous, and staff responds to storms, disease, age of the tree and accidents. Upon notification of the potentially hazardous tree, staff evaluates the tree and corrects the hazardous condition if it exists. The regular pruning of street trees takes place as trees in an area become overgrown. Street trees are also pruned prior to roadway repairs or when sight distance issues arise for the travelling public. The health and nurturing of street trees is a priority to the county, and a certified arborist is retained to evaluate and treat trees as required.

County of Santa Barbara,
Street Tree Policies and Regulations
Agenda Date: 12/12/00
Page 3 of 3

Under the policy before your Board today, the homeowner adjacent to the replanted street tree will be responsible for establishment of the tree. The establishment period is a minimum of 2 years depending upon the species of the tree replanted. During this timeframe, if the adjacent homeowner requires information on the health and survival of the replanted tree, the county will provide guidance. The maintenance of the tree thereafter will be the responsibility of the county.

The Urban Forest has had numerous street trees removed over the past 30 to 40 years. These trees have been removed for a number of reasons that include storm damage, vehicular accidents, disease, nuisance abatement and age. Also, those street trees that have outgrown the existing space provided were removed prior to hardscape repairs.

At this time when existing street tree removals occur, there are no county requirements to replant the tree. The policy before your Board today will require that a tree be replanted at a minimum of one tree per street frontage. This requirement is due to the fact that existing improvements within the parkway, in most cases, preclude the replanting of more than one tree. There maybe special cases that exist and Public Works will review these cases as they occur. The tree species for replanting will conform to either the North/Central County or South County arborist recommended list of street trees.

Through the process described above, there has been a desire expressed by interested parties to have staff work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree. This process would be beneficial to the county in that having each road section assigned a specific type of tree will give a balanced symmetrical aspect to the neighborhood, and will promote cost effective maintenance efforts in the future. One of the other requests received was to select additional trees to expand our arborist recommended list of North, Central and South County street trees before your Board today for approval. These trees on the lists have been selected to minimize hardscape damage and ease maintenance efforts. Input from various community groups was for more variety in the choices of tree species available. Staff anticipates that fulfilling this request will take approximately one year to complete, and a draft plan would be ready for your Boards review by the end of calendar year 2001.

Staff recommends that the draft Street Tree Policy and Regulations, as well as the North, Central and South County arborist recommended list of street trees be approved by your Board. Also, if it is your Board's desire, direct staff to work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree.

Mandates and Service Levels:

None.

Fiscal and Facilities Impacts:

Currently Street Tree Maintenance funding competes directly with all other road maintenance activities, such as pavement maintenance, traffic signals and pedestrian crossing installations. Future expenditures to comply with this policy maybe as high as \$100,000 annually countywide. It is staff's intent to reduce this cost by maximizing available outside grant funding.

Special Instructions:

None.

11/21/2000

COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS – TRANSPORTATION DIVISION

STREET TREE POLICIES AND REGULATIONS

SCOPE/GOAL

The Transportation Division of the County of Santa Barbara Public Works Department is responsible for the maintenance and safety of the public roads within the unincorporated areas of the county. The roads cover a variety of thoroughfares including primary and secondary roads as well as urban and residential streets. The policies and regulations presented below apply to approximately 21,000 trees that have been planted within an urban and residential setting where there are curb improvements and trees have been planted as a condition of development or under the direction or approval of the County. The Public Works Department has been charged by the Board of Supervisors to act on its behalf in matters pertaining to these trees. Almost all of the trees that fall into this category have been planted in commercial and residential developments over the last 40 years. These trees were planted for aesthetic and functional purposes and have grown to be an integral part of the urban forest. Therefore, in addition to the care and removal of trees the policies and regulations are designed to promote the continued renewal and sustainability of trees lining our urban roads and streets. In recognizing the tree population within the road right-of-way as a vital component of the community and the roadway infrastructure, the goal of these policies is to effectively manage these trees for public safety and wellbeing while sustaining and enhancing the streetscape and urban forest.

The three main categories regarding management of the trees in the road rights-of-way are: 1) tree maintenance, 2) tree removal and 3) tree planting.

TREE MAINTENANCE

Tree maintenance involves **hazard management, pruning, and tree health and survival**. All of these components of tree management are interrelated and dependent on trained and competent personnel to successfully implement the necessary elements.

Hazard Management

Despite the fact that the trees are planted and maintained for aesthetic and functional amenity purposes, hazard management must receive the highest priority. Once a hazardous condition is noticed or reported, the County will 1) determine that the tree is in fact an imminent hazard and 2) that the tree is a public tree located in the road right-of-way. Imminent hazards (i.e. broken limbs over streets and sidewalks, uprooted trees) may require immediate attention by diverting traffic and eliminating the hazard, including removal of limbs and entire trees if necessary for public safety. In less hazardous cases, the tree(s) will be inspected and further evaluated by a qualified arborist to determine the best course of action regarding the condition.

Pruning

- 1) Tree pruning is the responsibility of the County and will normally be performed by the County Transportation Division tree crew, or a commercial tree firm under contract with the County. Pruning will be performed based on a regular schedule, need, or in conjunction with street/sidewalk repair work. The adjacent property owner should notify the County Transportation Division of conditions that require pruning to remedy a hazardous condition.
- 2) When an adjacent property owner requires special pruning (i.e. for construction) that does not fit into the regularly scheduled pruning by the County and is not a hazardous condition, a permit can be issued for a reputable tree firm to prune the tree(s) at the property owner's expense. All pruning must conform to the County standards and specifications for tree pruning as established by the International Society of Arboriculture.
- 3) Unauthorized pruning of a County tree in the public road right-of-way by the adjacent property owner or his agent can result in fines that could include the cost of tree replacement if the tree is irreparably damaged.

Tree Health and Survival

Maintenance practices that are in this category include irrigation, fertilization, insect and disease control.

- 1) The irrigation of newly planted and established trees is the responsibility of the adjacent property owner. For logistical and practical reasons the watering of trees is best accomplished by the adjacent property owner with the use of a hose or buckets. When new trees are planted the property owner will be instructed as to the water requirements of the new tree. Irrigation is seldom needed once trees are established except for periods of extended drought.
- 2) Unless the health and life of a tree is in jeopardy from a nutrient deficiency, the County does not fertilize trees. If it is determined by a qualified arborist that a tree's survival is dependant on fertilization, the County would arrange for the necessary treatments to preserve the tree.
- 3) There is no regular program for insect or disease control by the County. In instances where the health and survival of the tree is in jeopardy, or there is a condition that is determined by experts to be a nuisance or threat to public health, appropriate treatments will be taken by the County. Where the condition is not considered a nuisance or threat to the public or the tree, the County can issue a permit for the property owner to treat the tree with approved methods and materials.

TREE REMOVAL/REPAIRS

- 1) The County will remove trees that are determined to be dead or structurally unsound. Property owners should notify the County if they notice a tree that appears to be dead or hazardous. The tree will then be inspected and evaluated to determine the appropriate course of action.
- 2) Trees removed for purposes other than being dead or structurally unsound require a written request by the property owner stating the reasons for removal to the Public Works Transportation Division. A petition signed by eight (8) adjacent property owners must be submitted with the request. County Staff will inspect and evaluate the tree and advise the property owner of the action that will be taken. In the event that one or more of the adjacent property owners objects to the removal, the request will be forwarded to the district Supervisor's office for review and final approval.
- 3) No tree within the public street right-of-way shall be removed without approval and a permit from the County Transportation Division. All work within the street right-of-way also requires an encroachment permit from the County Permit Office.
- 4) If a tree must be removed for approved development or construction, or if the County approves a property owner's request to remove a tree for just cause, the cost for removal and replacement of the tree are the responsibility of the property owner. The species, size and placement of the tree shall be designated by the County with the permit.
- 5) When the County is notified of hazardous public improvements (i.e. sidewalks, curbs/gutters, street surfacing, driveway aprons) caused by tree roots, the condition will be inspected and corrected with asphalt patching or concrete grinding to temporarily remedy the condition until it is scheduled for replacement. In instances where there is damage to public improvements and the adjacent property owner wants to replace the improvements and tree before the work is scheduled for replacement by the County, the County can issue a permit to the adjacent property owner for the work necessary to repair the improvements at his/her expense. If a tree is removed for these repairs, the property owner is responsible for the cost of replacing the tree and maintaining the tree for the first two (2) years. In locations where the County is not scheduled to make the repairs or where otherwise deemed appropriate by the County, a "Partnership Program" agreement can be entered into between the adjacent property owner and the County whereby the cost of repairs and tree replacement are shared, where 40% of the cost is paid by the adjacent property owner and 60% is paid by the County.

TREE PLANTING

- 1) The species, size, and placement of trees planted in the street right-of-way is regulated by the County and requires approval and a permit from the Transportation Division. The typical tree planting permit will allow for a minimum of one (1) tree per street frontage. Tree planting in the County road right-of-way requires a permit from the County. Any tree planted by the property owner that is not an approved tree becomes the responsibility of the property owner. Trees planted without County approval and permitting may have to be removed by the adjacent property owner.
- 2) Street trees removed by the County due to storm damage, disease, accidents or for safety reasons will be replaced by the County. The adjacent property owner will be informed of their care and maintenance responsibilities for the newly planted tree(s) to ensure that the young trees becomes established and survive.
- 3) Property owners wishing to plant a tree in front of their property must make a written request to the Transportation Division. If the requested location is appropriate for a street tree, the property owner will be advised by the County of the designated tree species for that street and where the tree(s) should be located. The tree species designation will be limited to one species per street or block and will be from the official tree list approved by the Board of Supervisors. The minimum size tree allowed for planting is 15 gallons. Approved root barrier material shall be installed for all trees planted in the road right-of-way unless otherwise specified by the County. There are currently 10 tree species approved for planting in the parkways and medians adjacent to public roads and streets. These trees were carefully selected with the help of a certified arborist to provide the desired appearances and amenities while minimizing the undesirable tree characteristics and maintenance costs. From this list the trees have been designated as officially approved trees for specific streets.
Special planting projects by neighborhoods or organizations are encouraged and will be given assistance by the County in approved tree selection and planting locations.
- 4) Adjacent property owners are responsible to water and to maintain the staking of newly planted trees for the first two (2) years. They are also responsible for replacing trees that die during that period. After two (2) years the County will provide pruning, ongoing maintenance, and will replace trees that die.

County of Santa Barbara Public Works Department
Street Tree Policy

REQUEST GENERATOR	REPLACEMENT	TYPE OF TREE	RESPONSIBILITY FOR UPKEEP	FUNDING
Homeowner	Property owner is responsible when they want to remove a healthy tree due to: 1) aesthetics 2) nuisance 3) economic considerations 4) Partnership Program	Tree to correspond with approved planting plan and list of street trees.	Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment.	Homeowner Grants Local match
County of Santa Barbara	County replaces tree when removal is required due to hardscape repairs prior to roadway treatment, or public safety issues (sick, dead or damaged trees)	Tree to correspond with approved planting plan and list of street trees.	Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment.	Grants Local match
Natural Causes	County replacement due to storms or vehicular accidents. Should the property owner remove tree without prior County authorization, tree replacement will become responsibility of the owner.	Tree to correspond with approved planting plan and list of street trees.	Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment.	Grants Local match
Lack of Existing Tree	To be determined on a request basis.	Tree to correspond with approved planting plan and list of street trees.	Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment.	Homeowner Grants Local match

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

<u>Common Name</u>	<u>Botanical Name</u>
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	Albizia julibrissin
Southern Live Oak	Quercus virginiana
Water Gum	Tristanopsis laurina
Windmill Palm	Trachyparpus 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

<u>Common Name</u>	<u>Botanical Name</u>
African Sumac	Rhus lancea
Australian Fan Palm	Livistona australis
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'

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: _____

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: _____