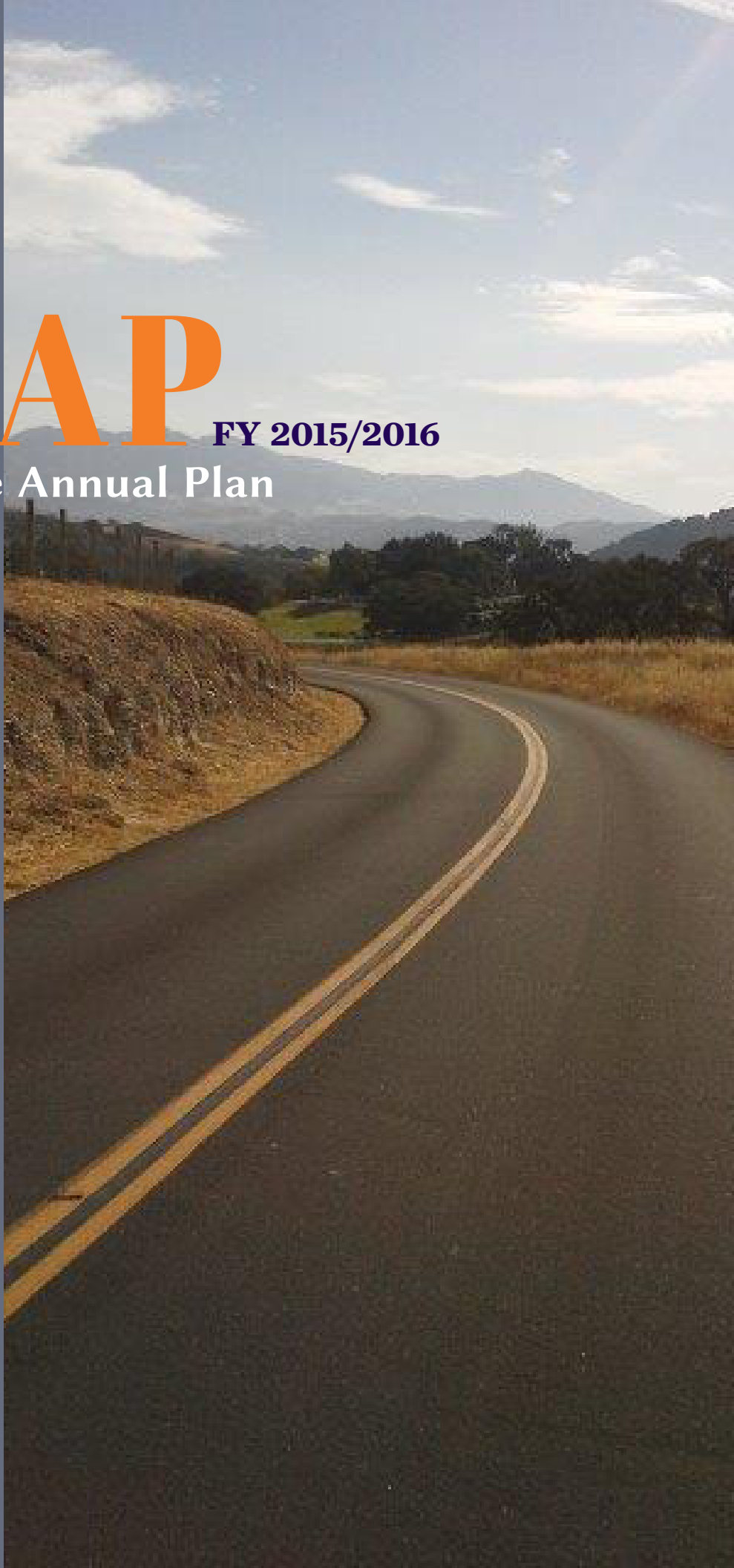
RdMAP FY 2015/2016

Road Maintenance Annual Plan



County of Santa Barbara
Public Works Department
Transportation Division

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

Maintenance Activities:
County Crews' Daily Activities

Pavement Preservation:
Preventive Maintenance Philosophies & Applications

Projects and Funding:
Project Locations for the Five Districts of Santa Barbara County

County of Santa Barbara

Public Works Department, Transportation Division

2015/2016 Road Maintenance Annual Plan

With the support of the Santa Barbara County decision makers, the Transportation Division continually looks for new technologies and partners with industry professionals to gain an upper hand on the ever-deteriorating road network and uncertain roadway funding. The innovative technologies that make up the Pavement Preservation Program include rejuvenating emulsions, scrub seals, and micro seals. The staff members responsible for implementing and maintaining this program travel the State of California and the Nation to educate and share their experience, and to spread awareness about the benefits of Pavement Preservation.

The Transportation Division's Pavement Preservation Program has received numerous awards throughout its history and it has been the subject of articles in nationally distributed industry publications. These awards include:

- 2015 *Efficient and Sustainable Road and Bridge Preservation, Maintenance and Construction and Reconstruction Projects* **from the California State Association of Counties (CSAC) for the Hollister Avenue Cold In-Place Pavement Recycle Project.**
- *2013 Best Project, Honorable Mention* for the Jalama Road Slope Repair Project from the Engineering News Record
- *2012, Scott D. McGolpin Man of the Year* for three Transportation Projects Using Recycled Materials from the American Public Works Association (APWA)
- *2012 Public Works Honorable Mention*, Use of Metal Beam Guardrail for Standardized Slope Repair, Refugio Road from the American Public Works Association (APWA)
- Two awards for the Countywide Preventive Maintenance Application of Scrub Seal & Micro Surfacing Project:
  - *2012 Innovative Micro Surfacing Project of the Year* from the California Chip Seal Association (CCSA)
  - *2013 President's Award for Excellence* from the International Slurry Surfacing Association
- Two awards for the Gibraltar Road Tire Anchor Wall:
  - *2009 Achievement Award in Recognition of an Effective and Innovative Program* from the National Association of Counties (NACO)
  - *2012 Project of the Year* from the American Society of Civil Engineers

Table of Contents

Introduction 6

RdMAP Planning & Public Outreach 7

Maintenance Overview 8
- Corrective Maintenance 8

Maintenance Overview FY 2014/2015 Summary 9

Maintenance Overview Activities & Program Categories 10
- Surface Treatment Program 10
- In-house Leveling Operations 11
- Surface Preparation & Maintenance 11
- Weed & Brush Removal 12
- Culvert Maintenance 12
- Traffic Control & Safety 13
- Urban Forestry: Street Tree Maintenance, Vegetation Control & Sidewalk Surface Repair 14
- Partnership Program 14
- Street Tree Policy 16
- Emergency & After-Hours Response 17
- Service Request & Project Initiation Program 19

Preventive Maintenance Concepts & Applications 22
- Surface Treatment Project Scheduling 22
- Surface Treatments 23
- Fog Seal 23
- Micro Surfacing 24
- Scrub Seal 24
- Asphalt Concrete Overlay 24
- Scrub Seal - A Four-Step Process 25

Special Programs 26
- Roadway Enhancement Partnership Program (REPP) 26
- Collision Reduction Program 27
- District Improvements 27
- Bridge Maintenance 27

Pavement Preservation 28
- Pavement Preservation: Preserving Our Investment in Highways *By Robert M. Davies and Jim Sorenson of the Federal Highway Administration* 28
- What Is Pavement Preservation? 29
- Implementing the Pavement Preservation Philosophy 29
- Experiences with Pavement Preservation 30
- The Road Ahead 31

RdMAP Project Management 32
- StreetSaver® – Pavement Management System 32
- Environmental Review Requirements 33
- Infrastructure Improvements (Americans with Disabilities Act) 34

Project Funding 36
- Measure A Funding 36
- Board of Supervisors Maintenance of Effort (MOE) 37
- General Fund & Other Discretionary Funding 37
- State Gas Tax Funding 37
- State Transportation Improvement Plan (STIP) 38
- Disaster Impacts 38
- 2014 California Statewide Local Streets & Roads Needs Assessment 39

2015/2016 RdMAP Budget 40

2015/2016 RdMAP Budget 41

First District Budget & Allotted Dollars 43

First District Funded Projects by Location 44

Second District Budget & Allotted Dollars 45

Table of Contents

Second District
Funded Projects by Location 46

Third District
Budget & Allotted Dollars 47

Third District
Funded Projects by Location 48

Fourth District
Budget & Allotted Dollars 49

Fourth District
Funded Projects by Location 50

Fifth District
Budget & Allotted Dollars 51

Fifth District
Funded Projects by Location 52

Santa Barbara Road Yard
Work Plan 53

Lompoc Road Yard
Work Plan 54

Santa Maria Road Yard
Work Plan 55

Urban Forest & Utility Crew
Work Plan 56

Sign & Paint Maintenance Crew
Work Plan 57

Appendix 59

Acknowledgments 73

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

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

Adopted: May 12, 2015
Edited by: The RdMAP Team
Cover & Layout Design: Gena Valentine Felix
County of Santa Barbara,
Public Works Department,
Transportation Division

Introduction

Contact Us:

Transportation Administration:

John McGray, Road Maintenance Manager

123 E. Anapamu Street
Santa Barbara, California 93101
805-568-3064
mcgray@cosbpw.net

pwweb@co.santa-barbara.ca.us

Local Road Maintenance Offices:

Santa Barbara Road Yard:

Randy Carnahan, Maintenance Superintendent

4415 Cathedral Oaks Road
Santa Barbara, Ca. 93110
805-681-5678
rcarnah@cosbpw.net

Lompoc Road Yard:

Richard Navarro, Maintenance Superintendent

2010 Sweeney Road
Lompoc, Ca. 93436
805-737-7773
rnavarr@cosbpw.net

Santa Maria Road Yard:

Kurt Klucker, Maintenance Superintendent

912 W. Foster Road
Santa Maria, Ca. 93455
805-934-6100
kklucke@cosbpw.net

The Santa Barbara County Road Maintenance Annual Plan (RdMAP) is the means by which the Transportation Division accomplishes its mission to provide a clear path, a smooth ride, and a safe trip for the traveling public. This RdMAP is for Fiscal Year July 1, 2015 through June 30, 2016.

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

Proposed projects are listed within each District's section of this RdMAP. Inquiries and comments regarding this plan may be addressed to Transportation Administration, or any local Road Maintenance Office.

RdMAP Planning & Public Outreach

Since the RdMAP's inception in 1994, the Transportation Division has strived to include the public and County officials in the planning process for upcoming road maintenance projects. Resident requests, District Supervisors' and CEO input, staff assessment, and pavement management tracking information are incorporated into the annual maintenance plan. This public process keeps the Division accountable to its customers—the residents of Santa Barbara County and the traveling public—for the use of funding for the County maintained road system.

The Transportation Division receives hundreds of service requests from the public throughout the year. For requests that would require programmed funding or interdepartmental coordination, staff asks the constituent to file a Project Initiation Request (PIR).

The Division hosts public workshops in the spring in both the North and South County, to receive additional public input. These meetings are advertised in various local newspapers, and notifications are sent to community groups, as well as individuals who have filed PIRs throughout the year.

Pavement and bridge management tracking systems provide data on the condition of the road system. These tracking systems are vital to the maintenance planning process, as they allow staff to choose the most appropriate, efficient, and cost-effective surface treatments to extend the service life of transportation assets.

Using data from these sources, the staff drafts an initial maintenance plan illustrating the best use of limited funds to address the needs of the roadway infrastructure. Following the public workshops, the additional public input is reviewed for incorporation into the plan, and staff presents the finalized RdMAP to the Board of Supervisors for approval. The Transportation Division involves County elected officials and the public throughout the planning process, and uses state-of-the-art technology, which provides invaluable information on the condition of the maintained road system. Year after year, the Transportation Division continues to provide the best value for the tax dollar by keeping maintenance planning focused on its customers—the traveling public.

Maintenance Overview

Corrective Maintenance

The three major Maintenance Road Yards are responsible for all corrective maintenance on County roads. Corrective maintenance is the day-to-day work performed by County crews to fulfill the Division's commitment to the safety of the traveling public. County maintenance crews respond to public requests and perform preparation work for upcoming surface treatments. Of the maintenance categories described in this RdMAP, the activity most commonly recognized is asphalt repair. The crews are also responsible for sidewalk ramping, culvert cleaning, tree trimming, and crack sealing, which keeps moisture from permeating the subgrade. The crews also perform shoulder repairs and brush and weed removal.

Most corrective maintenance activities are done on a seasonal basis; for instance, culvert cleaning is done in the fall. Staff inspects each County-maintained culvert to ensure functionality before the winter rainy season.

Weather conditions and rainfall directly influence the amount of shoulder repair work. Heavy rainfall results in higher volumes of shoulder repair and vegetation removal work.

Corrective Maintenance FY 2014/2015

- ✓ Approximately 1122 Service Requests
- ✓ 4200 Culvert & Drainage Facilities
- ✓ 830 Lineal Feet of Concrete Repair
- ✓ In–house Leveling
- ✓ Pothole Repair
- ✓ Shoulder Maintenance
- ✓ Mowing
- ✓ Median Maintenance
- ✓ Sign and Paint Maintenance & Repairs

Maintenance Overview
FY 2014/2015 Summary

The Road Maintenance Section's cumulative efforts have had a positive effect on County roads for FY 2014/2015. The road crews responded to approximately 1122 service requests - not every service request could be fulfilled; however, staff did respond to every individual who requested service.

In the past year, the crews have completed in-house leveling projects, refreshed crosswalk paint at various schools throughout the County, repaired potholes, performed shoulder maintenance, mowed and trimmed along the roadsides to ensure sight distance and safety, and cleaned and inspected all 4200 culverts and drainage facilities prior to, and throughout the winter.

Low-cost treatments such as the in-house fog seals continue to be an excellent Pavement Preservation Program. The Transportation Division is currently constructing a pilot project to test other low-cost treatments that may help address low volume roads. These include testing various types of chip seals and emulsions for effectiveness.

The Urban Forestry program includes contracts to clean, trim, and water medians in the unincorporated areas of Goleta. The Division has recently completed a pilot project to install irrigation and landscaping designed to improve aesthetics with low-maintenance plants and features.

Under the Partnership Program- a tax-deductible, cost sharing effort with homeowners to replace damaged curb, gutter, and sidewalk, crews have completed 830 lineal feet of concrete repairs.

These efforts help the Transportation Division to achieve its mission to provide a clear path, a smooth ride, and a safe trip for the traveling public.

Maintenance Overview Activities & Program Categories

Program Categories

The Road Maintenance Program consists of nine work categories funded through the Transportation Division's budget. These categories include:

- Surface Treatment Program
- Surface Preparations & Maintenance
- Inhouse Leveling Operations
- Weed & Brush Removal
- Culvert Maintenance
- Traffic Control & Safety
- Urban Forestry & Street Tree Maintenance, Vegetation Control & Sidewalk Surface Repair
- Partnership Program
- Service Request & Project Initiation Program

Surface Treatment Program

Surface treatment contracts are major construction projects funded primarily with Measure A and County General Funds. The contracts include projects such as 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 Transportation Division advertises and awards these projects to the lowest responsive bidding contractor, or assigns them to in-house forces as appropriate.

The preventive maintenance concept is the principle that pavement life can be extended significantly through periodic seal coating, resurfacing, and patching. In this RdMAP, the Transportation Division has proposed surface treatments for approximately 20.72 lane miles of County roadway.

The program charts illustrate the budget for each work category. These charts are located in the funding section in the back of this RdMAP, for each District. These program projects are categorically exempt under the California Environmental Quality Act (CEQA) of 1970. The Notice of Exemption is also located in the appendix in the back of this RdMAP.

Surface Preparation & Maintenance

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

Surface maintenance also includes weed removal from paved surfaces such as streets and sidewalks in preparation for both corrective and preventive maintenance surface treatments. When weeds cannot be removed mechanically or by hand, staff uses a glyphosate herbicide spray to abate the vegetation. This vegetation abatement method is part of the County Integrated Pest Management Program, which the Transportation Division has participated in for the last 14 years. When applying herbicides, the Division uses some of the most current technologies including the "Weed Seeker" spray system, which uses an infrared system to spot and spray individual weeds on the surface. This equipment has significantly reduced herbicide usage, compared to more traditional hand methods.

☞ **The Transportation Division recycles deteriorated asphalt removed from the roadway and reuses it to lower costs for road maintenance projects.**

In-house Leveling Operations

For the past 14 years, the Transportation Division has utilized County crews and equipment to

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

Weed & Brush Removal

Weed and brush removal includes clearing brush, mowing, weed and litter abatement, and roadside tree maintenance (excluding subdivision trees).

Rural mowing activity consumes most of the spring and summer months, and involves as many as 6 roadside mowing tractors, and up to 15 personnel in the field on a Countywide rotational schedule. Weather patterns and rainfall control the mowing season. High rainfall increases vegetation growth and low rainfall creates dry conditions and fire hazards, both of which determine mowing needs and scheduling. Other environmental factors can influence the mowing schedule, such as avoiding wildflower areas during the growing season.

County crews perform brush and tree trimming along the roadside in rural areas to maintain clear visibility and prevent damage to the tree canopy from tall trucks or oversized loads. Vegetation removal from around signs, guardrails, and other roadside obstructions, is also part of this program. Vegetation problems such as broken limbs and fallen trees are common throughout the year. Unusual weather events such as windstorms, heavy rain, or 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, paved ditch and berm maintenance, culvert and inlet cleaning, headwall maintenance and construction, and culvert installation and replacement.

Annual culvert maintenance is essential to roadway safety and

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

Traffic Control & Safety

Traffic control maintenance includes striping, stenciling, curb painting, sign installation and maintenance, traffic signal maintenance and repairs, safety marker placement, guardrail repair and replacement, and other maintenance. During storms or other disaster events it is essential for staff to investigate and assess road conditions to ensure public safety.

☞ **The Sign & Paint Crew refreshes at least 25% of all school crosswalks in the County each year.**

The Transportation Division operates 43 traffic signals, 24 flasher units, 22 driver-feedback radar signs, numerous bikeway lights, and has a maintenance agreement with the City of Carpinteria to maintain the City's traffic signals.

The signals are maintained using a Preventive Maintenance Program and a 24-hour call-out system for emergencies. Staff inspects and updates signalized intersections' timing and usage regularly, to provide the safest, most efficient system possible.

The Transportation Division receives hundreds of service requests throughout the year for traffic related issues such as parking restrictions, traffic calming, sight distance, and stop sign requests. The Traffic Section and Maintenance crews follow up on each request with a study and appropriate response. Staff presents

many of these issues to the Traffic Engineering Committee, where regional experts and stakeholders find appropriate solutions, with the goal of providing a safe and efficient roadway system.

Urban Forestry: Street Tree Maintenance, Vegetation Control & Sidewalk Surface Repair

Street tree maintenance includes complaint investigation, trimming, watering, concrete repairs, tree removal and planting, and stump grinding. The Transportation Division maintains approximately 14,000 street trees Countywide. County crews perform tree trimming in both the urban forest and on the rural roadside to expose street and traffic signs, and to clear for sight distance. In the urban setting, pruning gives a balanced and consistent look to the trees designated to the parkway strip. When necessary, crews perform tree trimming prior to resurfacing operations and other maintenance activities.

Of the approximately 14,000 street trees in County subdivisions, approximately 65% are unsuitable for street-side parkways. These trees cause damage to curbs, gutters, and sidewalks, which creates unsightly neighborhoods, increases liability, and makes street surface treatments more costly. To repair all of the County's tree-damaged concrete would cost approximately $35 million. When repairing these curbs, gutters, and sidewalks, the Division replaces problem trees whenever possible, in accordance with the County Street Tree Policy. Staff also works with citizens to resolve individual requests and concerns in an equitable and timely manner.

- **Of the estimated 14,000 street trees in County subdivisions, approximately 65% are species unsuitable for parkways.**
- **Damage caused by these trees will cost the County approximately $35m to repair.**
- **Through the Partnership Program, the Division assisted residents with 830 lineal feet of sidewalk and concrete repairs in FY 2014/2015.**

Partnership Program

Each year, the Urban Forestry Program assists with preparations for Measure A-funded road surface treatment applications such as fog seals, micro surfacing, overlays, scrub seals, and other Engineering and Maintenance projects throughout the County. Preparing for surface treatments requires various tree pruning methods, including crown cleaning, thinning, stump removal, structure pruning, reductions, and raising the tree canopy. When removing County trees is necessary, the Division replants one new tree for every two County

trees removed, per the Street Tree Policy. When private vegetation encroaches into the right-of-way, staff sends a notice to the property owner to remove the vegetation, in accordance with County Ordinance 3703. Other operations include ramping uplifted sidewalks, tree ownership investigation, and contract administration for special concrete projects.

Like many local agencies throughout California and the U.S., the shortfall between revenues and maintenance backlog for Santa Barbara County is steadily increasing. With that in mind, the Transportation Division created the Partnership Program—an innovative program to share in the costs of repairing hardscape damage in Santa Barbara County.

Before the Partnership Program began in 1996, the Transportation Division repaired hardscape damage primarily on roadways scheduled for an asphalt concrete overlay. Homeowners were displeased with this practice because they had to wait until their street became a priority for paving before the Division would make hardscape improvements in front of their homes. In response, the Division developed the Partnership Program as a tax-deductible, cost-sharing agreement between homeowners and the County for hardscape repairs. Participation in the program requires the homeowner to pay 50% of the repair costs, which can include tree removal, hardscape removal and replacement of curb, gutter, sidewalk, and driveway aprons. The homeowner is responsible for watering and care of the new street trees after the repairs are complete.

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

The Partnership Program is successful because it provides a choice for the public and benefits the community as well as the County. Homeowner participation in this program has allowed the County to stretch funds

further and address more street tree issues than would have been possible under previous practices. In a time when County revenues do not match the needs of the transportation infrastructure, the Partnership Program has helped Public Works meet more of its needs, and respond to the requests of the community. Through this program, the Transportation Division is achieving its goals of public safety and Urban Forest preservation.

Street Tree Policy

On December 12, 2000, the Board of Supervisors approved a Street Tree Policy to define the maintenance responsibility for the designated street trees within the County's unincorporated areas. This policy applies to all street trees planted within urban residential settings where there are curb and sidewalk improvements, as well as trees planted as a development condition, or under the County's direction or approval.

☞ **The Street Tree Policy is designed for sustainability and renewal of the Urban Forest. The goal of these policies is to manage the Urban Forest more effectively for public safety and well-being, while sustaining and enhancing the streetscape.**

The Board of Supervisors directed the Public Works Department to act on its behalf in matters pertaining to these street trees.

Almost all trees in the "street tree" category have been planted over the last 50 years in commercial and residential developments for aesthetics, but without forethought to sustainability or compatibility with surrounding hardscape. The County recognizes these street tree as a vital part of the community and roadway infrastructure, and an integral part of the Urban Forest. With that in mind, the Transportation Division designed the Street Tree Policy for tree maintenance and removal, as well as sustainability and renewal of the Urban Forest. The goal of these policies is to manage the Urban Forest more effectively for public safety and well-being, while sustaining and enhancing the streetscape.

The Transportation Division facilitates street tree planting in a variety of ways including working with homeowners through the Partnership Program and working with private groups and non-profit agencies through the Roadway Enhancement Partnership Program. Staff identifies preferred planting sites and selects the appropriate trees for the area. The adjacent homeowner is responsible for establishing and caring for the newly planted trees for the first two or three years, after which, the Division assumes the tree maintenance responsibility.

The Transportation Division established two Arborist–approved Street Tree Lists: one for the north, and one for the south areas of the County. In creating these lists, factors such as sustainability, hardscape damage prevention, as well as consistency and aesthetics were considered. Public input from residents and community groups, which allowed for a wider variety and selection of street trees were also considered. When planting new trees in the County right-of-way, staff selects from the appropriate list to minimize tree related hardscape damage, which saves homeowners and the County time and money. Selecting approved trees consistent with established trees in a given neighborhood allows staff to maintain them more efficiently, and creates continuity with the neighborhood trees.

Emergency & After-Hours Response

The Transportation Division responds to the needs of the County maintained road system. When problems arise on a roadway, the cause of the problem does not affect the Division's response. Whether caused by normal wear-and-tear from public use, or by a natural disaster, the Division's response will always align with the mission to provide a clear path, a smooth ride, and a safe trip for the traveling public.

The Transportation Division has a 24-hour emergency call-out system in place when problems occur outside normal working hours,

such as weekends and holidays. The Division maintains a call-out list containing names and telephone numbers of Maintenance personnel equipped with County vehicles and tools to respond to after-hours emergencies. This list is kept up–to–date and distributed regularly to County Fire, Sheriff, and Flood Control dispatches, as well as the California Highway Patrol.

The initial response to a call-out may be one worker and a vehicle; however, if the first responder determines the situation requires more staff and equipment, they will refer to the call-out list. Upon completion of their call-out duties, the staff returns home and reports for duty at their regularly scheduled time. In most cases, after-hours call-out work does not affect the regular workday. In more extreme emergencies, more staff may be called out. As they complete their tasks, and if no other operations are needed, they are sent home to await further instructions.

In hazardous/unsafe working conditions, such as darkness or heavy rain, staff may postpone work until daylight or until conditions improve. In no case will Maintenance staff leave a hazardous condition that would jeopardize public safety. In cases where road closure is necessary, staff will notify residents and make every effort to ensure safe evacuation.

The Division has refined the call-out system over the last 45 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 and the December 2010 and March 2011 storms. The call-out system allows for flexibility in rotating personnel out of the field to keep the staff rested and prepared for the regular workday. It allows for a continuity of effort and performance and promotes safety for the public and staff. The call-out system is a recognized, time-proven procedure that law enforcement agencies have used countless times for a variety of reasons, for after-hour problems in the road right-of-way.

Service Request & Project Initiation Program

The Transportation Division receives service requests from the public on a daily basis to investigate concerns on the roadway. To date, staff has received approximately 984 service requests during FY 2014/2015. Staff promptly investigates all requests and in most cases, crews are able to correct the problem as part of the general maintenance plan. Staff takes corrective action immediately on all requests involving a safety issue. In cases where the scope of work is beyond routine maintenance, or would require interdepartmental coordination, the constituent is asked to submit a Project Initiation Request Form (PIR) to initiate the work.

The Transportation Division keeps a database to track the large volume of PIRs received each year. Once staff investigates a request, it is logged into the database and kept in the backlog for one Fiscal Year. Due to the limited funding available, only a small number of these projects are chosen each year. If a project is not chosen, the constituent must submit a new PIR the following year for it to be considered for funding. This process allows the Division to keep an up-to-date project list that reflects the public's immediate concerns. PIR forms are available on the Public Works website: www.countyofsb.org/pwd/roads/downloads/PIR.pdf, or by request to any of the three Road Maintenance Yards. A sample PIR form is also included in the Appendix.

Celebrating Arbor Day

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 throughout the United States.

For the last 12 years, Santa Barbara County has been recognized as a participating member of this national program, helping to protect the urban forest. In recognition of Arbor Day each year, the Transportation Division plants a tree with the students of a local school, in one of the County's five Districts.

TREE CITY USA.

This year's celebration was held at Blochman Elementary School in the Sisquoc area of the Fifth District. Supervisor Lavagnino, Fifth District Chief of Staff, Cory Bantilan, and Transportation Division Staff planted a tree in the schoolyard with the students and teachers of Blochman School in recognition of Arbor Day.

Preventive Maintenance Concepts & Applications

Unfunded Backlog

The current backlog of unfunded road maintenance projects for the Santa Barbara County road system is approximately $252.2 million dollars. This includes:

- ✓ **$106.6m needed for pavement restoration**
- ✓ **$37.1m to repair tree related concrete hardscape damage**
- ✓ **$62.7m for bridge repairs**
- ✓ **$41m to upgrade drainage problems and failures**
- ✓ **4.6m to upgrade and repair traffic devices**

Surface Treatment Project Scheduling

The annual Surface Treatment Program described in this RdMAP, is a 14 to 16 month, two-stage process of concrete repair and surface treatment application. The schedule for these stages of work is staggered so concrete repairs and maintenance preparations are completed by the spring, in time to apply the surface treatments during the summer and fall.

The concrete repair stage is a three-month process in which staff conducts field reviews of all streets listed in the RdMAP. Staff marks, measures, and logs all damaged concrete, identifies survey monuments, and prepares the plans and specifications. The Transportation Division then advertises and awards the concrete repair project, in accordance with the public contracting code, and sets the start date for the project. Concrete repair projects generally start in the winter months and finish in the spring.

Once concrete repair projects are advertised, the Design Section begins work on the second stage: the surface treatment. Design work typically requires three to six months 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 by construction activities. Prior to the surface treatments, contractors or Maintenance forces perform

roadway preparations, including crack sealing, patching, dig-outs and leveling, as well as tree trimming and weed removal. Trees and other vegetation must be at least thirteen feet above the roadway to allow the construction equipment unobstructed access under the canopy.

Once preparations are complete, surface treatment projects can begin. Because ambient and material temperature is critical to obtain the desired finish, summer and fall months are the ideal time for surface treatments in Santa Barbara County.

Surface Treatments

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

The typical asphalt pavement is designed for a 20-year life span. Timely preventive maintenance can extend pavement life span significantly. With planned periodic seal coating, resurfacing, and patching, pavement life span can extend for several maintenance cycles, depending on soil and drainage conditions and structural adequacy. Cost-effective treatments are available to restore badly deteriorated pavement to a state of pavement preservation. With regular preventive maintenance, annual maintenance costs are approximately half what they would be if pavement were neglected and allowed to deteriorate.

A preventive maintenance program is preferable to a 10-year overlay program for two reasons: improved ride quality and decreased maintenance cost. The following seal coat treatments are designed to prolong the life of roadway pavement using preventive maintenance concepts.

Fog Seal

A fog seal is a thin and relatively inexpensive asphalt emulsion applied to the road pavement, typically at a rate of .05 to .10 of a

gallon per square yard. This seals the asphalt and prevents fines loss and water from penetrating the roadway thereby extending the life of the pavement by one to two years. Maintenance forces perform fog sealing as a maintenance activity.

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 and provide a long-lasting surface on top of pavement in good condition. A micro surface extends the pavement life approximately five to ten years.

Scrub Seal

A scrub seal is a four-step process in which a unique polymer-modified, asphalt-rejuvenating 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 then pulled through the emulsion to fill cracks and voids left open by the initial application. An even coat of chips or other readily available aggregate is applied over the emulsion at a rate of 10-25 pounds per square yard, and finally, the seal is rolled over with pneumatic tire compactors. These steps are done in close succession to minimize lane closure duration. A scrub seal extends pavement life by seven to twelve years, at one-third the cost of a traditional overlay. It is typically overlaid with a micro surface for ride quality and to add further life to the pavement.

Asphalt Concrete Overlay

An asphalt concrete overlay is the application of approximately .15 feet of asphalt concrete to the roadway. This treatment is designed as a structural improvement that, with proper preventive maintenance strategies, provides up to 20 years of serviceable life to the roadway.

Scrub Seal - A Four-Step Process

1. A unique polymer-modified, asphalt-rejuvenating agent is applied to a pavement surface.

2. A specially designed drag broom is then pulled through the emulsion to fill cracks and voids left open by the initial application.

3. An even coat of chips or other readily available aggregate is applied over the emulsion.

4. Finally, the seal is rolled over with pneumatic tire compactors.

Special Programs

The Roadway Enhancement Partnership Program (REPP)

REPP is the Transportation Division's "Adopt a Road" Program, with the objective of enhancement, beautification, and a cleaner environment in the County road right–of–way.

Volunteers remove an average of 300 bags worth of trash from the right–of–way each year, as well as some larger items such as carpet, doors, sofas, dressers, mattresses, and other large items abandoned on the right–of–way.

Roadway Enhancement Partnership Program (REPP)

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

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

The program accepts a broad spectrum of enhancement projects, ranging from tree planting to road paving. The program currently oversees eight enhancement projects, with the majority of effort concentrated on trash pick-up. The program also oversees the maintenance of a community parkway,

a street-sweeping program, and vegetation maintenance on a rural road.

Collision Reduction Program

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

District Improvements

District Improvements funding is available in each District for projects initiated by public requests and concerns regarding road maintenance. The Division prioritizes these projects based on a measurable reduction in the existing backlog.

The Roadway Enhancement Partnership Program (REPP)

The Transportation Division would like to thank the REPP participants for helping realize its vision of promoting voluntary enhancement of the County maintained road system.

REPP

For more information on this program, please visit the REPP website:
http://www.countyofsb.org/pwd/roads/repp.htm

Bridge Maintenance

The County currently has 131 bridges in the inventory. Caltrans inspects bridges 20 feet or longer, of which the County has 101 total. All other bridges are inspected by Transportation Division staff. All County bridges are inspected regularly at varying intervals, depending on age, type, location, seismic vulnerability, and undermining potential. Most County bridges are constructed with reinforced concrete; some with a composite of reinforced concrete supported by structural steel; and a few are constructed from timber. Bridge Maintenance work includes repairing damage caused by collisions, floods, and deterioration.

Pavement Preservation

> *"Pavement preservation is aimed at preserving the investment in our highway system, extending pavement life, and meeting our customers' needs."*
>
> (Robert M. Davies and Jim Sorenson)

Pavement Preservation: Preserving Our Investment in Highways

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

The following section, written by Robert M. Davies and the late Jim Sorenson of the Federal Highway Administration, details the industry's 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:
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 are 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.

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.

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 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 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 was a senior construction and preservation engineer in FHWA's Office of Asset Management. He was the team leader for construction and system preservation.

RdMAP Project Management

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

StreetSaver® – Pavement Management System

A Pavement Management System (PMS) offers decision makers a systematic way to gauge pavement conditions, and provides steps for using the information to identify and schedule the most appropriate treatment. It aids the decision making process by moving away from the historical ad hoc approach of spending maintenance funds.

Without a PMS, cash-short cities and counties are likely to resort to a "worst first" approach to repairing streets and roads. Under this method, local agencies pour their available funds into costly reconstruction of a few badly deteriorated roadways, while ignoring "healthy" roadways needing relatively inexpensive preventive maintenance treatments. "Worst first" is the least efficient strategy for local jurisdictions, and the least responsible use of public funds. A PMS is not a black box that churns out answers to every maintenance question, but rather a tool to help determine the most cost-effective maintenance program. A PMS enhances professional judgment; it does not replace it. Apart from its obvious benefits, a PMS has an added advantage of helping the Transportation Division 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. A PMS helps local agencies make the most efficient use of public funds, and

can help reduce overall maintenance spending. The Transportation Division designed this year's Surface Treatment Program using these concepts to maximize the County's investment in the road pavement system.

The County of Santa Barbara is recognized as a leader in this innovative PMS technology. In 1985, the Transportation Division began monitoring the pavement component of the infrastructure using a Carter PMS. After 15 years, the Division converted to MicroPAVER PMS, and in 2011, implemented the StreetSaver® PMS. StreetSaver® provides full compliance with the Modified Approach to accounting for infrastructure in the Government Accounting Standards Board (GASB) Standard 34. This system, integrated with Geographic Information Systems (GIS), gives the Transportation Division powerful tools to plan, maintain, and analyze the County's pavement network. Every year, the Division contracts with pavement specialists to inspect and reevaluate one-third of the County's pavement network. These inspections document "distresses" (defects or problem indicators), and the quantity and severity 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 to carry out all proposed or approved discretionary projects. The Public Resources Code, section 21080, describes a "discretionary project" as one that "requires the exercise of judgment or deliberation where the public agency decides to approve of a particular activity." The 2015/2016 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). CEQA determined this class of projects "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.

Infrastructure Improvements (Americans with Disabilities Act)

In 1990, the United States Justice Department enacted the Americans with Disabilities Act (ADA) 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 has a responsibility to operate each service, program, or activity so when each is viewed in its entirety, it is readily accessible to, and usable by individuals with disabilities. In response to the ADA passage, 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 funded through the RdMAP Maintenance Program and other capital improvement projects. By implementing the plan, the Division can identify needs and make progress toward elevating the County's Transportation System to current ADA standards.

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

The Transportation Division is in the process of creating a Pedestrian Master Plan. This will include an update to the ADA Transition plan, as well as information about priorities for ADA improvements throughout the County. In addition, the Division responds directly to public input concerning

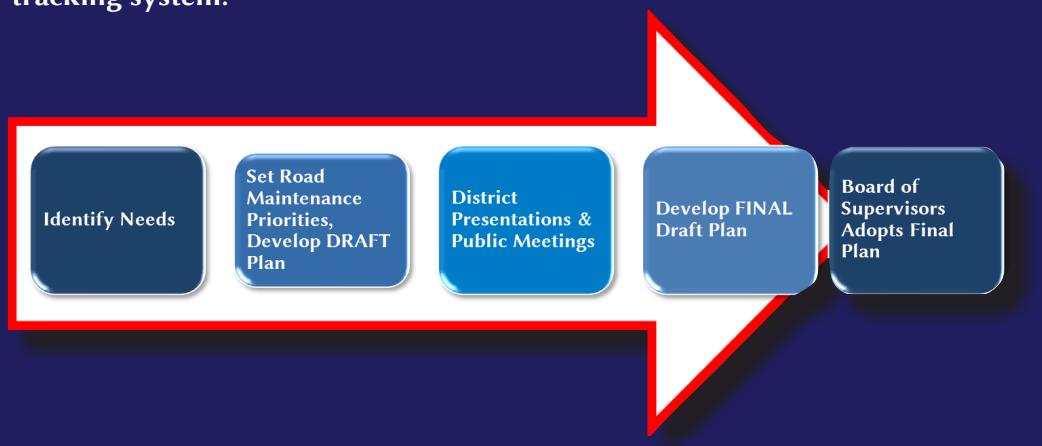
ADA needs. The annual RdMAP public workshops include an ADA grievance component as part of a public outreach program. Other capital improvement projects will also include ADA upgrades.

The Division regularly seeks grant funding from sources such as the Federal and State Safe Routes to School Programs. This year, the Division applied for, and was awarded a community development block grant to install an ADA-compliant walkway on Calle Real near the County campus.

Sample ADA Grievance and Accommodation Request forms are included in the Appendix in the back of this RdMAP. Both are also available on the Public Works website: www.countyofsb.org/pwd/pwroads.aspx?id=40755

RdMAP Planning Process

The RdMAP planning process incorporates input from a variety of sources including public requests, District Supervisors and CEO input, staff assessment, and pavement management tracking system.



1. **Evaluation of Road System – Staff, Outside Experts, and the Public**
   - Pavement Management System
   - Bridge Management System
   - Engineering Analysis
   - Traffic Control Maintenance
   - Maintenance Programs
2. **Meet with District Supervisors' Chiefs–of–Staff**
3. **Set Priorities**
4. **Public Meeting**
5. **Final Meetings with Board Members**
6. **Develop Final DRAFT Plan**

Project Funding

Measure A is one of the County's primary sources of revenue for corrective and preventive maintenance.
The County receives approximately 12% less funding with Measure A than with Measure D.

Measure A Funding

On November 4, 2008, Santa Barbara County voters approved Measure A—the one-half cent local sales tax and Santa Barbara Transportation Investment Plan. Measure A took effect on April 1, 2010, and will remain in effect for 30 years.

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

The County receives Measure A revenues separately for the South Coast and the North County. The two revenues cannot be combined and must be used within their specified portions of the County. This allows the County to use separate distribution formulas for the South Coast and North County. On April 14, 2015, the Board of

Supervisors approved a distribution for Measure A funds on the South Coast based on 50% population and 50% lane miles, and a separate distribution formula for the North County based solely on 100% lane miles.

In both the North and South County, 10% of the County's Measure A funding is dedicated to Alternative Transportation projects, including pedestrian, bicycle, and transit programs and projects.

Board of Supervisors Maintenance of Effort (MOE)

The FY 2015/2016 General Fund contribution to meet the MOE requirement of the Measure A Ordinance and State Match is estimated at $1.8 million. The Division will continue to work with the CEO's Office to ensure funds are available to meet the Measure A MOE in the future. These funds are used for operations.

General Fund & Other Discretionary Funding

These funds provide an immediate positive impact on the pavement condition of County roads, because they go directly to addressing deferred maintenance needs.

In 2014, the Board of Supervisors implemented a policy of setting aside 18% of unallocated growth to address deferred maintenance. These funds are to be distributed between the Parks Department, General Services, and Public Works.

In April 2015, the Board voted to distribute these and other discretionary funds by a 25% Population, 75% Lane Miles formula. This funding is typically used to address deferred maintenance; however, with projected loss of State Gas Tax Funds, General Funds received may be used to partially cover operations in FY 2015/2016.

State Gas Tax Funding

In March 2010, the State Legislature and the Governor passed a transportation tax swap. Formerly known as Proposition 42, the tax swap exchanged the sales tax on gas with an indexed excise tax of 17.3 cents per gallon on gasoline. This new excise tax, commonly referred to as "new HUTA," is indexed, unlike the previous flat

rate of 18 cents per gallon Highway Users Tax Account (HUTA), or State Gas Tax.

New HUTA accounts for approximately 40% of State Gas Tax; the "old" HUTA flat tax being the other 60%. Revenues from both of these funding sources will decrease significantly in FY 2015/16 and beyond. New HUTA is being reduced in FY 2015/16 by approximately $2.6M due to a State Board of Equalization "true up" to adjust the excise tax to match the previous flat rate tax. New Gas Tax revenues are projected to decrease even further in FY 2016/17 and beyond. Additionally, "old" Gas Tax revenues are decreasing by about $600K in FY 2015/16, and are projected to continue declining as more fuel-efficient vehicles mean reductions in gallons of gas purchased.

In FY15/16, the State will reduce Gas Tax payments to the County by almost $3M, or about 25%. This funding is used for corrective maintenance operations and operations support services. Unless this funding is supplanted with other funds, the Department will need to use the majority of funding on continuing operations rather than deferred maintenance as planned. If funding is not restored, deferred maintenance projects in this RdMAP will be modified and reduced as a result.

State Gas Tax is critical to the RdMAP programs as well as

nearly half of the overall operations of the Transportation Division. This can be challenging because State Gas Tax revenues are volatile. They are dependent on projections of the gallons of gas that will be used in a given year. These revenues have not kept pace with road maintenance costs, and in fact, may decline as the use of fuel efficient vehicles increases.

State Transportation Improvement Plan (STIP)

State Transportation Improvement Plan (STIP) revenue has been another source of maintenance funding for the County. The County has used STIP funds for Capital Improvement Projects Countywide, such as the Summerland Circulation Improvements and Hummel Road Extension projects. Utilizing the STIP dollars for Capital Improvement and storm/fire damage repair projects has allowed the County to focus Measure A and State Gas Tax funds on pavement preservation projects. Summerland Circulation Improvements was the final STIP project the County constructed. These will be the last STIP funds the County will receive for the next 30 years, because all STIP funds will be programmed to fund regional projects contained in the Measure A Investment Plan.

This is also true for RSTP funds. The county used to receive approximately $300k per year in RSTP funds. In 2011, SBCAG voted to hold these funds in a 101 HOV reserve account for use on the widening project, if needed.

Disaster Impacts

Nature has a constant influence on the County's transportation infrastructure. Events such as winter rains, earthquakes, heavy winds, and fires, can cause significant damage. If a local, state, or federal disaster is declared, the County can receive reimbursement from either FEMA or FHWA with a match provided by the State for the cost of emergency

work and permanent repairs. The County must use local funds to cover any non-eligible costs. Recent trends in FEMA and CalEMA disaster response suggest reimbursement for future events may be less likely.

2014 California Statewide Local Streets & Roads Needs Assessment

The California State Association of Counties (CSAC) and the League of Cities completed the 2014 update to the California Statewide Local Streets and Roads Needs Assessment, first published in October 2009. The results of the 2014 update show local streets and roads continue to deteriorate and the funding shortfall continues to grow.

The 2014 study surveyed all of California's 58 counties and 482 cities. The results of the study are based on data collected from more than 99% of the State's local streets and roads, including those of Santa Barbara County.

The 2014 California Statewide Local Streets and Roads Needs Assessment Report shows the statewide average Pavement Condition Index (PCI) deteriorated from a 68 in 2008 to a 66 in 2014, which means the average local streets and roads are classified as being "At Risk". If current funding remains the same, the statewide condition is projected to deteriorate to a PCI of 55 in 2024. Even more critical – the unfunded backlog for California's local streets and roads will increase from $40 billion to $61 billion in 2024. Santa Barbara County's backlog is projected to increase from $260 million to $500 million in that time with a PCI of 43. To stop further decline and deterioration of local streets and roads statewide and reach Best Management Practices would require an additional $7.3 billion annually. At a local level, the current maintenance backlog is approximately $252m, and would need approximately $9m additional funding annually to maintain at its current condition.

2014 Statewide Local Streets & Roads Needs Assessment

California road conditions are "at risk" and declining at an alarming rate statewide due to inadequate funding for road maintenance.

Statewide Pavement Condition Index (PCI) is 66 (down 2 points from 2008)

Santa Barbara County PCI is 60 (down 8 points from 2008)

25% of roads Statewide are projected to decline to a "failed" condition within 10 years if funding needs are not addressed.

The conclusions from this study are inescapable. Given existing funding levels available to cities and counties for maintaining the local transportation system, California's local streets and roads will continue to deteriorate rapidly within the next 10 years. Unless this condition is addressed, costs to maintain the local transportation system will only continue to grow, while the quality of California's local transportation network deteriorates.

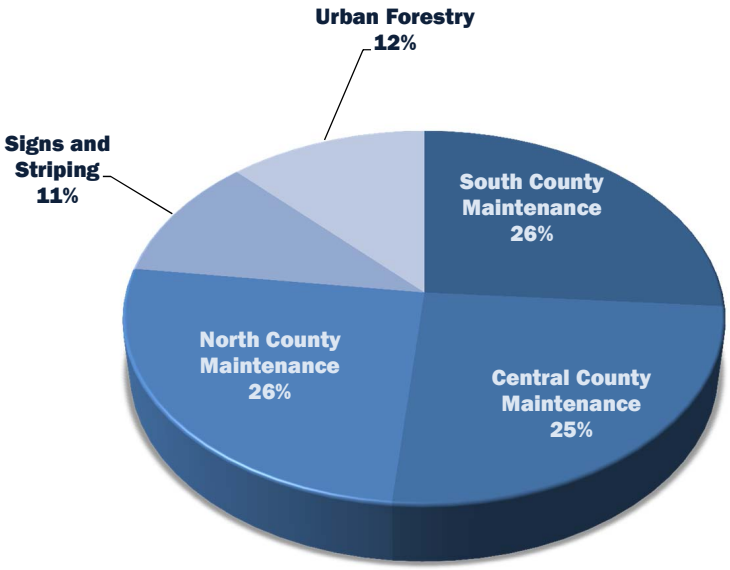
The American Society of Civil Engineers (ASCE) periodically rates the states' infrastructures and issues Report Card grades. The 2013 ASCE Report Card for California's Transportation Infrastructure, which includes streets, highways, bridges, rail systems, and transit operations, is a low C-. This is due to existing conditions and lack of adequate funding. There is a need for $10 billion per year more to be spent for ongoing maintenance of existing facilities and an investment of $36.5 billion in order to raise Transportation to a B grade. The Santa Barbara County road system's average PCI of 60 is the equivalent of a C-, which is consistent with the ASCE statewide Transportation report card grade.

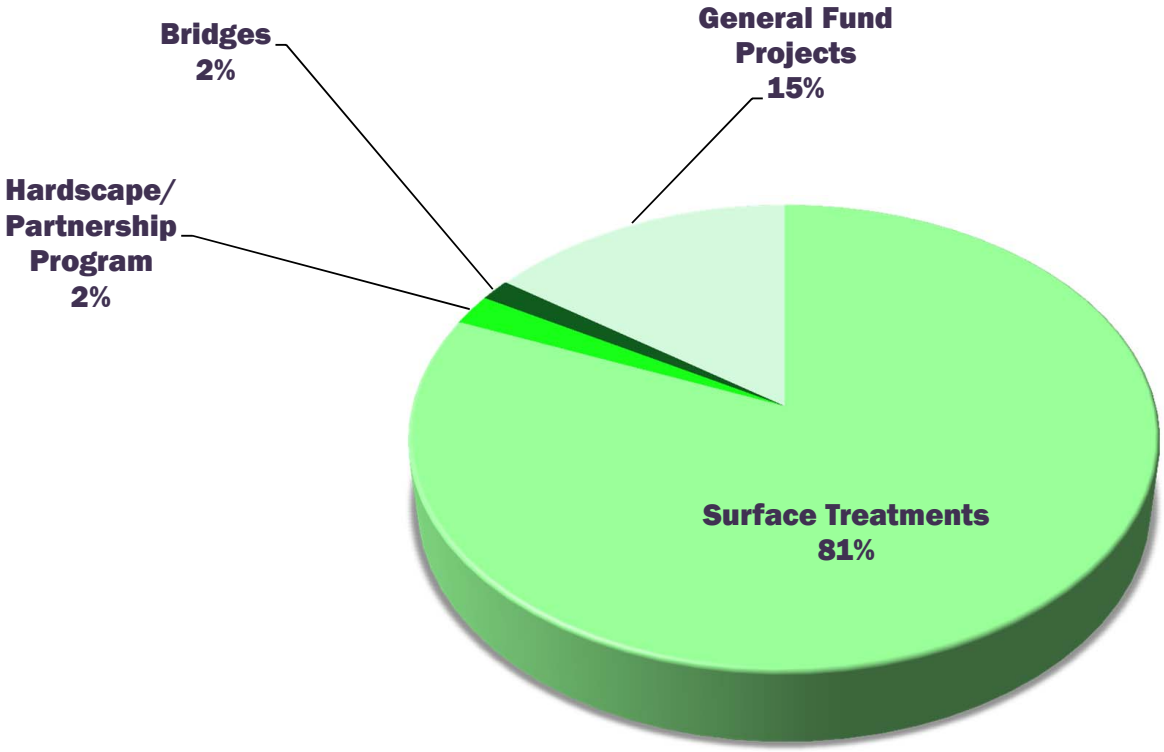
2015/2016 RdMAP Budget

Corrective Maintenance	
South County Maintenance	$2,406,333
Central County Maintenance	$2,328,888
North County Maintenance	$2,352,472
Signs and Striping	$986,159
Urban Forestry	$1,118,711
Total	$9,192,563

Deferred Maintenance	District 1	District 2	District 3	District 4	District 5	Total
Surface Treatments	$490,000	$654,000	$1,028,000	$340,000	$188,000	$2,700,000
Hardscape/ Partnership Program		$45,000		$25,000		$70,000
Bridges	$9,000	$12,000	$20,000	$6,000	$3,000	$50,000
General Fund Projects	$74,000	$88,000	$203,000	$96,000	$39,000	$500,000
District Totals	$573,000	$799,000	$1,251,000	$467,000	$230,000	$3,320,000

2015/2016 RdMAP Budget

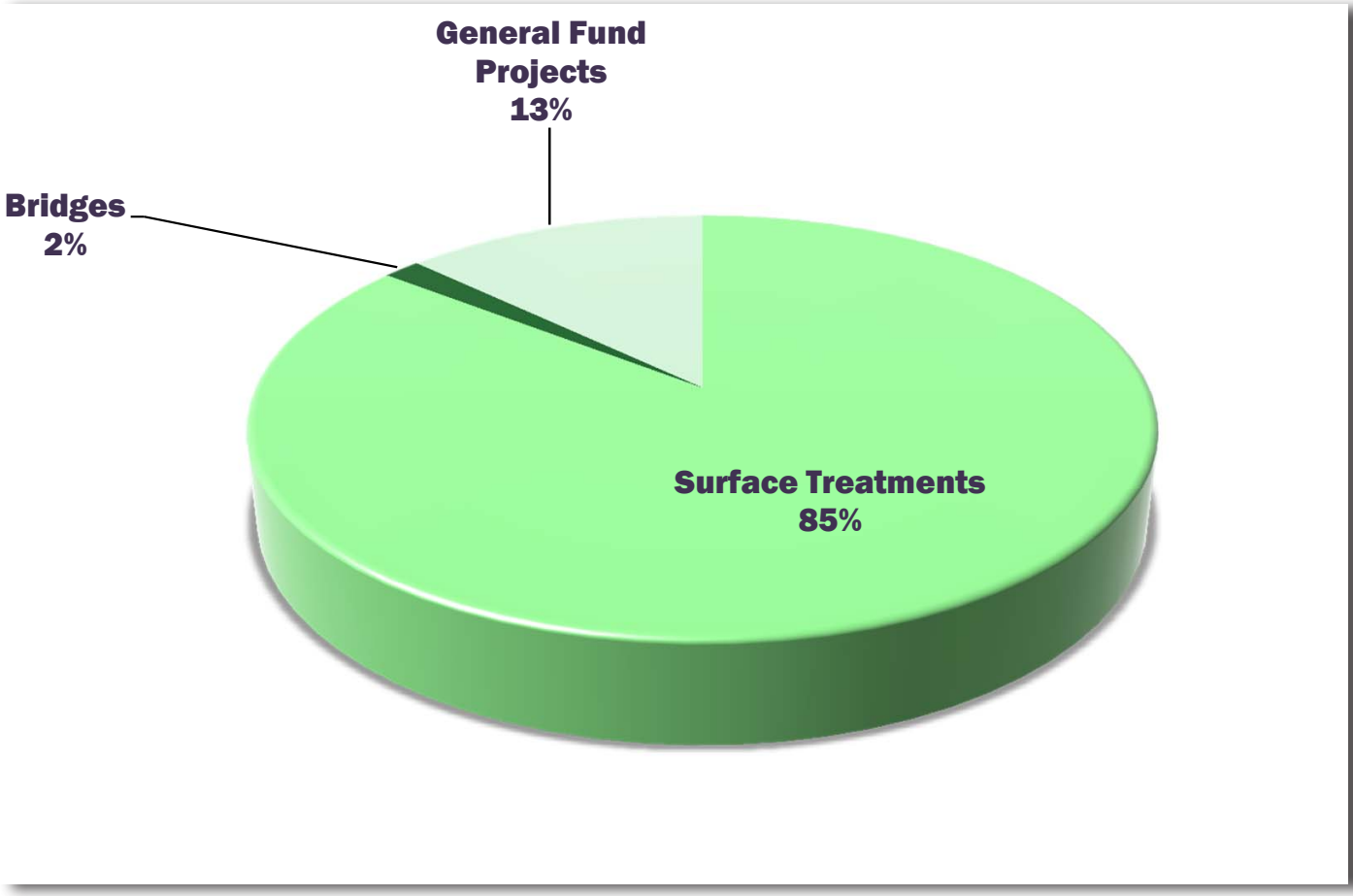




First District
Budget & Allotted Dollars

1

Deferred Maintenance	District 1
Surface Treatments	$490,000
Bridges	$9,000
General Fund Projects	$74,000
District Totals	$573,000



First District
Funded Projects by Location

1

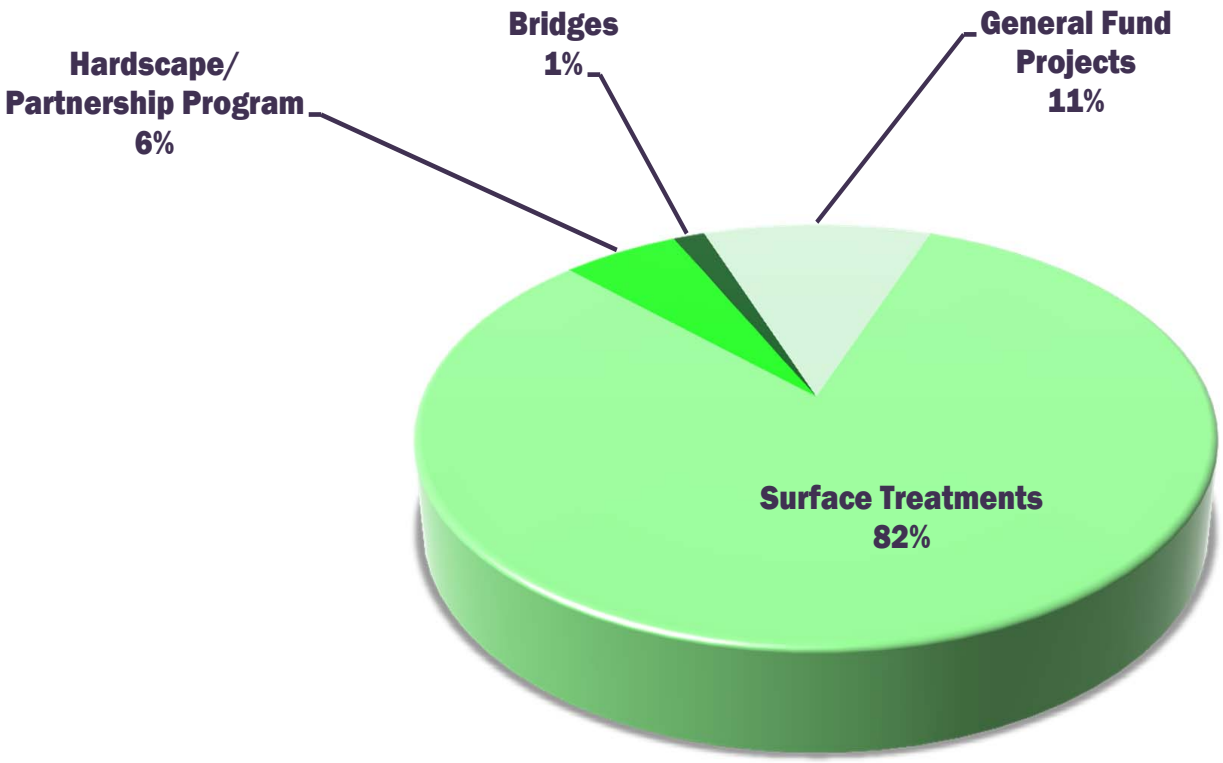
Surface Treatment Projects (includes General Fund Designations)

Section ID	Road Name	From	To	Treatment
A 11550	Dorking Place	Cheltenham Rd. (South)	Cheltenham Rd. (North)	Scrub Micro
A 11555	Dorking Spur	Dorking Place	East End	Scrub Micro
A 10320	Hardinge Street	Sears St.	Ortega Hill Rd.	Scrub Micro
A 11495	Mission Canyon Rd.	Las Canoas Rd.	0.7 MI N Las Canoas Rd.	Scrub Micro
A 11500	Mission Canyon Rd.	O.7 MI N Las Canoas Rd.	North End	Scrub Micro
A 10341	Lillie Ave. WB	Greenwell Ave.	Ortega Hill Rd.	Micro
A 10355	Ortega Hill Rd.	Lillie Ave.	Pierpont Ave.	Micro
A 10360	Ortega Hill Rd.	Pierpont Ave.	Sheffield Dr.	Micro
A 10220	Via Real	Lambert Rd.	Lillie Ave.	Micro
E 1610	Perkins Rd.	Hwy 166	900' S/O Hwy 166	Overlay
E 1615	Perkins Rd.	900' S/O Hwy 166	South End	Overlay

Second District
Budget & Allotted Dollars

2

Deferred Maintenance	District 2
Surface Treatments	$654,000
Hardscape /Partnership Program	$45,000
Bridges	$12,000
General Fund Projects	$88,000
District Totals	$799,000



Second District
Funded Projects by Location

2

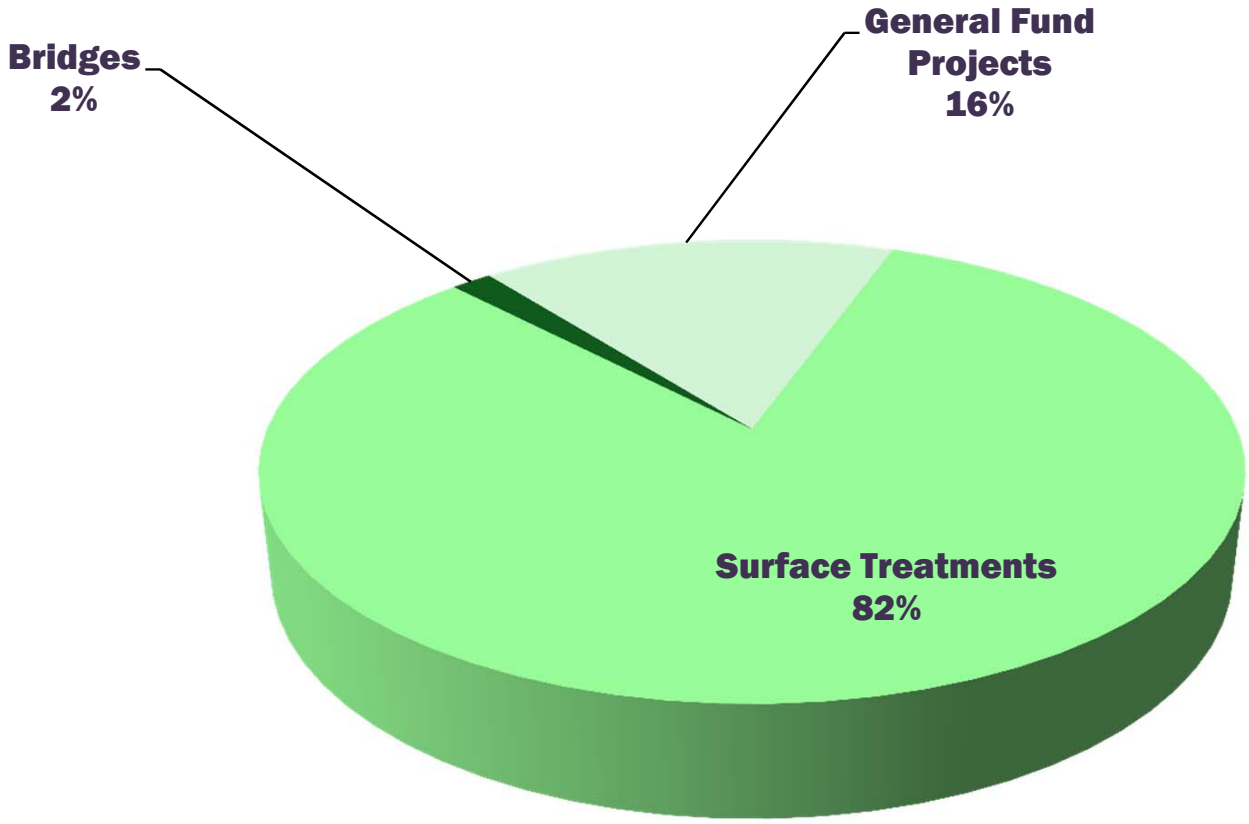
Surface Treatment Projects (includes General Fund Designations)

Section ID	Road Name	From	To	Treatment
A 10341	Camino Manadero	Patterson Ave.	North End	SAMI
B 11800	State St. W/b	SB City Limits (Median)	4267 State St.	SAMI
B 11815	State St. E/b	4627 State St.	SB City Limits (Median)	Overlay
B 13233	University Dr.	413 Standford Pl.	Berkely Rd.	Scrub Micro
B 11655	Hope Ave.	Center Ave.	Pueblo Ave.	Micro

Third District
Budget & Allotted Dollars

3

Deferred Maintenance	District 3
Surface Treatments	$1,028,000
Bridges	$20,000
General Fund Projects	$203,000
District Totals	$1,251,000



Third District
Funded Projects by Location

3

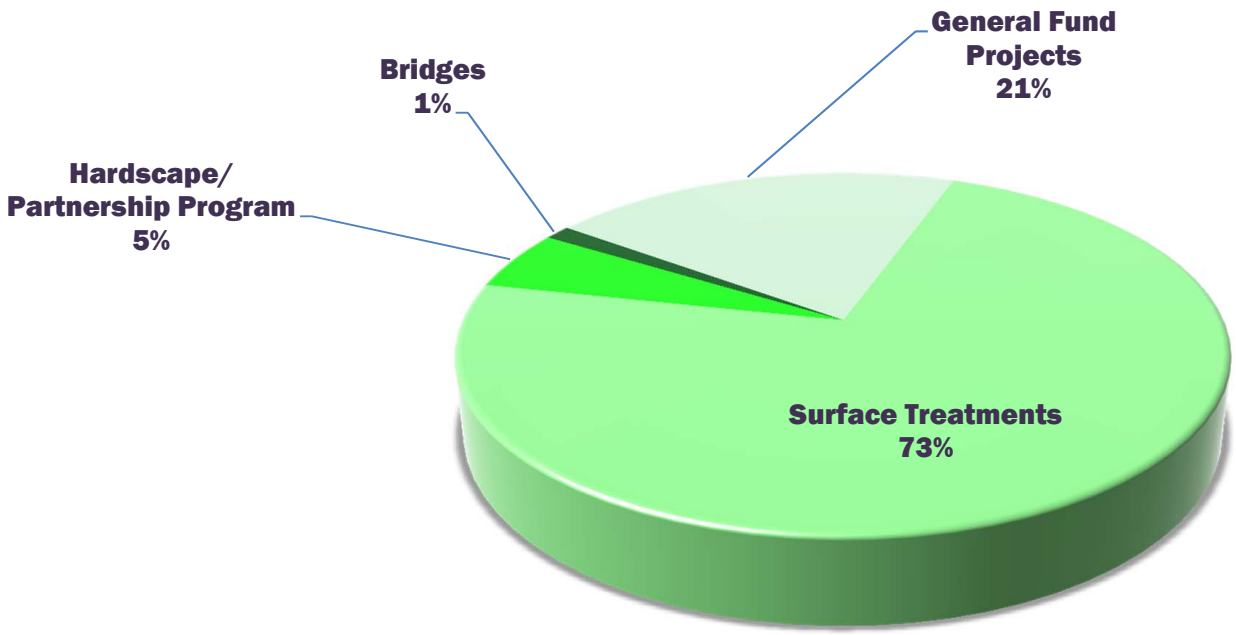
Surface Treatment Projects (includes General Fund Designations)

Section ID	Road Name	From	To	Treatment
A 10341	Farren Rd.	Calle Real	Vereda del Padre	SAMI
B 15120	Sueno Rd.	Camino Corto	Camino Pescadero	Scrub Micro
B 15000	Picasso Rd.	East End	West End	Micro
B 15101	Picasso Rd.	Camino Pescadero	290' E Camino del Sur	Micro
B 15150	Fortuna Ln.	Fortuna Rd.	North End	Micro
B 15035	Trigo Rd.	Embarcadero del Norte	East End	Micro
B 15040	Trigo Rd.	Embarcadero del Mar	Camino Corto	Micro
B 15130	Trigo Rd.	Camino Majorca	Camino Corto	Micro
C 30900	Camarroyo	Meadow Vale Ln.	Lincoln St.	SAMI
C 32250	Grand Ave.	Hwy. 154	Hollister Ave.	SAMI
C 30910	Lincoln St.	Camino Arroyo	Tivola St.	SAMI
C 30915	Lincoln St.	Tivola St.	Manzana St.	SAMI
C 30773	Madera St.	Edison St.	Tyndall St.	SAMI
C 30790	Numancia	West End	Edison St.	SAMI
C 30780	Tyndall St.	Madera St.	Numancia St.	SAMI
D 27700	Burton Mesa	W Side Rucker Ave.	Harris Grade Rd.	Scrub Micro
D 27845	Craig Dr.	260' W Courtney	Shepherd Dr.	Scrub Micro
D 28290	Galaxy Way	El Dorado Rd.	Oakhill Dr.	Scrub Micro
E 1170	Myrtlewood Rd.	Sandalwood Dr.	South End	Scrub Micro
E 1120	Alderberry Dr.	Satinwood Rd.	Myrtlewood Rd.	Scrub Micro
E 1130	Rosales Ct.	Alderberry Dr.	North End	Micro
E 1140	Madrone Ct.	Alderberry Dr.	North End	Micro
E 1150	Dogwood Ct.	Alderberry Dr.	North End	Micro

Fourth District
Budget & Allotted Dollars

4

Deferred Maintenance	District 4
Surface Treatments	$340,000
Hardscape/Partnership Program	$25,000
Bridges	$6,000
General Fund Projects	$96,000
District Totals	$467,000



Fourth District
Funded Projects by Location

4

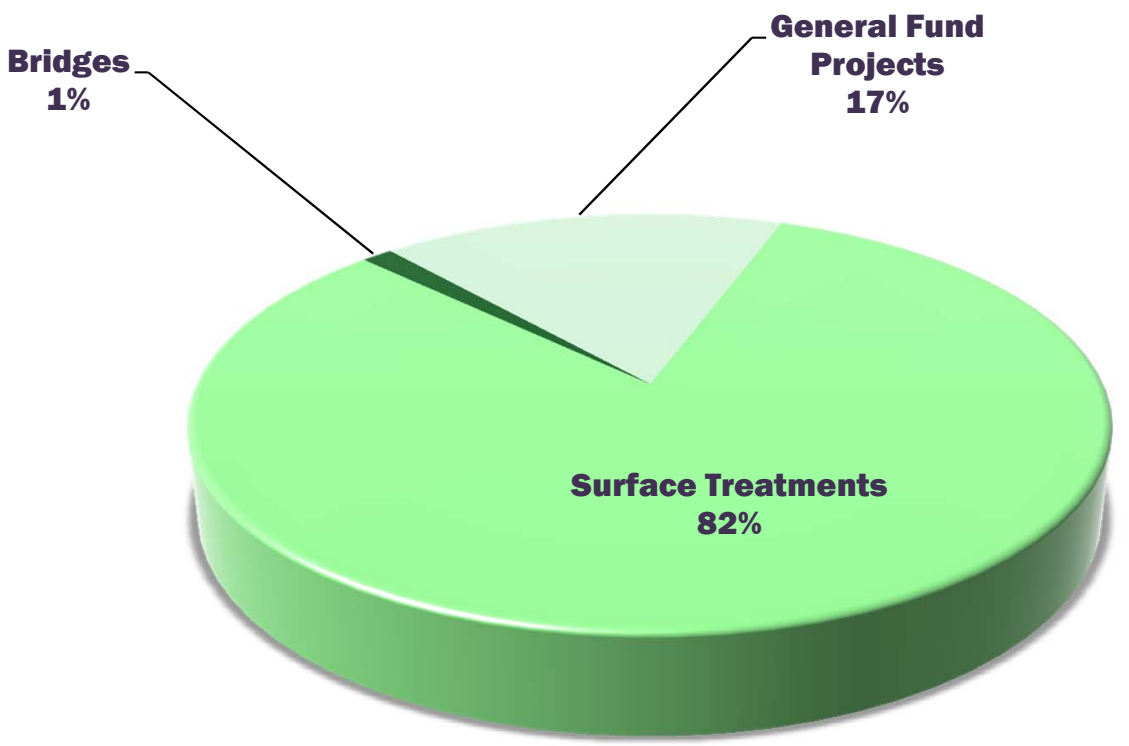
Surface Treatment Projects (includes General Fund Designations)

Section ID	Road Name	From	To	Treatment
D 27230	Campbell Rd.	1.2 MI from East End	1.6 MI from East End	Scrub Micro
E 9833	Broadway	Rice Ranch Rd.	Clark Ave.	SAMI
E 9810	Dyer St.	Rice Ranch Rd.	Clark Ave.	SAMI

Fifth District
Budget & Allotted Dollars

5

Deferred Maintenance	District 5
Surface Treatments	$188,000
Bridges	$3,000
General Fund Projects	$39,000
District Totals	$230,000



Fifth District
Funded Projects by Location

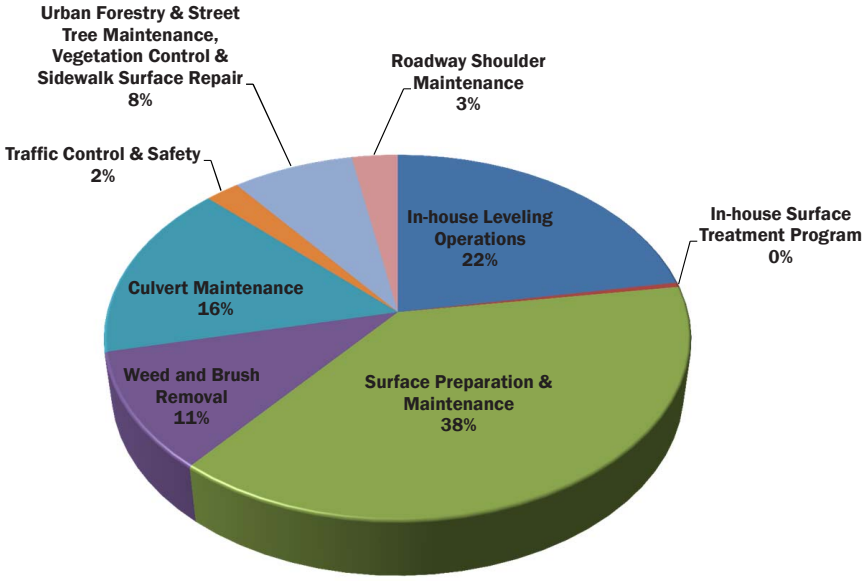
5

Surface Treatment Projects (includes General Fund Designations)

Section ID	Road Name	From	To	Treatment
E 5960	Palmer Rd.	MP 6.0 (2500' S. of Foxen Cyn Rd.)	Foxen Canyon Rd.	SAMI
E 4825	Nicholson Ave.	1780' S. of Betteravia Rd.	Prell Rd.	SAMI

Santa Barbara Road Yard Work Plan

525 lane miles of roadway
1,600 culverts and drainages
12 field crew members



In-house Leveling Operations

Patch paving in traveled lanes

Full road leveling to reduce undulations, improve rideability, and seal road

Road paving

In-house Surface Treatment Program

Pavement patching

Digouts

Crack seals

Fog seals

Chip seals (pilot program)

Surface Preparations & Maintenance

Pavement patching

Digouts

Crack sealing

Sweeping

Grinding

Shoulder grading

Weed & Brush Removal

Mowing shoulders

Fire hazard reductions

Brush clearing

Weeding

Trimming

Roadside cleanup

Culvert Maintenance

Cleaning

Flushing

Reconstruct/rehabilitate

Replacement

Grading ditches and swales

Re-establish berms

Roadway Shoulder Maintenance

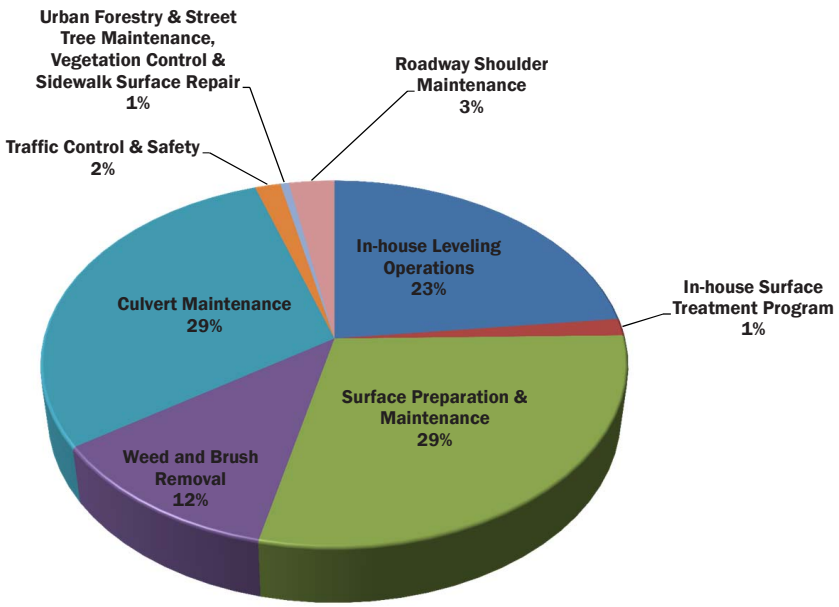
Grading shoulders - for drainage and recovery zones

Slope failure repairs

Embankment repairs

Lompoc & Santa Ynez Road Yards Work Plan

565 lane miles of roadway
1,400 culverts and drainages
12 field crew members



In-house Leveling Operations

Patch paving in traveled lanes

Full road leveling to reduce undulations, improve rideability, and seal road

Road paving

In-house Surface Treatment Program

Pavement patching

Digouts

Crack seals

Fog seals

Chip seals (pilot program)

Surface Preparations & Maintenance

Pavement patching

Digouts

Crack sealing

Sweeping

Grinding

Shoulder grading

Weed & Brush Removal

Mowing shoulders

Fire hazard reductions

Brush clearing

Weeding

Trimming

Roadside cleanup

Culvert Maintenance

Cleaning

Flushing

Reconstruct/rehabilitate

Replacement

Grading ditches and swales

Re-establish berms

Roadway Shoulder Maintenance

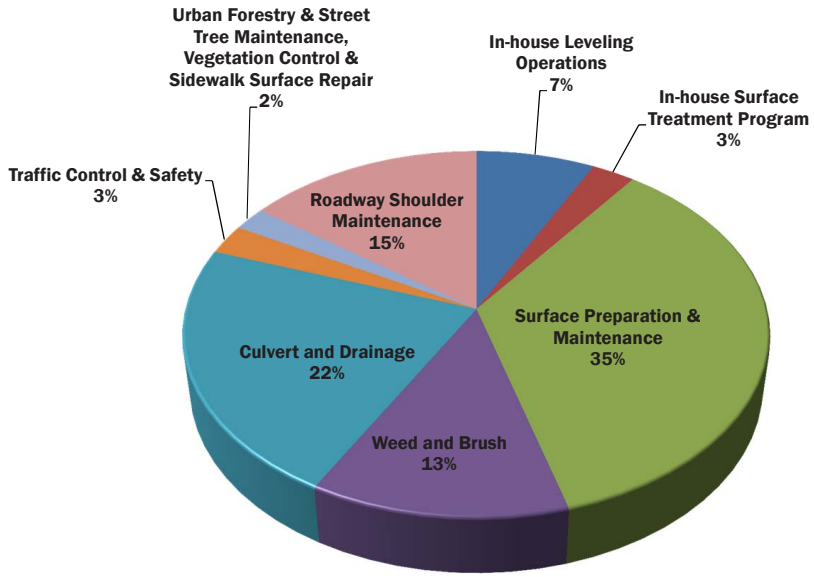
Grading shoulders - for drainage and recovery zones

Slope failure repairs

Embankment repairs

Santa Maria & Cuyama Road Yards Work Plan

572 lane miles of roadway
1,200 culverts and drainages
14 field crew members



In-house Leveling Operations

Patch paving in traveled lanes

Full road leveling to reduce undulations, improve rideability, and seal road

Road paving

In-house Surface Treatment Program

Pavement patching

Digouts

Crack seals

Fog seals

Chip seals (pilot program)

Surface Preparations & Maintenance

Pavement patching

Digouts

Crack sealing

Sweeping

Grinding

Shoulder grading

Weed & Brush Removal

Mowing shoulders

Fire hazard reductions

Brush clearing

Weeding

Trimming

Roadside cleanup

Culvert Maintenance

Cleaning

Flushing

Reconstruct/rehabilitate

Replacement

Grading ditches and swales

Re-establish berms

Roadway Shoulder Maintenance

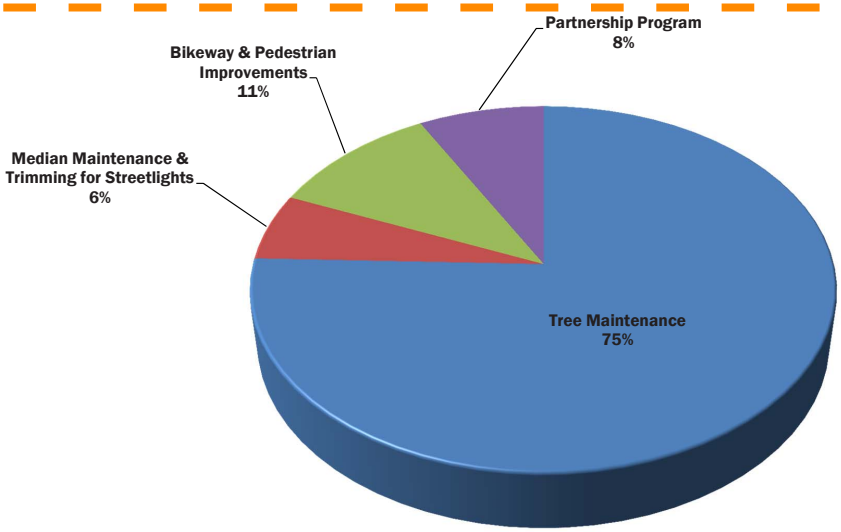
Grading shoulders - for drainage and recovery zones

Slope failure repairs

Embankment repairs

Urban Forest & Utility Crew Work Plan

1,660 lane miles of roadway
44 school zones
Approx. 15,000 signs
6 crew members



Tree Maintenance

Raising canopy height

Risk reduction trimming

Replacement, planting, and tree care (watering, etc.)

Surface treatment preparation - trimming and clearing

Concrete repairs

Weed abatement

Median Maintenance And Trimming For Streetlights

Weed abatement

Watering

Plant maintenance and replacement

Median rehabilitations - removing old features and installing new ones

Trimming to improve lighting and solar energy capture

Bikeway And Pedestrian Improvements

Tree and vegetation trimming

Bike path paving and rehabilitation

Pedestrian path maintenance and improvement

Partnership Program

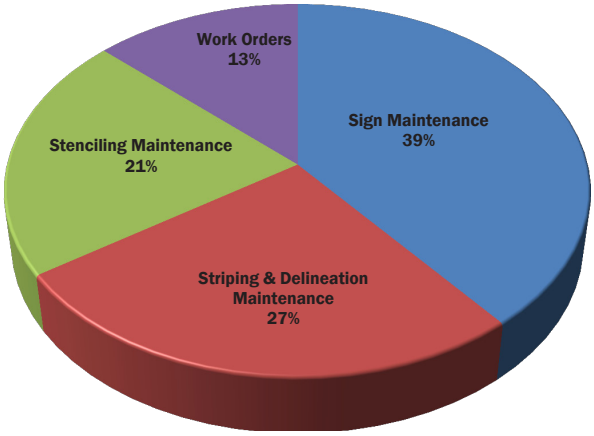
Sidewalk, driveway, and frontage repairs

Concrete repairs associated with tree damage

Tree removals and replacements

Sign & Paint Maintenance Crew Work Plan

14,000 street trees throughout the County
6 field crew members



Stenciling Maintenance

Stenciling, refreshing legends, stop bars, crosswalks, painted curbs

School zone paint refreshing (25% countywide per year)

Restencil in-house patching and leveling

Work Orders

Parking restrictions

Speed limit changes

Resolutions and ordinances

Implementing new standards

Traffic operations and safety changes

Sign Maintenance

Sign maintenance and replacement

Vandalism and graffiti abatement (on traffic control devices)

Barricade and delineator installation and maintenance

Striping & Delineation Maintenance

Centerlines

Lane lines/fog lines

Bike lanes

Painted medians and parking stalls

Appendix

- Board Letter 2015/2016
- Notice of Exemption—All Districts
- Project Initiation Request Sample
- Community Outreach Door Hanger Sample
- Revised Arborist Approved Street Tree List - South County
- Revised Arborist Approved Street Tree List - North County
- ADA Accommodation Request Form Sample
- ADA Grievance Form Sample

BOARD OF SUPERVISORS
AGENDA LETTER

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

Agenda Number:

2015 APR 30 PM 3:37
COUNTY OF SANTA BARBARA
CLERK OF THE

Department Name: Public Works
Department No.: 054
For Agenda Of: May 12, 2015
Placement: Administrative
Estimated Tme: N/A
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors

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

SUBJECT: **FY 2015/2016 Road Maintenance Annual Plan, All Supervisorial Districts**

County Counsel Concurrence
As to form: Yes

Auditor-Controller Concurrence
As to form: Yes

Other Concurrence
As to form: N/A

Recommended Actions:

That the Board of Supervisors:

A. Approve and adopt the FY 2015/2016 Road Maintenance Annual Plan (RdMAP);

B. Approve the funded projects listed for the Maintenance Program and the Surface Treatment Program in the Road Maintenance Annual Plan;

C. Authorize the Director of Public Works to advertise the projects contained within the FY 2015/2016 Road Maintenance Annual Plan; and

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

Summary Text:

Every year, the Public Works Department prepares the Road Maintenance Annual Plan (RdMAP) outlining the recommended maintenance work for the upcoming fiscal year. Staff selects projects by analyzing road data using the Street Saver® Pavement Management Program, in conjunction with staff's professional assessments, and considering public input.

The Transportation Division of the Public Works Department is responsible for maintaining and repairing the County transportation system. This system includes approximately 1,660 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks curb ramps, equestrian trails, traffic signals, and over 14,000 street trees which makes up our Urban Forest. The RdMAP process allows the Department to prioritize needed annual improvements and match this need with limited available funding for road maintenance.

Background:

Transportation Funding and Backlog of Infrastructure Needs

The FY 2015/2016 RdMAP has a total funding of approximately $12.5 million. Maintenance projects are identified by District in the Final Draft RdMAP. Funding sources for the FY 2015/2016 RdMAP include Measure A Sales Tax, Gas Tax, and General Fund (Maintenance of Effort and $500k with designated projects).

The County currently has a deferred maintenance backlog of transportation infrastructure needs totaling approximately $252 million.

Given existing funding levels for maintaining the County's transportation system, local streets and roads will continue to deteriorate. Unless the County secures additional funding, costs to maintain the County's transportation system will continue to rise, while the County's local transportation network deteriorates. This condition is not just a local issue, local agencies around the State and the Country are experiencing the same problem.

The current Pavement Condition Index (PCI) of the County's Transportation Infrastructure System is 60, which is considered "at risk." Asset management modeling indicates approximately $12 million total funding per year would be required to maintain a PCI of 60. Typically, the Department spends between $3.0 and $3.5 million on pavement preservation annually, leaving a deficit of approximately $9M of annual funding.

In FY15/16, the State will reduce payments of gas tax to the county by almost $3M, or about 25%. This funding is used for corrective maintenance operations and operations support services. Unless this funding is supplanted with other funds, the Department will need to use the majority of funding planned for deferred maintenance on continuing operations. As a result, the deferred maintenance projects in this RdMAP will be modified and reduced. An amendment to reduce the street list and planned projects will be brought to your board in August, should funding not be restored before FY15/16 which begins on July 1, 2015.

The Road Maintenance Annual Plan and Process

On June 28, 1994, your Board approved the first Public Works Road Maintenance Annual Plan (RdMAP) for FY 1994/95, as well as the road maintenance planning process for future RdMAPs. The Transportation Division used this process to develop the final draft of the FY 2015/2016 RdMAP for the County's Transportation Infrastructure System.

Staff began the RdMAP planning process by identifying needs and preparing preliminary project descriptions. Once the preliminary prioritized list was developed, staff conducted public workshops to present the proposed FY 2015/2016 RdMAP to the public and to receive their comments and input. Staff revised the plan after considering the public comments, staff recommendations and supplemented it with environmental surveys and further engineering analysis, where needed. The Department recommends that your Board approve the FY 2015/2016 RdMAP.

The roadways included in the 2015/2016 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 to the right

treatment for next fiscal year. These lane miles will be treated with micro-surfacing, scrub seals, or hot mix asphalt overlays. If the State gas tax rescission is not restored, the hot mix asphalt overlays will be eliminated and the list of preventive maintenance (scrub seals and micro-surfacing) will be reduced to accommodate reduced funding.

Project Approval, CEQA Determination, and Authority to Advertise

These projects are exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section 15301(c) as they involve the repair and maintenance of existing road facilities. The Department requests that your Board authorize the Director of Public Works to advertise the funded projects listed for Surface Treatment Program (Contracts/County Forces), and any Tree Partnership Program contracts utilized to accelerate these efforts. Once approved, the Department will advertise the funded projects identified in the FY 2015/2016 RdMAP.

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.

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 recommended for funding are identified for each Supervisorial District within the RdMAP.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

State Gas Tax	$	4,500,000
Measure A	$	5,800,000
General Fund	$	500,000
Maintenance of Effort (MOE	$	1,715,800
Partnership Program	$	70,000
Total	$	12,585,800

Narrative:

This work will be programmed in Funds 0015 and 0016.

Special Instructions:

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

Attachments:

1) FY 2015/2016 Road Maintenance Annual Plan (RdMAP) Available May 6, 2015
2) Notice of Exemption

Authored By:

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

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

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

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

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

LOCATION: Countywide: All Supervisorial Districts

PROJECT TITLE: FY 2015/2016 Road Maintenance Annual Plan, All Supervisorial Districts

PROJECT DESCRIPTION: The RdMAP is an implementation and guidance plan for outlining the repair and maintenance of all existing road and highway facilities in the County of Santa Barbara. All of the projects identified within the RdMAP are routine maintenance of County roads, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. Staff selects projects by analyzing road data using the Street Saver® Pavement Management Program, in conjunction with staff's professional assessments, and considering public input. The Transportation Division of the Public Works Department is responsible for maintaining and repairing the County transportation system. This system includes approximately 1,660 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks, curb ramps, equestrian trails, traffic signals, and over 14,000 street trees which makes up the County's Urban Forest. The RdMAP process allows the Department to prioritize needed annual improvements and match this need with limited available funding for road maintenance. The FY 2015/2016 RdMAP has a total funding of approximately $12.5 million. Maintenance projects are identified by District in the Final Draft RdMAP. Funding sources for the FY 2015/2016 RdMAP include Measure A Sales Tax, Gas Tax, and General Fund (Maintenance of Effort and $500k with designated projects). This exemption considers all further administrative activities for this project.

Name of Public Agency Approving Project: County of Santa Barbara

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

Exempt Status: (Check one)
_____ Ministerial
_____ Statutory Exemption
__X__ Categorical Exemption {15301(c)}
_____ Emergency Project
_____ Declared Emergency

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BOARD OF SUPERVISORS
AGENDA LETTER

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

Agenda Number:

2015 APR 30 PM 3:37
COUNTY OF SANTA BARBARA
CLERK OF THE

Department Name: Public Works
Department No.: 054
For Agenda Of: May 12, 2015
Placement: Administrative
Estimated Tme: N/A
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors

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

SUBJECT: **FY 2015/2016 Road Maintenance Annual Plan, All Supervisorial Districts**

County Counsel Concurrence
As to form: Yes

Auditor-Controller Concurrence
As to form: Yes

Other Concurrence
As to form: N/A

Recommended Actions:

That the Board of Supervisors:

A. Approve and adopt the FY 2015/2016 Road Maintenance Annual Plan (RdMAP);

B. Approve the funded projects listed for the Maintenance Program and the Surface Treatment Program in the Road Maintenance Annual Plan;

C. Authorize the Director of Public Works to advertise the projects contained within the FY 2015/2016 Road Maintenance Annual Plan; and

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

Summary Text:

Every year, the Public Works Department prepares the Road Maintenance Annual Plan (RdMAP) outlining the recommended maintenance work for the upcoming fiscal year. Staff selects projects by analyzing road data using the Street Saver® Pavement Management Program, in conjunction with staff's professional assessments, and considering public input.

PROJECT INITIATION REQUEST (PIR) FORM

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

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

Requested by: _____ Date: _____

Address: _____

City, State, Zip: _____

Phone: _____

Staff Contact: _____

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

Location: (Attach Vicinity map)

_____

_____

_____

Maintenance Area:

SECTION ID NUMBER						AREA CODE			

Description of Work: (Be As Specific As Possible)

_____

_____

_____

_____

_____

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

Recommended Scope of Work:

_____

_____

_____

Cost Estimate Of Work Recommended: $_____

Preliminary Environmental Review: (CEQA/Permits)

_____

_____

_____

Pictures: (Attach on Separate Sheet and Label)

_____

_____

Superintendent's Signature: _____ Date: _____

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

COUNTY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT – TRANSPORTATION DIVISION
NOTICE OF STREET MAINTENANCE TO AREA RESIDENCES
AND BUSINESSES

FOG SEAL – PROJECT # MFSL(xx)

Using your local Measure 'A' tax dollars, The County of Santa Barbara has begun the application of a County-wide Fog Seal.
Work on your roadway is scheduled for _____.
Other streets and roads in your neighborhood, and other areas of the County may also scheduled for this application. Rain days will extend the project completion date. Your cooperation will be needed and greatly appreciated during the construction period.

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. 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. Please follow the instructions on these posted signs. The general order of work is as follows:

Posting of "No Parking" Signs 24 hours in advance of the work.

Lane closure of the roadway on the scheduled day of work including street preparation / towing parked cars.

Rejuvinating Fog Seal application and four-hour cure time.

Reopen lane closures to public traffic.

Placement of painted stripes and markings will occur at a later date.

Please look for NO PARKING signs that will be posted 24 hours in advance of each of the above phases of the project. Should you plan on being out of town during this project, it is important to move your vehicle off the street prior to your absence.

Cars will be towed if parked during the no parking dates posted on your street.

South County Project Manager (805) 681-5678
Santa Ynez / Lompoc Area Project Manager (805) 737-7773
North County Project Manager (805) 934-6100

2015/2016 Road Maintenance Annual Plan ❖ 68

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

(805) 681-4990
FAX 681-4991

Arborist Approved Tree Planting List
South County

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

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

2015/2016 Road Maintenance Annual Plan ❖ 69

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

(805) 681-4990
FAX 681-4991

Arborist Approved Tree Planting List
North County

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

2015/2016 Road Maintenance Annual Plan ❖ 70

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:	

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:	

Acknowledgments

The Transportation Division's success is dependent on the collaborative efforts of the staff, County elected officials, and the support of the community. Developing the RdMAP has been an exciting and challenging project, for which many people have offered their input and assistance. The Transportation Division would like to give special thanks to those individuals who attended the public workshops. Their input and insight helped the Department focus on the projects most important to the community.

The Transportation Division would also like to acknowledge the following people for their contributions and the many hours they have given to make the twenty-first annual RdMAP a meaningful planning tool:

- **Scott D. McGolpin, P.E.**
  Director, Public Works Department

- **Chris Sneddon, P.E.**
  Deputy Director, Transportation Division

- **John McGray**
  Road Maintenance Manager

- **Randy Carnahan**
  Road Maintenance Superintendent, Santa Barbara

- **Richard Navarro**
  Road Maintenance Superintendent, Lompoc

- **Kurt Klucker**
  Road Maintenance & Traffic Control Maintenance Superintendent, Santa Maria

- **Gena Valentine Felix**
  AOP Sr., Transportation Administration