RdMAP

FY 2016/2017

Maintenance Programs
and Activities

Project Locations for the Five Districts of
Santa Barbara County

Road Maintenance Annual Plan

County of Santa Barbara
Public Works Transportation

OUR MISSION:

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

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

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

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INTRODUCTION

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

This RdMAP is for Fiscal Year July 1, 2016 through June 30, 2017.

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

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

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

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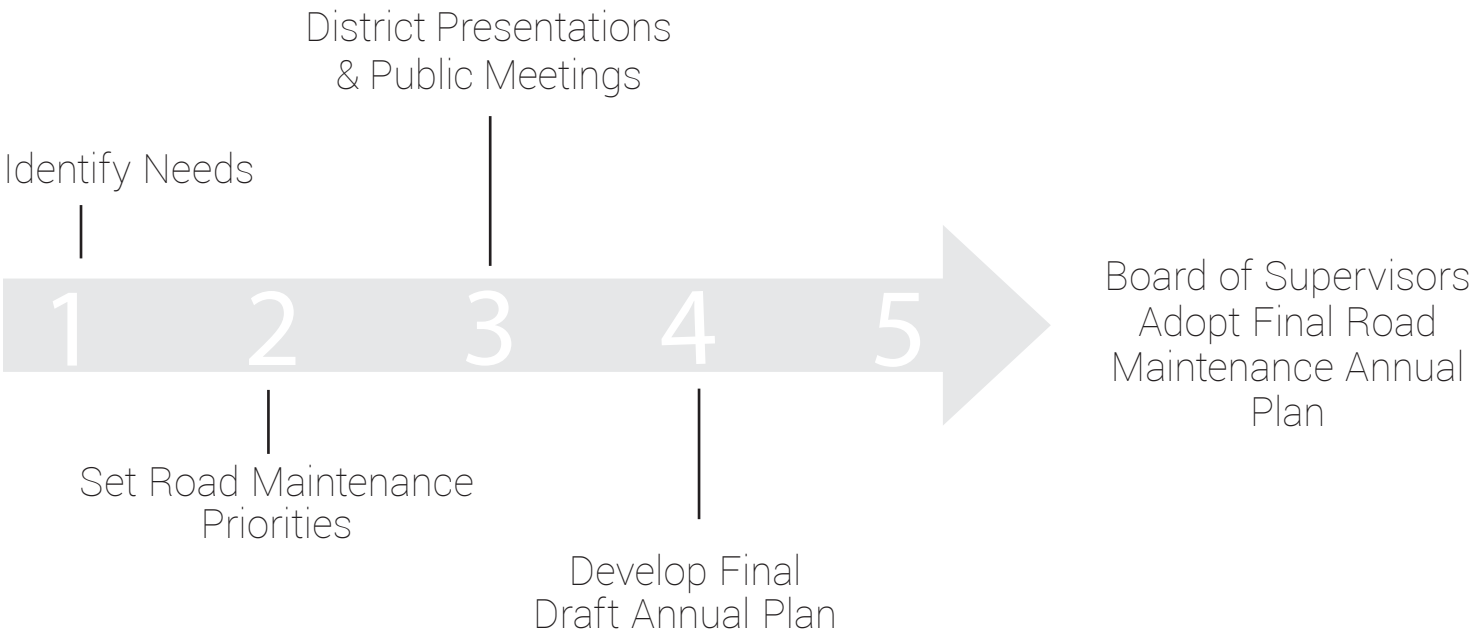
RDMAP PLANNING PROCESS



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

StreetSaver® – Pavement Management System

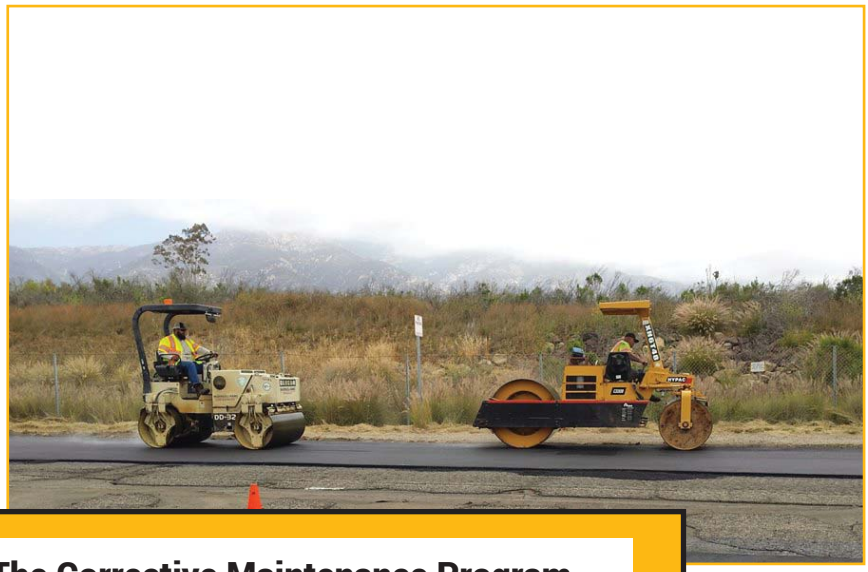
A Pavement Management System (PMS) offers the decision maker a systematic way to gauge pavement conditions, and provides steps for using the information to identify and schedule the most cost-effective treatment. It aids the decision making process by moving away from the traditional "worst first" approach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

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

CORRECTIVE MAINTENANCE & OPERATIONS

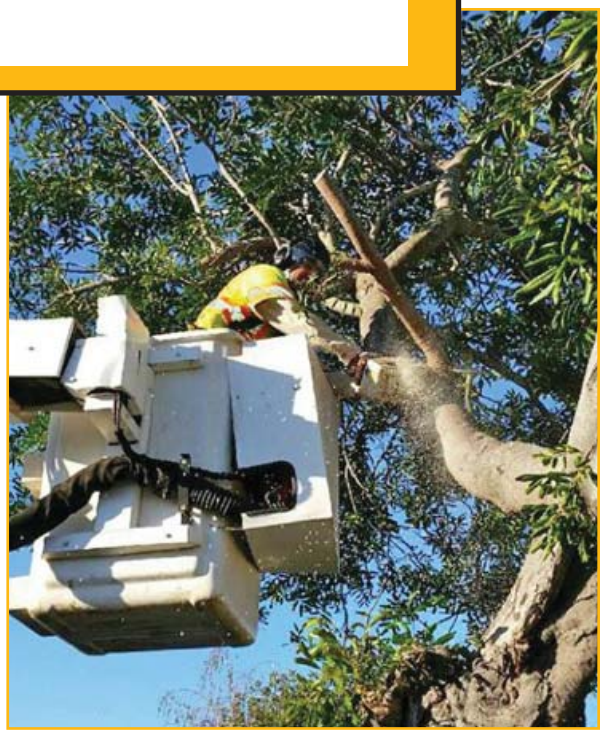
The three major Maintenance Road Yards are responsible for all corrective maintenance on County roads. Corrective maintenance is the day-to-day Operations performed by County crews to fulfill the Department's commitment to the safety of the traveling public. County maintenance crews also respond to public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

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



The Corrective Maintenance Program consists of nine work categories, they are:

- In-House Leveling Operations
- Surface Preparations & Maintenance
- Weed & Brush Removal
- Culvert Maintenance
- Traffic Control & Safety Devices
- Urban Forestry : Street Tree Maintenance; Vegetation Control, Hardscape Repairs
- Service Request & Project Initiation Program
- Emergency & After-Hours Response



DAILY OPERATIONS PERFORMED BY OUR MAINTENANCE CREWS

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.

Surface Preparations & 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.

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, for example, mowing is avoided in wildflower areas during the growing season.

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

"ACCOUNTABILITY, CUSTOMER-FOCUS & EFFICIENCY"

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 Devices

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

Public Works has a Preventive Maintenance Program for the traffic signal equipment, and a 24-hour callout system for emergencies.

Staff routinely inspects and updates signalized intersections' timing and usage, to provide the safest, most efficient system possible.

Public Works receives hundreds of service requests throughout the year for traffic related issues such as parking restrictions, traffic calming, sight distance, and stop sign requests.

The Traffic Section and Maintenance crews follow up on each request with a study and appropriate response. Staff presents many of these issues to the Traffic Engineering Committee, comprised of stakeholders and experts who help find appropriate solutions, with the goal of providing a safe and efficient roadway system for the traveling public in Santa Barbara County.

Photo Above: recently completed hardscape and ADA improvements

Urban Forestry:
Street Tree Maintenance, Vegetation Control, Hardscape Repairs

Through the Partnership Program, the Division assisted residents with **1079 linear feet** of sidewalk and concrete repairs in **FY 15/16**

The Transportation Division maintains approximately 9,000 street trees Countywide. County crews perform tree trimming in both the urban forest and on the rural roadside to expose street and traffic signs, and to clear for sight distance. In the urban setting, pruning gives a balanced and consistent look to the trees designated to the parkway strip. When necessary, the Urban Forestry crews assist with preparations for road surface treatment applications. Preparing for surface treatments requires various tree pruning methods including crown cleaning, thinning, stump removal, structure pruning, reductions, and raising the tree canopy.

Of the approximately 9,000 street trees in County subdivisions, approximately 65% are not appropriate for street-side parkways. These trees cause damage to the curbs, gutters, and sidewalks, which impacts mobility and makes street surface treatments more costly. To repair all tree-damaged concrete in Santa Barbara County would cost approximately $38 million dollars. When repairing these curbs, gutters, and sidewalks, Public Works replaces problem trees whenever possible, in accordance with the County Street Tree Policy.

The County recognizes the street tree population as a vital part of the community and the roadway infrastructure. With that in mind, the County designed the Street Tree Policy for tree maintenance and removal, as well as sustainability and renewal of the Urban Forest. The goal of these policies is to manage the Urban Forest more effectively for public safety and well-being, while sustaining and enhancing the streetscape.

When removing County trees is necessary, the Department replants one new tree for every two County trees removed, per the Street Tree Policy. See Appendix for approved arborist tree lists.

Of the estimated **9,000** street trees in County subdivisions, approximately **65%** are species unsuitable for parkways. Damage caused by these trees will cost the County approximately **$38 million**

Photo to the right: Recent concrete work performed by our crews on San Lucas Way.

PARTNERSHIP PROGRAM

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

Through this program, the Department is achieving its goals of public safety and Urban Forest preservation.

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

Recent Oak Knoll Partnership replant

Crews responded to approximately **1002** service requests in **FY 15/16**

Service Request & Project Initiation Program

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

Photo: Maintenance crews perform emergency tree removal

Emergency & After-Hours Response

The Transportation Division responds to the needs of the County maintained road system. 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 cases where road closure is necessary, staff will notify residents and make every effort to ensure safe evacuation.

The call-out system allows for flexibility in rotating personnel out of the field to keep the staff rested and prepared for the regular workday. It allows for a continuity of effort and performance and promotes safety for the public and staff.

The call-out system is a recognized, time-proven procedure that law enforcement agencies have used countless times for a variety of reasons, for after-hour problems in the road right-of-way.

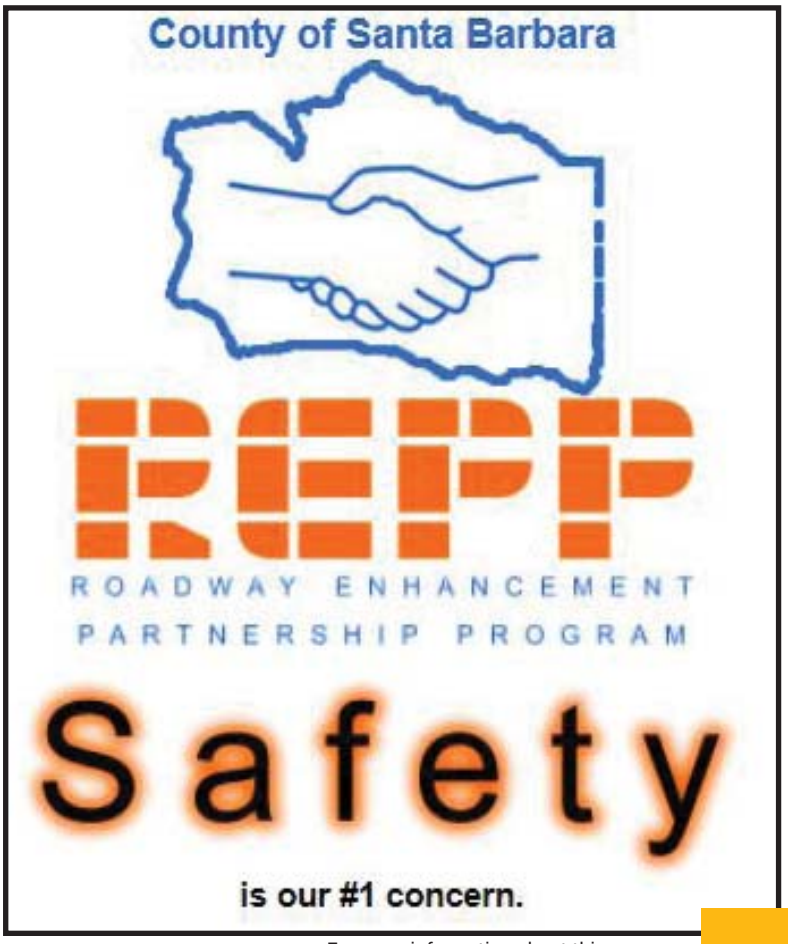
SPECIAL PROGRAMS

Roadway Enhancement Partnership Program (REPP)

To help focus on the needs of 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.



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

Photo Jalama 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 retriming, 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.

Capital Maintenance

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

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

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

Public Works estimates the current backlog of unfunded road maintenance projects for the Santa Barbara County Road System to be approximately **$259 million dollars**. This includes:

$109 M	+ $38 .8M	+ $62 .5M	+ $43.3 M	+ $6.4 M
PAVEMENT	CONCRETE HARDSCAPE & STREET TREES	BRIDGES	DRAINAGE STRUCTURES	TRAFFIC DEVICES

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

Surface Treatments

The annual Surface Treatment Program described in this RdMAP, is a 14 to 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.

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

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

PREVENTIVE

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

Fog Seal

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

Micro Surfacing

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

Scrub Seal

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

REHABILITATION

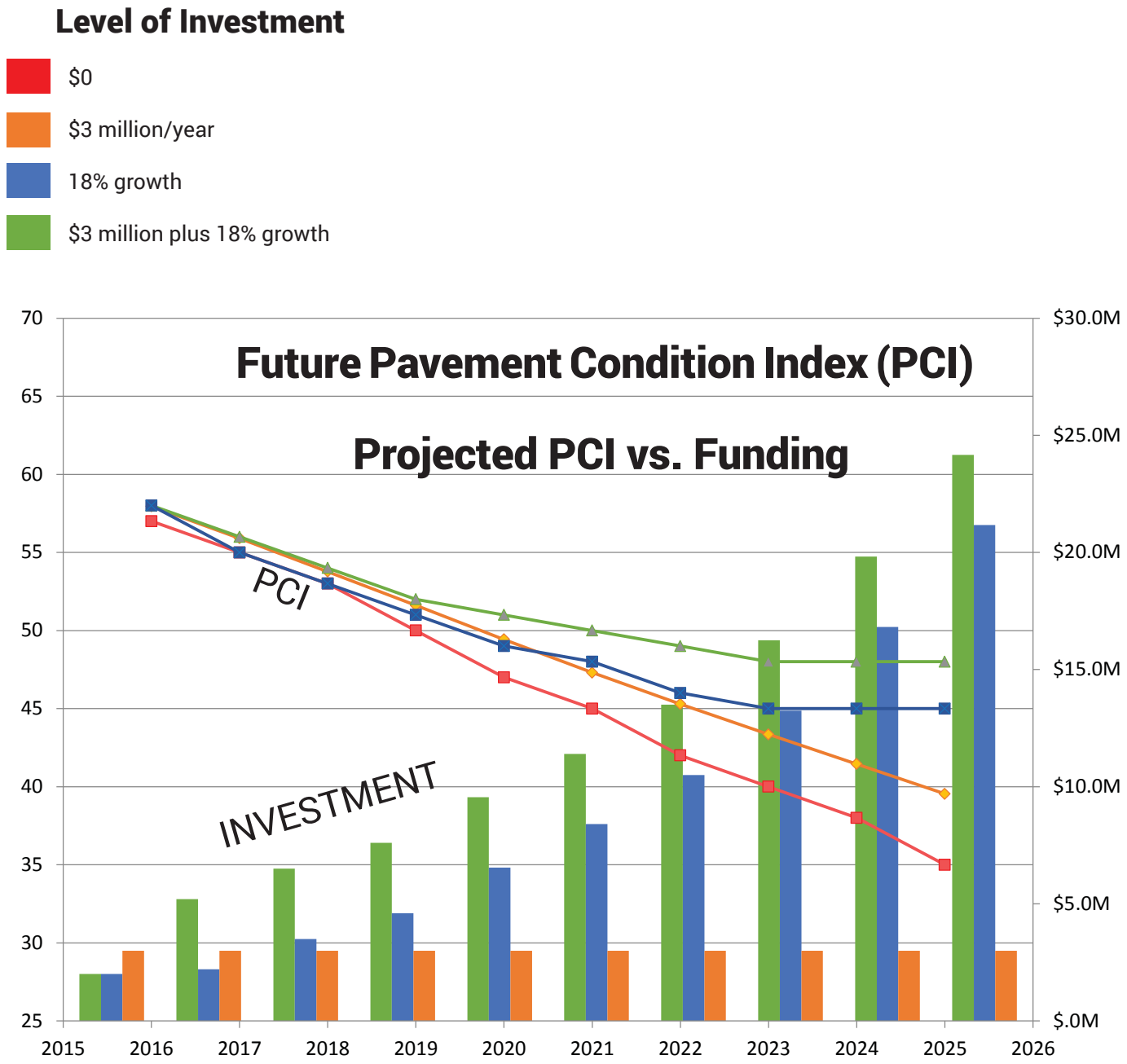
Rehabilitation is work that addresses deficiencies in the pavement structure or increases its structural capacity.

Asphalt Concrete Overlay

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

FUNDING

Operations and contract projects are funded primarily by Measure A Sales Tax, State Gas Tax , and General Fund. FY 2016/2017 RdMAP and Capital Maintenance Projects are identified by District, totaling approximately $3 million.



Measure A Funding

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

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

The County receives Measure A revenues separately for the South Coast and the North County. The two revenues cannot be combined and must be used within their specified portions of the County. This allows the County to use separate distribution formulas for the South Coast and North County. On May 10, 2016, the County Board of Supervisors approved a distribution for Measure A funds on the South Coast based on 50% population and 50% lane miles; and a separate distribution formula for the North County based solely on 100% lane miles. These distribution formulas represent the needs for each Supervisorial District.

General Fund

These funds provide an immediate positive impact on the pavement condition of County roads, because they go directly to addressing deferred maintenance needs. In 2014, the Board of Supervisors implemented a policy of setting aside 18% of unallocated growth to address deferred maintenance. These funds are to be distributed between the Parks Department, General Services, and Public Works. In April 2015, the Board voted to distribute these and other discretionary funds by a 25% Population, 75% Lane Miles formula. The FY 2016/2017 General Fund contribution to meet the Maintenance of Effort requirement of the Measure A Ordinance and State Match is estimated at $1.8M.

State Gas Tax Funding

In March 2010, the State Legislature and the Governor passed a transportation tax swap. Formerly known as Proposition 42, the tax swap exchanged the sales tax on gas with an indexed excise tax of 17.3 cents per gallon on gasoline. This new excise tax, commonly referred to as “new HUTA,” is indexed, unlike the previous flat rate of 18 cents per gallon Highway Users Tax Account (HUTA), or State Gas Tax. New HUTA accounts for approximately 40% State Gas Tax; the “old” HUTA flat tax being the other 60%. Revenues from both of these funding sources has decreased significantly. New HUTA was reduced in FY 15/16 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 16/17 and beyond. Gas Tax revenues decreased by about $600K in FY 15/16, and are projected to further decline as vehicles continue to become more fuel-efficient.

In FY 16/17, the State will reduce Gas Tax payments to the County by almost $3.3 million, 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 capital maintenance, as planned. If funding is not restored, projects listed in this RdMAP may be modified or reduced as a result.

Storm Impacts

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

2016/2017 CAPITAL MAINTENANCE BUDGET

PROGRAM CATEGORY	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	PROGRAM TOTALS
CAPITAL MAINTENANCE						
Pavement Preservation	$447,000	$441,000	$986,000	$579,000	$234,000	$2,687,000
Hardscape		$73,000	$240,000			$313,000
Bridges	$9,000	$12,000	$20,000	$6,000	$3,000	$50,000
DISTRICT TOTAL	$456,000	$526,000	$1,246,000	$585,000	$237,000	$3,050,000

DISTRICT 1

PROGRAM CATEGORY

Pavement Preservation	$447,000
Bridges	$9, 000
DISTRICT TOTAL	$456, 000

PROPOSED PROJECTS BY LOCATION

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
A 10066	CRAVENS LN	HWY 192 (WB)	WIDTH CHANGE	PREVENTIVE
A 10200	TORO CANYON RD	HWY 192	760 TORO CANYON RD	PREVENTIVE
A 10205	TORO CANYON RD	760 TORO CANYON RD	883 TORO CANYON RD	PREVENTIVE
A 10210	TORO CANYON RD	883 TORO CANYON RD	N END	PREVENTIVE
A 10935	DULZURA DR	CAMINO VIEJO	CAMINO VIEJO	PREVENTIVE
E 1650	MORALES ST	WASIOJA ST	HUBBARD AVE	PREVENTIVE
E 1660	MORALES ST	HUBBARD AVE	PATO AVE	PREVENTIVE

DISTRICT 2

PROGRAM CATEGORY

Pavement Preservation	$441,000
Hardscape	$73,000
Bridges	$12, 000
DISTRICT TOTAL	$526, 000

PROPOSED PROJECTS BY LOCATION

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
B 11655	HOPE AVE	PUEBLO AVE	CENTER AVE	REHABILITATION
B 11675	WALNUT RD	S END	CENTER AVE	PREVENTIVE
B 11910	CATHEDRAL OAKS RD (WB)	840’ W VIA CHAPPARAL	3240’ W VIA CHAPPARAL	PREVENTIVE
B 11915	CATHEDRAL OAKS RD (WB)	3240’ W VIA CHAPPARAL	CAMINO DEL REMEDIO	PREVENTIVE
B 12865	CAMINO GALEANA	CAMINO MANADERO	E END	PREVENTIVE
B 12885	CAMINO RIO VERDE	CAMINO MELENO	N END	PREVENTIVE
B 13233	UNIVERSITY DR	STANFORD PL	BERKELEY RD	REHABILITATION
B 13380	SANTA PAULA AVE	SAN LUCAS WAY	WALNUT LN	HARDSCAPE

DISTRICT 3

PROGRAM CATEGORY

Pavement Preservation	$986,000
Hardscape	$240,000
Bridges	$20, 000
DISTRICT TOTAL	$1, 246, 000

PROPOSED PROJECTS BY LOCATION

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
C 30710	CUESTA ST	SAGUNTO ST	WILLOW ST	REHABILITATION
C 30790	NUMANCIA ST	W END	EDISON ST	REHABILITATION
D 27720	ONSTOTT RD	COURTNEY DR	900’ W COURTNEY DR	REHABILITATION
D 27827/ 27830	COURTNEY DR	BURTON MESA BLVD	LEWIS DR	REHABILITATION
B 15070 P	SABADO TARDE	CAMINO CORTO	CAMINO PESCADERO	HARDSCAPE
	PEDESTRIAN PASEO	PASADO RD	DEL PLAYA DR	HARDSCAPE

DISTRICT 4

PROGRAM CATEGORY

Pavement Preservation	$579,000
Bridges	$6,000
DISTRICT TOTAL	$585, 000

PROPOSED PROJECTS BY LOCATION

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
D 27230	CAMPBELL RD	0.8 MI E HWY 246	1.2 MI E HWY 246	PREVENTIVE
E 2013	RICK RD	BLOSSER RD	KRIS DR	PREVENTIVE
E 2015	KARI LN	RICK RD	CYNDIE LN	PREVENTIVE
E 2016	KRIS DR	SOLOMON RD	CYNDIE LN	PREVENTIVE
E 2017	CYNDIE LN	KRIS DR	KARI LN	PREVENTIVE
E 2019	KAPALUA DR	SOLOMON RD	NORTH END	PREVENTIVE
E 4680	BRADLEY RD (NB)	CLARK AVE	145’ N/O AMETHYST DR	PREVENTIVE
E 4690	BRADLEY RD (SB)	145’ N/O AMETHYST DR	CLARK AVE	PREVENTIVE
E 9419/ 9420 P	UNION VALLEY PWY	MORNINGRIDGE RD	475’ W/O MORNINGRIDGE RD	PREVENTIVE
E 9417/ 9422 P	UNION VALLEY PWY	590’ E/O RIDGECREST ST	W/SIDE HUMMEL DR	PREVENTIVE
E 9758 P	OLD MILL LN	650’ E/O BLOSSER RD	COACHMAN WY	PREVENTIVE
E 9511	BEVERLY DR	620’ S/O FOXENWOOD DR	BEVERLY CT	PREVENTIVE
E 9512	BEVERLY DR	BEVERLY CT	SOLOMON RD	PREVENTIVE
E 9514	BEVERLY CT	EAST END	WEST END	PREVENTIVE

DISTRICT 5

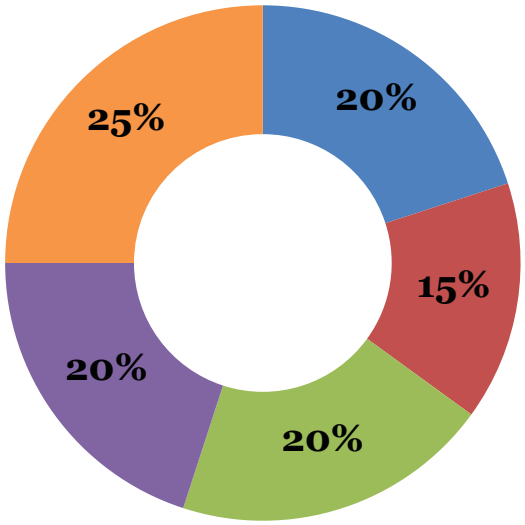
PROGRAM CATEGORY

Pavement Preservation	$234,000
Bridges	$3,000
DISTRICT TOTAL	$237, 000

PROPOSED PROJECTS BY LOCATION

SECTION ID	ROAD NAME	FROM	TO	PROPOSED WORK
E 5340 P	ORCUTT-GAREY RD	FOXEN CYN RD	2,000’ W/O FOXEN CYN RD	REHABILITATION
E 5340 P	ORCUTT-GAREY RD	2,000’ W/O FOXEN CYN RD	4,070 W/O FOXEN CYN RD	PREVENTIVE

South County WORK



- Roadway/Bikeway Surface Maintenance
- Roadway Shoulder Maintenance
- Vegetation Management
- Drainage/Culvert Maintenance
- In-House Surface Treatments

ROADWAY/BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 2, 3	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A SURFACE TREATMENT - PATCHING, SWEEPING, CRACK SEALING
1, 2, 3	LOCATIONS THROUGHOUT DISTRICT	SIDEWALK RAMPING/GRINDING
1, 2, 3	LOCATIONS THROUGHOUT DISTRICT	SCRUB CHIP MICRO PREP-GRIND, LEVEL W/ BOX
1, 2	LAS TUNAS RD, SUMMIT RD, ZINK PL, VIA JACINTO, CALLE ANZUELO, CALLE ASILO, CALLE APAREJO, VISTA BAHIA	IN-HOUSE SURFACE TREATMENTS
1, 2, 3	VARIOUS LOCATIONS THROUGHOUT DISTRICT	MAINTENANCE PATCHING

ROADWAY SHOULDER MAINTENANCE

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

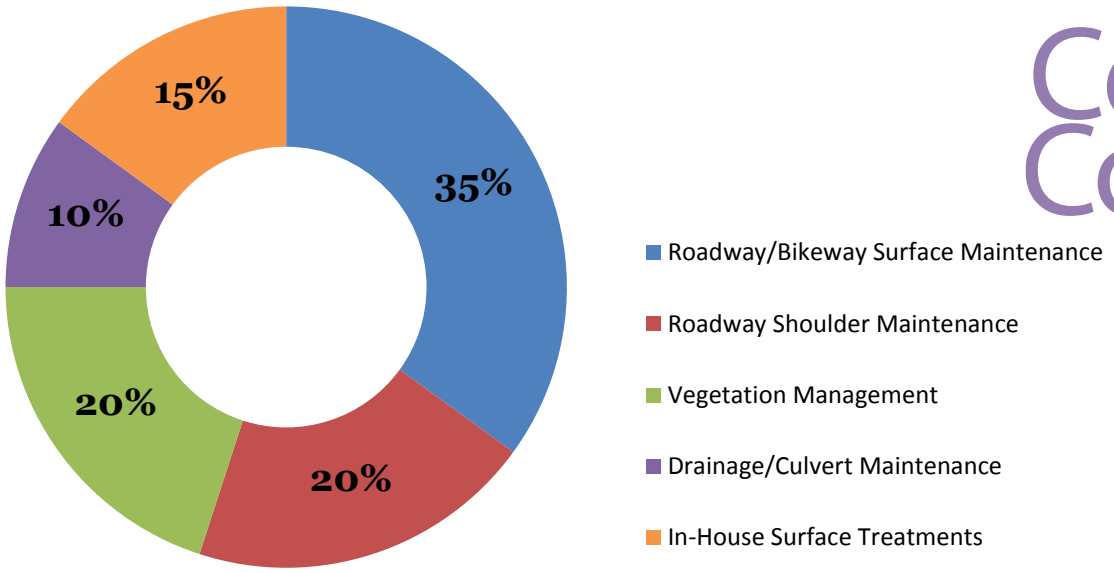
VEGETATION MANAGEMENT

DISTRICT	LOCATION	PROPOSED WORK
1	ROMERO CANYON RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	VIA REAL	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	TORO CANYON ROAD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	E CAMINO CIELO	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1, 3	SAN MARCOS RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
2	CATHEDRAL OAKS RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
2, 3	FRONTAGE RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	REFUGIO RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	FARREN RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	W CAMINO CIELO	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	STAGECOACH RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP

DRAINAGE/CULVERT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 2,3	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS
1	BELLAVISTA DR	REMOVE AND REPLACE CULVERT PIPES

Central County WORK



ROADWAY/BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
3	LOCATIONS THROUGHOUT DISTRICT	PATCHING, SWEEPING, CRACK SEALING, LEVELING
4	LOCATIONS THROUGHOUT DISTRICT	PATCHING, SWEEPING, CRACK SEALING, LEVELING
3	LOCATIONS THROUGHOUT DISTRICT	IN-HOUSE SURFACE TREATMENTS

ROADWAY SHOULDER MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
3, 4	LOCATIONS THROUGHOUT DISTRICT	REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS
3, 4	LOCATIONS THROUGHOUT DISTRICT	REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS
3, 4	LOCATIONS THROUGHOUT DISTRICT	REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS

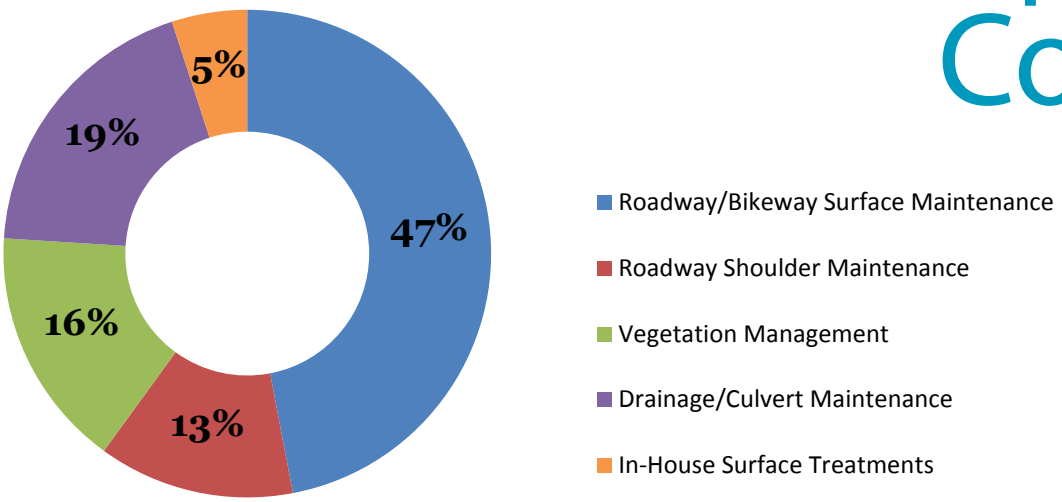
VEGETATION MANAGEMENT

DISTRICT	LOCATION	PROPOSED WORK
3, 4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3, 4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3, 4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3, 4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3, 4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3, 4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3, 4	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3, 4	LOCATIONS THROUGHOUT DISTRICT	TREE TRIM, RURAL AREAS

DRAINAGE/CULVERT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
3, 4	LOCATIONS THROUGHOUT DISTRICT	CLEAN CULVERTS, CLEAR AND RESHAPE DITCHES, RE-ESTABLISH BERMS

North County WORK



ROADWAY/BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A SURFACE TREATMENT - PATCHING, SWEEPING, CRACK SEALING, WEED ABATEMENT
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICT	PATCH AND/OR REPAIR POT HOLES AND OTHER PAVEMENT DEFECTS, BERM AND CRACK SEALING
1	BELL RD, FOOTHILL RD, KIRSCHENMANN RD	BLADE-LAY ASPHALT PATCHING
3	BETTERAVIA RD BETWEEN BLACK RD AND/ OR SINTON RD AND/OR BLACK RD BETWEEN BETTERAVIA RD AND MAHONEY RD	DIG-OUTS, PATCHING, AND/OR LEVEL COURSE PAVING
4	LOCATIONS THROUGHOUT DISTRICT	HARDSCAPE REPAIRS; RAMPING/GRINDING/CUTTING. ADA UPGRADES, SIDEWALK IN-FILL
5	BONITA SCHOOL RD CROSSING E480	IMPORT DECOMPOSED GRANITE, INCORPORATE WITH MAGNESIUM CHLORIDE AND RE-GRADE. BRIDGE JOINT MAINTENANCE

ROADWAY SHOULDER MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICT	REPAIR SLIP OUTS, RE-ESTABLISH AND/OR GRADE SHOULDERS
3, 4, 5	LOCATIONS THROUGHOUT DISTRICT	MONITOR AND PICK-UP REPP COLLECTION MATERIALS

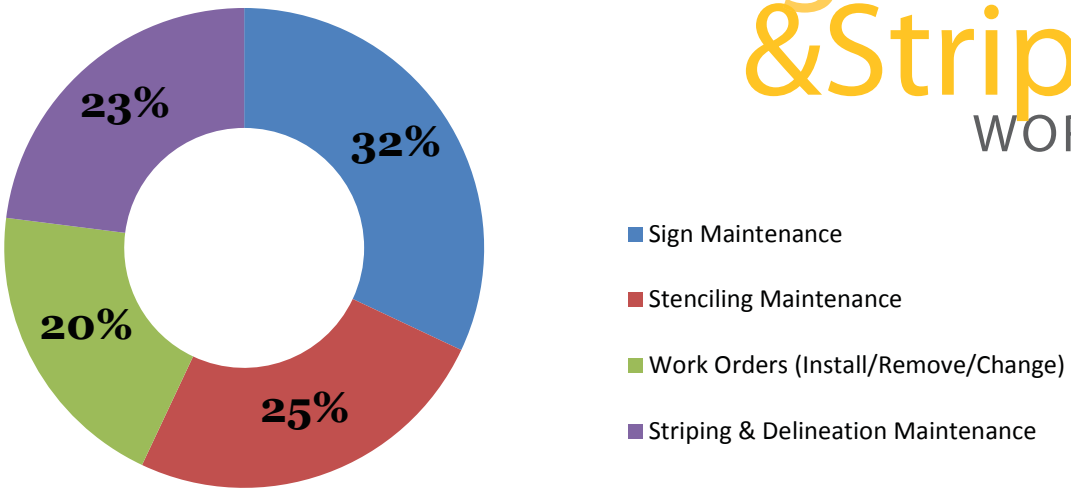
VEGETATION MANAGEMENT

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

DRAINAGE/CULVERT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICT	CLEAN AND REPAIR CULVERTS, STORM DRAINS, DROP IN-LETS, DITCHES, AND BERMS

Sign &Stripe WORK



SIGN MAINTENANCE

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

STENCILING MAINTENANCE

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

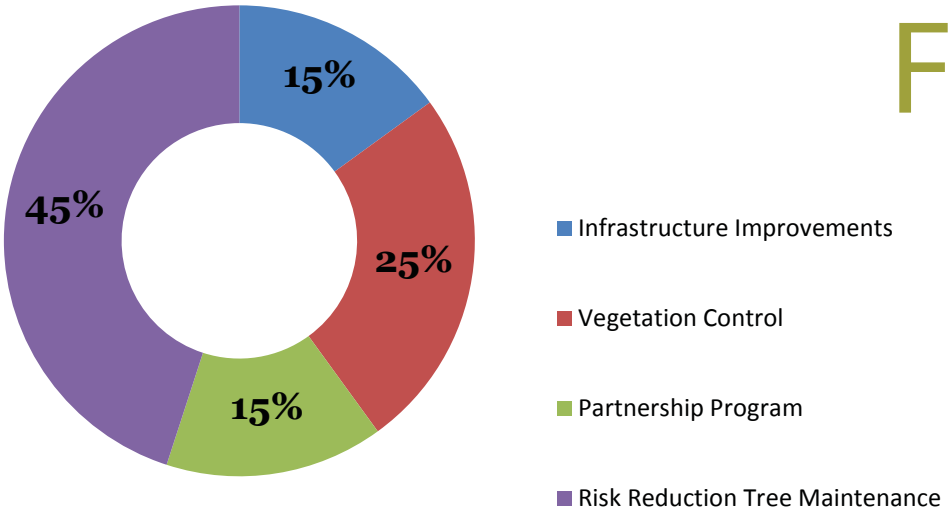
WORK ORDERS (INSTALL / REMOVE / CHANGE)

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTYWIDE	COMPLETE TRAFFIC ENGINEERING GENERATED WORK ORDERS INCLUDING; SPEED ZONE CHANGES, COMPLIANCE UPDATES, AND SPECIAL PROJECTS WHICH MAY AFFECT; STRIPING, STENCILING, CURB PAINT, DELINIATORS, GRINDING, BARRICADES, AND/OR SIGNAGE

STRIPING & DELINEATION MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
ALL	COUNTYWIDE	REFRESH LANE AND EDGE LINE STRIPING AND DELINEATION
ALL	COUNTYWIDE	RESTRIPE; IN-HOUSE PATCHING, PAVING, AND OTHER VARIOUS SURFACE TREATMENTS WHICH AFFECT MARKINGS

Urban Forestry WORK



INFRASTRUCTURE IMPROVEMENTS

DISTRICT	LOCATION	PROPOSED WORK
1	LOCATIONS THROUGHOUT DISTRICT	CSA-3 STREET LIGHT TRIMMING, UPLIFT TRIMMING (13' MINIMUM) REDUCE RISK TRIMMING
2	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A SCRUB SEAL, CSA MEDIANS, UPLIFT TRIMMING (13' MINIMUM), CONCRETE REPAIRS - TURNPIKE, STATE ST @ 154
3	LOCATIONS THROUGHOUT DISTRICT	TRIM FOR MEASURE A MICRO SCRUB- SPECIFIC LOCATIONS ON CONSTELLATION, FALCON, NEPTUNE, TERRA WAY
4	LOCATIONS THROUGHOUT DISTRICT	UPLIFT TRIMMING FOR SCRUB, MICRO OVERLAY
5	LOCATIONS THROUGHOUT DISTRICT	UPLIFT TRIMMING FOR SCRUB, MICRO SEALS

VEGETATION CONTROL

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

PARTNERSHIP PROGRAM

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

RISK REDUCTION TREE MAINTENANCE

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

Appendix

A/ Board Letter

B/ Notice of Exemption - All Districts

C/ Sample of Project Initiation Request Form

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

E/ Sample of ADA Request for Accommodation Form

F/ Sample of ADA Grievances Form

G/ Pavement Preservation: Preserving our Highways

A

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:

Department Name:	Public Works
Department No.:	054
For Agenda Of:	June 21, 2016
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 2016/2017 Road Maintenance Annual Plan, All Supervisorial Districts**

County Counsel Concurrence:

As to form: Yes

Auditor-Controller Concurrence:

As to form: Yes

Recommended Actions:

That the Board of Supervisors:

a) Approve and adopt the FY 2016/2017 Road Maintenance Annual Plan (RdMAP);

b) Approve FY 2016/2017 Road Maintenance Annual Plan projects and Authorize the Director of Public Works to advertise for construction; and

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

Summary Text:

This item is on the agenda in order to adopt the FY 2016/2017 RDMAP. Every year, the Public Works Department prepares the RdMAP outlining the recommended maintenance work for the upcoming fiscal year, including both maintenance operations work plans and capital maintenance.

Public Works' Transportation Division maintains and repairs approximately 1,650 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks curb ramps, traffic signals, and over 9,000 street trees which makes up our Urban Forest. The RdMAP process allows the Department to prioritize needed annual improvements and match this need with limited available funding for road maintenance.

Background:

Funding

FY 2016/2017 RdMAP maintenance projects and work plans are identified by District in the Final Draft RdMAP. Operations and contract projects are funded primarily by Measure A Sales Tax, State Gas Tax, and General Fund (Maintenance of Effort, $500k of discretionary funds, and a portion of the 18% of unallocated growth set aside for transportation).

In FY 2016/2017, the State will reduce payments of gas tax to the county by $3.3 million. As a result, Measure A typically planned for RdMAP pavement preservation work will be used to cover operations and corrective maintenance. This shift of Measure A funds offsets increased general funds planned for deferred maintenance and highlights the critical need for the State to overhaul its transportation funding strategy.

Backlog

The County currently has a $259 million transportation infrastructure deferred maintenance backlog. This includes the five categories of transportation infrastructure: pavement, bridges, hardscape and trees, drainage, and traffic devices. Approximately half ($109 million) is attributed to pavement needs. The current Pavement Condition Index (PCI) of the County's Transportation Infrastructure System is 59, down one point from last year. This PCI is considered "at risk". Asset management modeling indicates approximately $12 million total funding per year would be required to maintain a PCI of 59.

Plans and Programs

This year, the RdMAP programs approximately $3 million for pavement preservation and hardscape repair contracts, and defers approximately $9 million in pavement preservation. County forces maintain the rest of the system. Annual Road Yard Work Plans outline the various activities planned to maintain pavement, trees, hardscape, drainages, and traffic control devices for each road yard. There are three major road yards and one satellite yard: the South Coast road yard, with two maintenance crews; the Central Coast, with a crew in Lompoc and one in Santa Ynez; and the Santa Maria road yard, with two crews, and the satellite road yard in Cuyama. In addition, there are two countywide crews: the Urban Forest and Utility Crew focuses on caring for and maintaining the County's trees, vegetation, and associated hardscape; and the Sign and Stripe Crew refreshes paint throughout the County, focusing on school zones in the summer, and replaces and repairs signs as needed in our inventory of over 15,000 signs and 375 signals, flashers, radar signs, and bike lights.

RdMAP Process

On June 28, 1994, your Board approved the first Public Works RdMAP for FY 1994/1995, as well as the road maintenance planning process for future RdMAPs. The Transportation Division used this process to develop the final draft of the FY 2016/2017 RdMAP for the County's Transportation Infrastructure System.

Planning and implementing the RdMAP is a year-round process. In the fall, when the adopted RdMAP work is underway, planning for the next year begins. Maintenance crews and superintendents gather the information about needs and priorities based on what they see in the field. With that information and a preliminary budget, the department creates an initial priority project list. Meanwhile, using asset management systems, engineers create a list to compare with what the Road Yards derived. Then, using input from constituents received through the board offices, requests through the road yards and other public input, the list of projects is refined. Finally public meetings and board office meetings inform the RdMAP project list presented to your board today.

Projects included in the 2016/2017 program are listed in the Surface Treatment Program section (Contract/County Forces) for each District. The RdMAP includes approximately 20 lane miles of County roadways programmed for surface treatment for next fiscal year. It also includes hardscape construction associated with these and other roads to improve ADA accessibility. These lane miles will be treated with micro-surfacing, scrub seals, or hot mix asphalt overlays, depending on their pavement preservation needs. The other 1,630 lane miles will be maintained using County forces applying corrective maintenance as needed. Road Yard Work plans prioritize efficient maintenance of safety, mobility and accessibility with limited resources.

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 the Surface Treatment Program/Capital Maintenance and any Tree Partnership Program contracts utilized to accelerate these efforts. Once approved, the Department will advertise the funded projects identified in the FY 2016/2017 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 capital and corrective maintenance activities recommended for funding are identified for each Supervisorial District within the RdMAP.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

Funding Sources	Operations	Capital Maintenance	TOTAL
State Gas Tax	$5,000,000		$5,000,000
Measure A	$6,000,000	$50,000	$6,050,000
General Fund MOE	$1,715,800		$1,715,800
General Fund designations		$1,750,000	$1,750,000
18% unallocated growth		$1,250,000	$1,250,000
Total	**$12,715,800**	**$3,050,000**	**$15,765,800**

Narrative:

Approximately $3 million of this funding is for the Capital Maintenance, the balance is for Maintenance Operations and Corrective Maintenance. This work will be programmed in Funds 0015 and 0016.

Special Instructions:

Please forward a stamped, certified Minute Order approving the recommendations to Blair Gilbertson, Public Works - Transportation, 568-3064.

Attachments:

Attachment A: FY 2016/2017 Road Maintenance Annual Plan (RdMAP) DRAFT

Attachment B: Notice of Exemption

Authored By:

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

G:\Board Letters\2015\Transportation\RdMap 2015

B

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

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

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

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

LOCATION: Countywide: All Supervisorial Districts

PROJECT TITLE: FY 2016/2017 Road Maintenance Annual Plan, All Supervisorial Districts

PROJECT DESCRIPTION: Santa Barbara County Public works requests the Board adopt the FY 16/17 Road Maintenance Annual Plan (RDMAP). Every year, the Public Works Department prepares the RdMAP outlining the recommended maintenance work for the upcoming fiscal year, including both maintenance operations work plans and capital maintenance.

Public Works' Transportation Division maintains and repairs approximately 1,650 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks curb ramps, traffic signals, and over 9,000 street trees which makes up our Urban Forest. The RdMAP process allows the Department to prioritize needed annual improvements and match this need with limited available funding for road maintenance.

FY 2016/2017 RdMAP maintenance projects and work plans are identified by District in the Final Draft RdMAP. Operations and contract projects are funded primarily by Measure A Sales Tax, State Gas Tax, and General Fund.

Name of Public Agency Approving Project: County of Santa Barbara

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

Exempt Status: (Check one)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Acceptance Date: **June 21, 2016**
Distribution: Hearing Support Staff for posting

June 2, 2016

Morgan Jones Department Representative Date

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

Distribution: Date filed with Planning & Development _____.

Distribution: Date Filed by County Clerk: _____.

C

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
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)

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Santa Barbara, California 93110

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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'

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

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

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

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

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

For Office Use:
File No. _____

Date Received _____ Received By: _____

E

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

Department of Public Works, Transportation Division's Grievances Form

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

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

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

For Office Use:
File No. _____

Date Received _____ Received By: _____

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PAVEMENT PRESERVATOPN: PRESERVING OUR INVESTMENT IN HIGHWAYS

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

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

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

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

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

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