RdMAP

County of Santa Barbara

2020-2021

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

CAT CANYON ROAD: IN-HOUSE LEVELING PROJECT

SPRING 2019

(Cover & Inside Cover)

Introduction

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

This RdMAP is for Fiscal Year July 2020 through June 2021.

Projects proposed in this RdMAP reflect public input and requests, Board of Supervisors' priorities, StreetSaver® Pavement Management Program outputs, and staffs' professional assessment of transportation facilities and roadways.

Thanks to community partnerships, local leadership, committed staff, and community support, the Transportation Division is able to offer innovative programs and services. In the coming years, the Division hopes to offer new programs and services as it continues to grow as a trend-setting organization. Inquiries and comments regarding this plan may be addressed to Transportation Administration, or any local Road Maintenance Office.

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Public Works designed this RdMAP to provide accurate and authoritative information about its mission, services, and maintenance plans for the upcoming fiscal year. 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 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.

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

Compiled by: The RdMAP Team
Designed and published by: Velda Sanchez

Table of Contents

RdMap Planning Process	5
Pavement Management System	6
Corrective Maintenance & Operations	7
Daily Operations Performed by Our Maintenance Crews	9
Special Programs	18
Capital Maintenance	20
Funding	24
District Project Locations	26
Annual Maintenance Area Work Plans	32
Appendix	37

RdMap Planning Process

The planning and implementation of the RdMAP is a year-round process. In the fall, when the adopted RdMAP work is underway, preparation for the next year begins. 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. Maintenance Superintendents also gather 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, Engineering creates a list to compare with what the Road Yard Superintendents derived. The list of projects is then refined using input received from the Board of Supervisors, requests through the Road Yards, and other public feedback. Following public workshops, the additional public input is reviewed for incorporation into the plan. Transportation staff then presents the final RdMAP to the Board of Supervisors for approval.

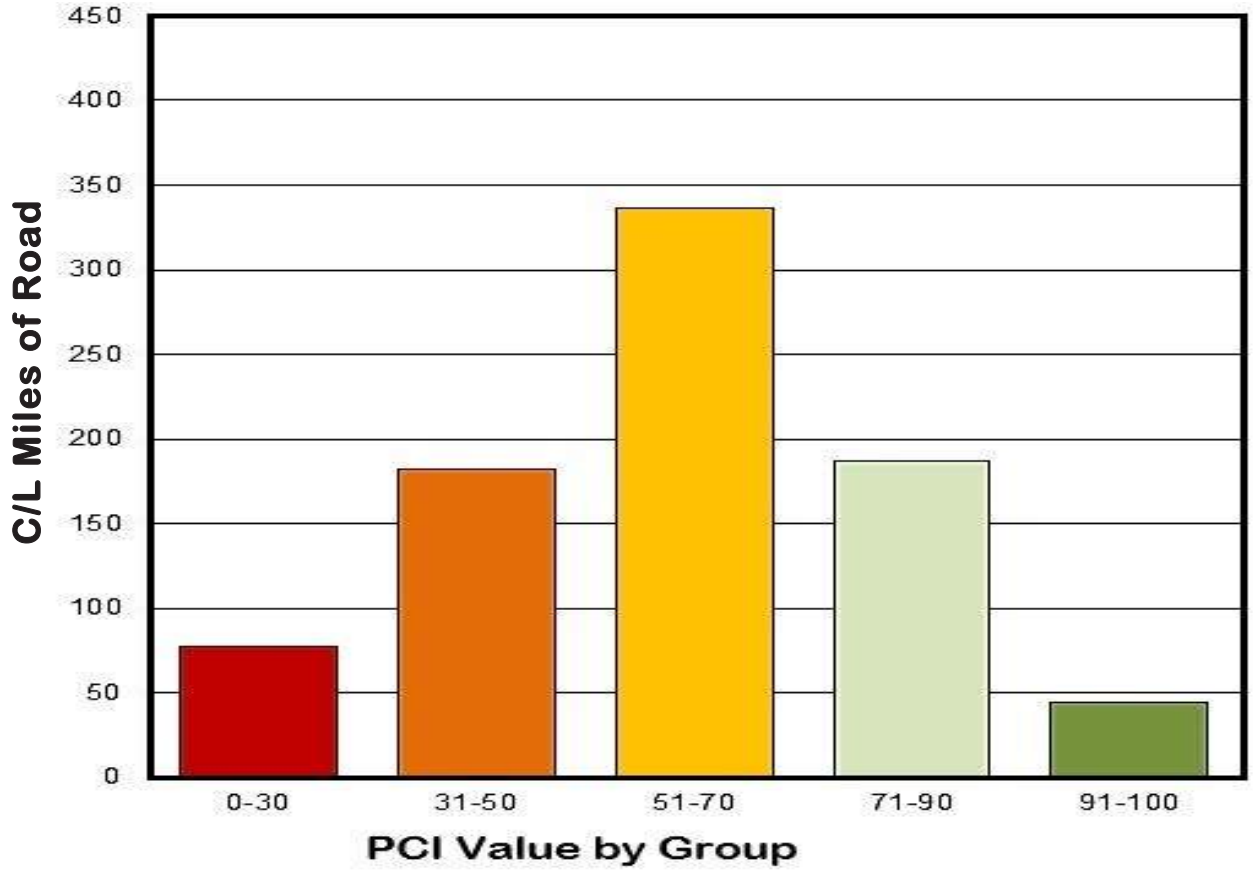
The concept of Accountability, Customer-Focused, and Efficient Government are at the core of the RdMAP. Year after year, Public Works continues to provide the best value for the tax dollar by keeping maintenance planning focused on its customers – the traveling public.

Pavement Management System

The Pavement Management System (PMS) offers decision-makers a systematic way to gauge pavement conditions, as well as provide 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 toward spending maintenance funds. A PMS is a data management and costing tool which enhances professional assessment; it does not replace it.

A PMS tracks the Pavement Condition Index (PCI), a numerical value on a scale of 0-100 that is intended to indicate the general condition of the roadway. A PCI value is annually updated by inspections on large arterials, and tri-annually on all roads. 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.

Apart from its obvious benefits, a PMS has an added advantage of helping Public Works and community leaders gain an understanding of the overall funding needs for the road pavement system. The goal of the PMS is to achieve and maintain the overall network condition to where preventative maintenance is the primary strategy. A PMS helps local agencies make the most efficient use of public funds, and with adequate funding can help reduce overall maintenance spending. Public Works designed this year's Capital Maintenance Program using these concepts to maximize the County's investment in the road pavement system.



Corrective Maintenance & Operations

Transportation Division Corrective Maintenance is the day-to-day operations performed by the County's crews to fulfill the Department's commitment to the safety of the traveling public. The three primary Road Maintenance Yards: Santa Maria, Lompoc and Santa Barbara, are in charge of all corrective maintenance on County roads.

Of the maintenance categories described in this RdMAP, the activity most commonly recognized is asphalt repair. County maintenance crews also respond to public requests and perform preparation work for upcoming surface treatments.

The crews are responsible for sidewalk ramping, culvert cleaning, tree trimming, as well as crack sealing, which helps keep moisture from damaging pavement. Some of the most intensive and time-consuming activities are shoulder repairs and brush and weed management.

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 season. Weather conditions and rainfall directly influence the amount of shoulder repair work.

Weather conditions and rainfall directly influence the amount of shoulder repair work. Heavy rainfall results in higher volumes of shoulder repair and vegetation management work, whether caused by wear-and-tear from use, the elements of or by natural disaster, the Division's response will always align with the mission of "providing a clear path, a smooth ride, and a safe trip for the traveling public".

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

Daily Operations Performed by Our Maintenance Crews

Surface Preparation, Repair & Maintenance

Surface preparation as well as 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 re-pair potholes, fill cracks, and level asphalt settlement in both rural and urban areas.

Due to the many variations in rural road-road-way surfaces, drainage often becomes ineffective, and rideability is lost over time as a result of erosion and repeated patching. Surface maintenance such as skin patching or a leveling course can re-establish the grade, correcting these problems. In urban settings, ride quality is a primary concern. The crews perform crack sealing, patching, and leveling to correct as many pavement distresses as possible.

In-House Leveling Operations

For over 20 years, the Transportation Division has utilized County maintenance crews and equipment to perform in-house leveling operations to correct failed and distressed areas in the roadway.

In many cases, staff can repair the roadway to an acceptable standard by using an asphalt leveling course. This involves a thin layer of either "cold" or "hot" asphalt applied to an entire section of pavement, covering the distressed areas of the roadway. Essentially, the in-house leveling operation is a large patch that increases pavement strength, helps to seal out moisture, and improves ride quality.

Road Shoulder Maintenance & Repair

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

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

Unpaved shoulders also require vegetation management, which is a balancing act. Tall or dense vegetation tends to entice and harbor wildlife. Deer and even livestock from adjacent pastures can be attracted to the grasses and weeds along the shoulder increasing the incidence of vehicle/animal strikes. Dense dry vegetation can increase the risk of fires caused by cigarette butts, hot exhaust systems due to vehicles pulling onto or away from the shoulder, or sparks from dragging tow chains. Whereas low growing or mowed vegetation and roots can help to stabilize as well as protect the shoulder from erosion.

Vegetation Management

Vegetation Management includes clearing brush, mowing, tree trimming of rural roadsides (excluding subdivision trees), and weed abatement which is often preceded by litter abatement. County crews perform tree and brush trimming along the roadside in rural areas to maintain clear visibility. This also helps to prevent damage to the tree canopy from tall trucks or oversized loads. Vegetation removal from signs, guardrails, and other roadside facilities, is also part of this program. Vegetation problems such as broken limbs and fallen trees are common throughout the year.

Mowing is the most common way the County addresses the vegetation issue. Rural mowing activity consumes most of the spring and summer months. It involves as many as six roadside mowing tractors, and up to 15 personnel in the field on a county-wide rotational schedule. Unusual weather events such as windstorms, heavy rain, or high heat can cause extensive damage to roadside vegetation and have significant fiscal impacts on this program.

Weather patterns and rainfall affect the mowing season. High rainfall increases vegetation growth while low rainfall plus high temperatures create dry conditions and fire hazards; both of which determine mowing needs and scheduling. Wet winters can cause prolific and extended growth rates requiring several mowing cycles to manage. Drier winters tend to cause more of the late-summer annual broadleaf-type weeds to thrive since they don’t have as much early grass with which to compete.

Culvert & Drainage Maintenance

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

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

Traffic Control & Traffic Safety Device Maintenance

Traffic control maintenance conducted by the County Sign and Stripe Crew includes striping, stenciling, curb painting, sign maintenance and repair, traffic signal maintenance and repair, traffic safety marker placement, guardrail maintenance and repair, plus other traffic maintenance items. The Sign and Stripe Crew refreshes traffic paint throughout the County, focusing on school zones in the summer, and the repair and replacement of signs as needed in our inventory of over 15,000 signs and about 400 signals, flashers, radar signs, and bike path lighting units.

Public Works has a Preventive Maintenance Program for the traffic signal equipment, in addition to a 24-hour callout system for emergencies. Staff routinely inspects and updates each 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 both follow-up on requests with a review and appropriate response. Staff presents many of these issues to the Traffic Engineering Committee, comprised of stakeholders and experts, who help find appropriate solutions, which provide a safe and efficient roadway system.

The Transportation Division also maintains a database of all collisions reported in the unincorporated areas of the County as part of the Collision Reduction Program. This information helps identify locations that need improvements such as signal re-timing, striping changes, traffic movement restrictions, or capital enhancements. At many locations with with these types of improvements, there have been a measurable decrease in collisions.

Service Requests & Project Initiation Program

The Transportation Division receives service requests from the public on a daily basis to investigate concerns regarding the roadway. Staff takes corrective action immediately on all requests involving a safety issue. Staff promptly investigates all requests and, in most cases, crews are able to correct problems as part of the general maintenance plan of daily work.

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. A sample PIR form can be viewed in the Appendix.

Urban Forestry

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

Of the approximate 9,000 street trees in County-wide, about 65% are not appropriate for street-side parkways. The unapproved, often problematic, trees cause damage to the curbs/gutters and sidewalks, which impacts mobility, making street surface treatments more costly. To repair all tree-damaged concrete in Santa Barbara County would cost approximately $39 million dollars.

When repairing these curbs/gutters and sidewalks, Public Works typically replaces problem-causing trees whenever possible, in accordance with the County Street Tree Policy (see Appendix for approved arborist tree lists). 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, in addition to sustainability and renewal of the Urban Forest. The goal of these policies is to manage the Urban Forest more effectively for public's safety and well-being, while sustaining and enhancing the streetscape. When removing County trees becomes necessary, the Department replants per the Street Tree Policy.

Emergency & After-Hours Response

The Transportation Division has a 24-hour emergency call-out system in place when problems occur outside normal working hours, such as After-Hours, 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-hour emergencies. This list is kept up-to-date and distributed regularly to County Fire, Sheriff, and Flood Control dispatches, as well as the California Highway Patrol.

These recourses can be activated by calling 911. The call-out system is a recognized, time-proven procedure that law enforcement agencies have used countless times for a variety of reasons regarding after-hour problems in the road right-of-way.

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, all while promoting safety for the public and staff. 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 make best efforts to notify residents and to ensure safe evacuation.

Special Programs

Partnership Program

The Transportation Division facilitates Street Tree planting and hardscape repair 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 repair 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.

Roadway Enhancement Partnership Program (REPP)

To help focus on the needs of Santa Barbara County residents, the Board of Supervisors asked Public Works to implement an "Adopt-a-Road" style program. In response, the Transportation Division developed the Roadway Enhancement Partnership Program (REPP. This platform promotes residents to volunteer donations of time, materials and funding for the enhancement of the County right-of-way 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, trash bags, and hard hats, as well as safety training for working in the right-of-way. The participants supply the other necessary materials for their projects. The Division places signs of recognition in the right-of-way reflecting the participants' names and the type of enhancements they provide, if interested.

County of Santa Barbara

REPP

ROADWAY ENHANCEMENT PARTNERSHIP PROGRAM

Safety

is our #1 concern.

The program accepts a broad spectrum of enhancement projects, ranging from tree planting to road paving. The program currently oversees about five to ten enhancement projects, with the majority of effort typically concentrated on litter pick-up. Currently, the program also oversees the maintenance of a community parkway, a street-sweeping program, and vegetation maintenance on a rural road, along with litter pick-up.

For more information, please contact the Transportation Division at:

1(805)568-3064 or pwroads@cosbpw.net

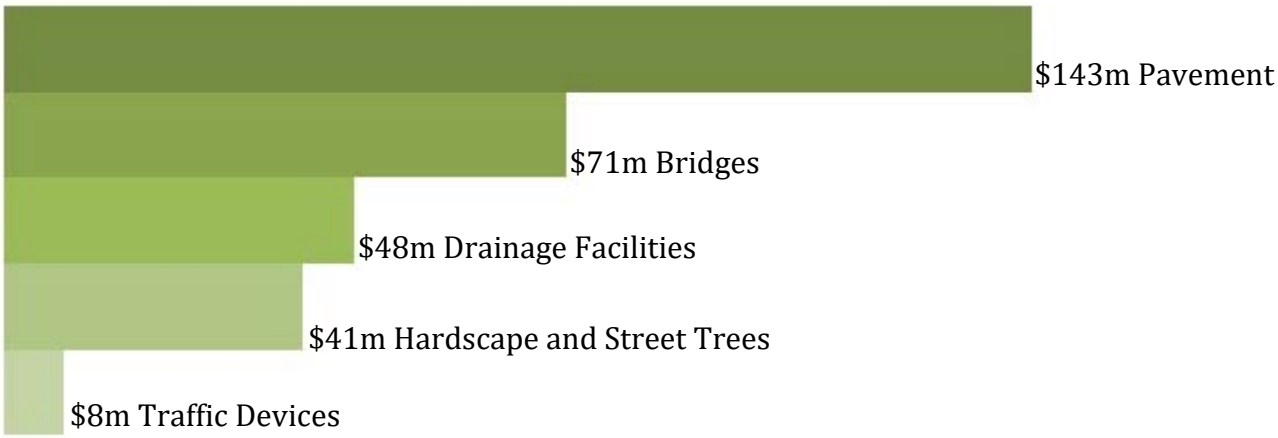
Capital Maintenance

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; as well as traffic, which flexes the pavement thousands of times a day. The pavement cracks, potholes form, and eventually major repairs are needed.

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

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

Public Works estimates the current backlog of unfunded road maintenance projects for the Santa Barbara County Road System to be approximately $311 million. This includes:



Surface Treatments

The annual Surface Treatment Program described in this RdMAP is typically a 12 to 24 month, a two-stage process of surface treatment application and, if needed, concrete repair. The schedule for these stages of work is staggered so concrete repairs and maintenance preparations are completed in one year, and surface treatments can be applied in year two. 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 for preservation, in addition to preparing the plans and specifications of the project. Public Works then advertises and awards the concrete repair project, in accordance with the Public Contract Code, and sets the start date for the project.

Once the concrete repair project is advertised, staff begins the design work on the second stage: the surface treatment. The design work includes evaluating the pavement, marking and measuring failed areas, determining appropriate surface treatments, preparing plans and specifications, and locating survey monuments that would be disturbed by construction activities. Prior to the surface treatments, 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 must be at least 13 feet above the roadway, and other vegetation cleared away, 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 a relatively inexpensive asphalt emulsion applied to the road pavement. This seals the asphalt and prevents water from penetrating the roadway, and helps to lock in the fines around the larger aggregate thereby extending the life of the pavement by approximately one to two years.

Microsurfacing

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

Cape Seal

A cape seal is a three-step process that includes: 1) a unique polymer-modified, asphalt-recycling agent applied to a pavement surface; 2) an even coat of crushed aggregate "chips" applied over the emulsion and rolled over with pneumatic tire compactors; then 3) an overtopped with a microsurfacing application. These steps are done in close succession to minimize lane closure duration. A cape seal extends pavement life by seven to ten years and costs one-third the amount of a traditional overlay.

• Rehabilitation

Rehabilitation is defined as a structural or functional enhancement of a pavement which produces a substantial extension in service life, by substantially improving pavement condition and ride quality.

Asphalt Concrete Overlay

An asphalt concrete overlay is the application of typically 1.5" to 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.

Recycling

Recycling is the process of removing pavement materials for reuse in resurfacing or reconstructing a pavement. For asphalt pavements, this process may range from in-place recycling of the surface layer to recycling material from all pavement layers through a hot mix plant.

Reconstruction

Reconstruction is the removal and replacement of all asphalt and concrete layers, and often the base and subbase layers, in combination with remediation of the subgrade and drainage, and possible geometric changes. Due to its high cost, reconstruction is rarely done solely on the basis of pavement condition. Other circumstances, such as obsolete geometrics, capacity improvements needs, and/or alignment changes, are often involved in the decision to reconstruct a pavement.

Funding

Operations and contract projects are funded primarily by the Measure A Sales Tax, State Gas Tax, and limited General Fund. FY 2020-2021 RdMAP and Capital Maintenance Projects total approximately $22 million.

www.pwsb.net

General Fund

The FY 2020-2021 General Fund contribution to meet the Maintenance of Effort requirement of the Measure A Ordinance and State funds is estimated at $1.8 million. In addition, the Board of Supervisors allocates varied amounts from year to year dependent on the availability of discretionary funds for deferred maintenance.

In 2014, the Board implemented a plan setting aside 18% of unallocated funding from revenue growth to address deferred maintenance. These funds are distributed between the Parks Department, General Services, and Public Works. The 2020-2021 RdMAP includes $4.0 million of General Fund contribution for maintenance.

State Gas Tax Funding

In April 2017, the California legislature passed Senate Bill 1 (SB 1) resulting in approximately $1.5 billion per year in new revenue for local streets and roads once fully implemented. The estimated revenue for the County, in FY 2020-2021 is $6.8 million from the Road Maintenance and Rehabilitation Account (RMRA). This new source of funding will allow the County to leverage local Measure A and General Fund revenues to address the unfunded backlog of deferred maintenance.

While SB 1 provides much needed funding for deferred maintenance it did not replenish the gas tax funds historically used for the County's core corrective maintenance and operations program.

www.rebuildingca.ca.gov

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 throughout the County.

Measure A revenues generated countywide are distributed according to the voter-approved investment plan; 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.

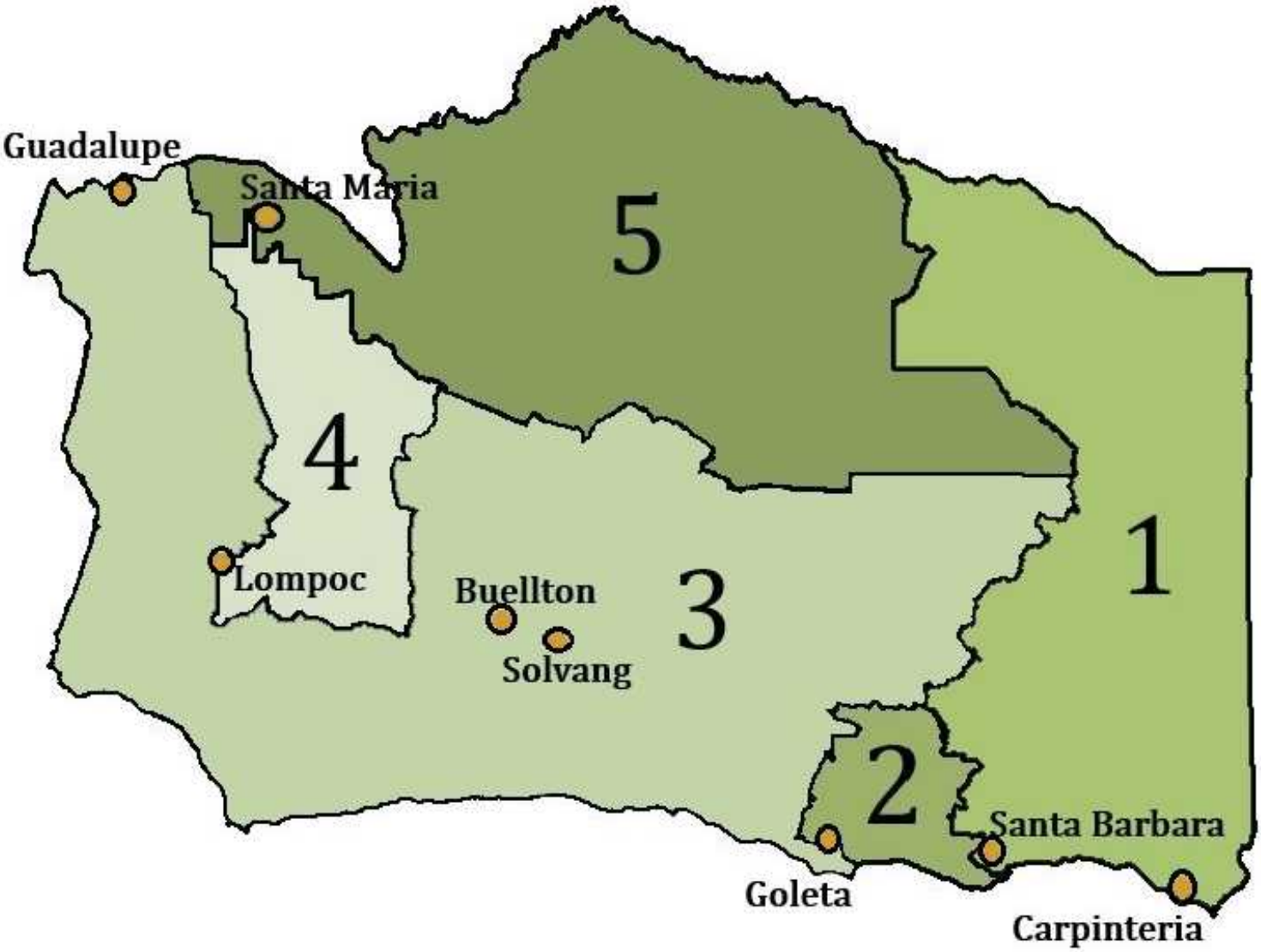
www.measurea.net

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. The estimates for FY 2020-2021 are $3.6 million in South County and $3.2 million in North County. The County currently relies heavily on Measure A to fund essential corrective maintenance activities in these areas as well as to provide local match for federal and state grants.

Storm Impacts

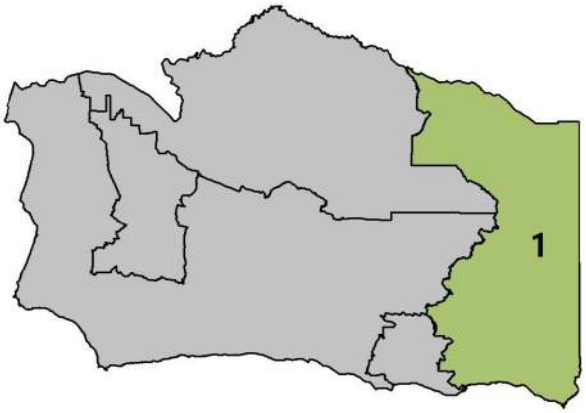
Nature has a constant influence on County infrastructure. Events ranging from winter rains, earthquakes, heavy winds, fires, and most recently debris flows can cause significant damage. If a local, state, or federal disaster is declared, the County may be eligible to receive reimbursement from either FEMA and/ or FHWA with additional funds from the State for the cost of emergency work and permanent repairs. Initially, the County must use local funds to cover all of the cost, then apply for reimbursement which can take up to 2-3 years to occur. The County also uses local funds for costs federal agencies deem non-eligible. The Thomas Fire Debris Flow Incident in January 2018 required $6-$8 million of initial cost to the County for roadway debris removal. A settlement with Southern California Edison resulted in a payment of $10.3 million for permanent restoration work on County roads, bridges, and drainage facilities. This work is restricted to areas affected by the debris flow and can not be used for maintenance in other areas of the County.

District Project Locations



District 1

Program Category	Amount
Rehabilitation	$ 473,000
District 1 Total	**$ 473,000**



DISTRICT 1 – PROPOSED PROJECTS				
Section	**Road Name**	**From**	**To**	**Treatment**
A 10085	**La Mirada Dr**	SR 192	Paquita Dr	Rehabilitation
A 10090	**La Mirada Dr**	Paquita Dr	East End	Rehabilitation
A 10095	**Paquita Dr**	La Mirada Dr	East End	Rehabilitation
A 10905	**Summit Rd**	Middle Rd	Hot Springs Rd	Rehabilitation

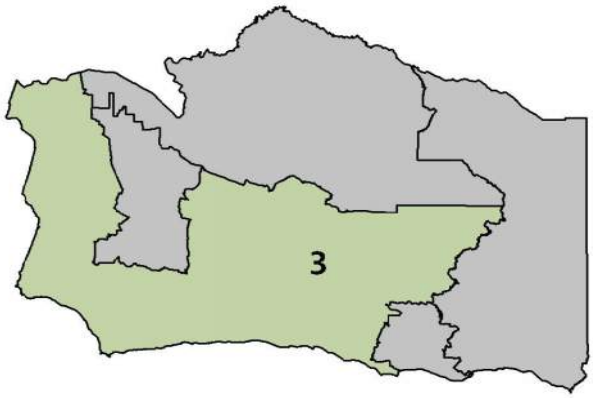
District 2

Program Category	Amount
Rehabilitation	$ 547,000
District 2 Total	**$ 547,000**

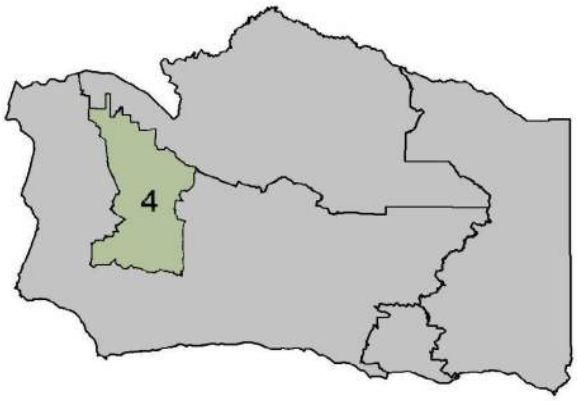
DISTRICT 2 – PROPOSED PROJECTS				
Section	**Road Name**	**From**	**To**	**Treatment**
B 12730	**Walnut Park Dr**	Ribera Dr	South End	Rehabilitation
B 12735	**Walnut Park Ln**	Walnut Park Dr	South End	Rehabilitation
B 12830	**Tiburon Pl**	Calle Barquero	West End	Rehabilitation
B 12820	**Calle Barquero**	University Dr	Santa Rosalia Wy	Rehabilitation

District 3

Program Category	Amount
Rehabilitation	$ 1,322,000
Preventive	$ 10,000
District 3 Total	**$ 1,332,000**



DISTRICT 3 – PROPOSED PROJECTS				
Section ID	**Road Name**	**From**	**To**	**Treatment**
D 27320	**Rucker Rd**	230' N/o Onstott Rd	3,130' N/o Onstott Rd	Rehabilitation
D 27340	**Rucker Rd**	3,130' N/o Onstott Rd	Burton Mesa Blvd	Rehabilitation
E 410	**Brown Rd**	2.0 Mi E/o SR 1	2.45 Mi E/o SR 1	Rehabilitation
D 27820	**Manley Dr**	Pellham Dr	North End	Rehabilitation
E 1030	**Black Rd**	1,445' N/o SR 1 @ cop	SR 1	Preventive



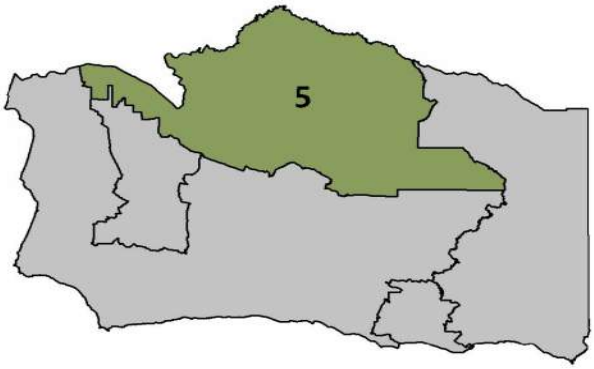
District 4

Program Category	Amount
Rehabilitation	$ 449,000
Preventive	$ 190,000
District 4 Total	**$ 639,000**

DISTRICT 4 – PROPOSED PROJECTS				
Section ID	**Road Name**	**From**	**To**	**Treatment**
D 25860	**Mission Gate Rd**	Purisima Rd	SR 246	Rehabilitation
E 9845	**Cherry Ave**	Clark Ave	Patterson Ave	Rehabilitation
E 4090	**Rice Ranch Rd**	Orcutt Rd	520' E/o Princeton Dr	Preventive
E 4100	**Rice Ranch Rd**	520' E/o Princeton Dr	Domino Ave	Preventive
E 5170	**Clark Ave**	1.50 Mi W/o Dominion Rd	Telephone Rd	Preventive
E 4060	**Orcutt Rd**	155' S Crescent Ave	Rice Ranch Rd	Preventive
E 7090	**Clark Ave**	Broadway	73' W/o Arabian Trail	Preventive
E 5180	**Clark Ave**	Telephone Rd	1,015' W/o Telephone Rd	Preventive
E 5190	**Clark Ave**	1,015' W/o Telephone Rd	1,125' E/o SR 101 west OC Deck	Preventive
E 7185	**Clark Ave EB**	SR 101 west OC Deck	1,125' E/o SR 101 west OC Deck	Preventive
E 4025	**Orcutt Rd**	310' S/o Foster Rd @ cop	1,015' S/o Union Valley Pkwy @ cop	Preventive
E 9415	**Union Valley Pkwy EB**	SR 135 ROW	300' E/o Orcutt Rd	Preventive
E 9416	**Union Valley Pkwy EB**	300' E/o Orcutt Rd	Hummel Dr @ cop	Preventive
E 9423	**Union Valley Pkwy WB**	Hummel Dr @ cop	300' E/o Orcutt Rd	Preventive
E 9424	**Union Valley Pkwy WB**	300' E/o Orcutt Rd	SR 135 ROW	Preventive
E 9426	**Union Valley Pkwy EB**	Morning Ridge Rd @ cop	SR 101 West OC Deck	Preventive
E 9428	**Union Valley Pkwy**	SR 101 East OC Deck	East end of Bulb	Preventive
E 9429	**Union Valley Pkwy WB**	West OC Deck	Morning Ridge Rd @ cop	Preventive
E 9837	**Bethany Dr**	Clark Ave	Benji Ln	Preventive
E 9795	**California Blvd**	SM City Limits	Broadway @ cop	Preventive
E 9833	**Broadway**	Rice Ranch Rd @ cop	Clark Ave	Preventive
E 4078	**Rice Ranch Rd**	Broadway	1,435' S/o Broadway @ cop	Preventive
E 4110	**Rice Ranch Rd**	Domino Ave	Bradley Rd	Preventive

District 5

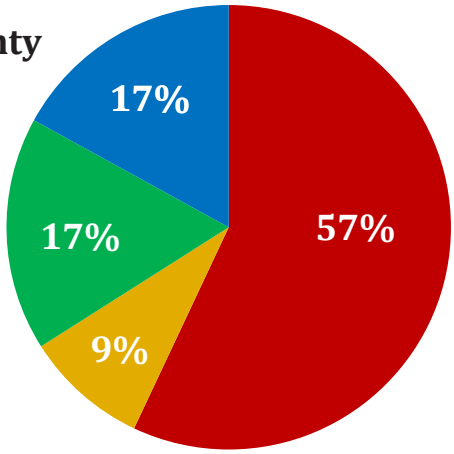
Program Category	Amount
Rehabilitation	$ 199,000
Preventive	$60,000
District 5 Total	**$ 259,000**



DISTRICT 5 – PROPOSED PROJECTS				
Section ID	**Road Name**	**From**	**To**	**Treatment**
E 5680	**Foxen Canyon Rd**	MP 23.00	MP 24.0 (Stewart St)	Rehabilitation
E 5200	**Dominion Rd**	Palmer Rd	1.0 Mi N/o Palmer Rd	Preventive
E 5650	**Foxen Canyon Rd**	Palmer Rd	MP 22.0	Preventive
E 5660	**Foxen Canyon Rd**	MP 22.0	MP 23.00	Preventive
E 5620	**Foxen Canyon Rd**	MP 19.0 (Tepusquet Rd)	MP 20.0 (Long Cyn Rd)	Preventive

Work Plans

South County



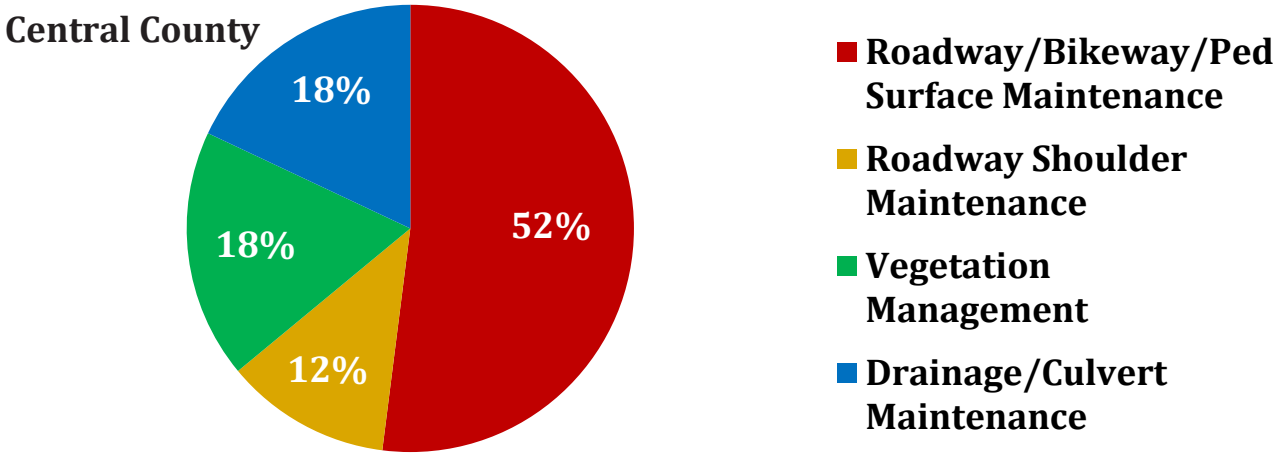
- Roadway/Bikeway/Ped Surface Maintenance
- Roadway Shoulder Maintenance
- Vegetation Management
- Drainage/Culvert Maintenance

District	Location	Proposed Work
1, 2, 3	Throughout Area	Prep for Measure A & SB1 Surface Treatments Patching, Sweeping, Crack Sealing
1, 2, 3	Throughout Area	Patch or Repair Pot Holes, Berms, Dikes Crack Sealing, Dig-out Failed Areas
1, 2, 3	Throughout Area	Hardscape Repairs; Ramping, Grinding, Cutting ADA Upgrades, Sidewalk In-Fill
2	Robel Dr Mayrum St, Burtis St, Via Miguel Glen Annie Rd	Various In-House Level Course Paving and Patching Work
3	Refugio Rd – W. Camino Cielo Rd to bottom of grade South side	Various In-House Level Course Paving and Patching Work
2	Cathedral Oaks Rd, Hollister Ave Walnut Ln	Repair Damaged Sidewalk, Curb, Gutter, Install ADA Ramps

District	Location	Proposed Work
1, 2, 3	Throughout Area	Surface Treatment Prep, Repair Slides and Slip Outs Re-Establish and/or Grade Shoulders, Guardrail Repair

District	Location	Proposed Work
1, 2, 3	Throughout Area	Shoulder Mowing, Brush Cutting, Weed Abatement Rural Tree Trimming, Roadside Clean-Up

District	Location	Proposed Work
1, 2, 3	Throughout Area	Clean or Repair; Culverts, Storm Drains Drop In-Lets, Ditches, Berms
2	Tunnel Rd, Shoreline Dr, Modoc Rd, Roble Dr	Replace/Upgrade Culverts

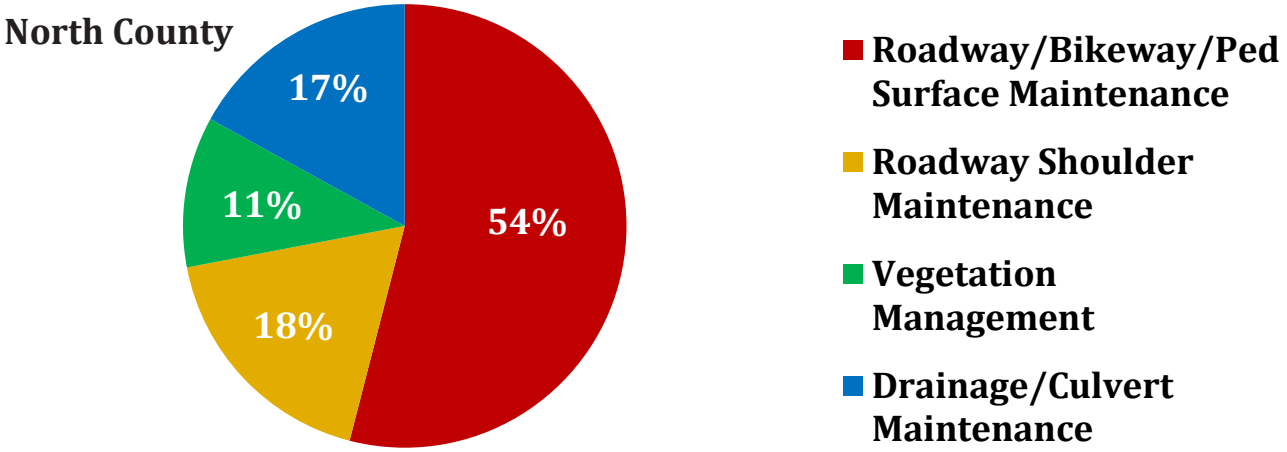


District	Location	Proposed Work
3, 4	Throughout Area	Prep for Measure A & SB1 Surface Treatments Patching, Sweeping, Crack Sealing
3, 4	Throughout Area	Patch or Repair Pot Holes, Berms, Dikes Crack Sealing, Dig-out Failed Areas
3, 4	Throughout Area	Hardscape Repairs; Ramping, Grinding, Cutting ADA Upgrades, Sidewalk In-Fill
3	Jalama Rd, Santa Rosa Rd, Figueroa Mtn Rd, Ballard Cyn Rd, Happy Cyn Rd, Zaca Station Rd Bell St – 135 to 1,660' East Roblar Ave – East of 154	Various In-House Level Course Paving and Patching Work
	Foxen Cyn Rd – North of landfill	
4	Hapgood Rd, Sweeney Rd	Various In-House Level Course Paving and Patching Work
3	MO, MH, VV Areas	Repair Damaged Sidewalk, Curb, Gutter, Cross Gutter

District	Location	Proposed Work
3, 4	Throughout Area	Surface Treatment Prep, Repair Slides and Slip Outs Re-Establish and/or Grade Shoulders, Guardrail Repair

District	Location	Proposed Work
3, 4	Throughout Area	Shoulder Mowing, Brush Cutting, Weed Abatement Rural Tree Trimming, Roadside Clean-Up

District	Location	Proposed Work
3, 4	Throughout Area	Clean or Repair; Culverts, Storm Drains Drop In-Lets, Ditches, Berms
3	Alamo Pintado Ave	Underground Open Ditch
3	Edison St	Install Berm



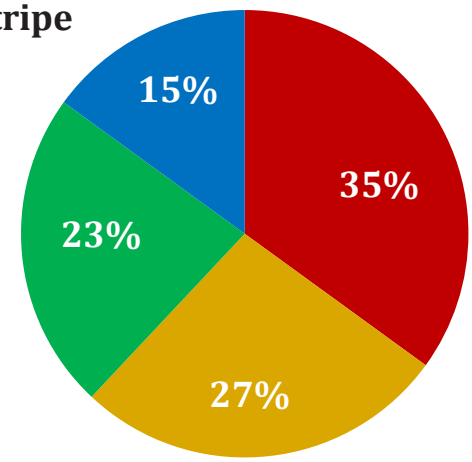
District	Location	Proposed Work
1, 3, 4, 5	Throughout Area	Prep for Measure A & SB1 Surface Treatments Patching, Sweeping, Crack Sealing
1, 3, 4, 5	Throughout Area	Patch or Repair Pot Holes, Berms, Dikes Crack Sealing, Dig-out Failed Areas
1, 3, 4, 5	Throughout Area	Hardscape Repairs; Ramping, Grinding, Cutting ADA Upgrades, Sidewalk In-Fill
1	Aliso Cyn Rd	Various In-House Asphalt Blade-Lay and Patching Work
3	Betteravia Rd, Black Rd	Various In-House Level Course Paving and Patching Work
4	Orcutt Rd	Various In-House Dig-Outs and Patching Work
4, 5	Telephone Rd	Various In-House Level Course Paving and Patching Work
5	Santa Maria Mesa Rd	Various Asphalt Blade-Lay or Level Course Paving Work
5	Bonita School Rd River Crossing Approaches	Resurface/Regrade with Decomposed Granite and Mag Chloride
4	Lancaster Dr	Repair Damaged Sidewalk, Curb, Gutter, Install ADA Ramps

District	Location	Proposed Work
1, 3, 4, 5	Throughout Area	Surface Treatment Prep, Repair Slides and Slip Outs Re-Establish and/or Grade Shoulders, Guardrail Repair
3, 4, 5	Throughout Area	Monitor and Support Various REPP's

District	Location	Proposed Work
1, 3, 4, 5	Throughout Area	Shoulder Mowing, Brush Cutting, Weed Abatement Rural Tree Trimming, Roadside Clean-Up

District	Location	Proposed Work
1, 3, 4, 5	Throughout Area	Clean or Repair; Culverts, Storm Drains Drop Inlets, Ditches, Berms
4	Black Rd	Replace/Upgrade Culverts S/o Betteravia Rd

Sign & Stripe



- Striping & Delineation Maintenance
- Stenciling Maintenance
- Sign Maintenance
- Work Orders (Install/Remove/Change)

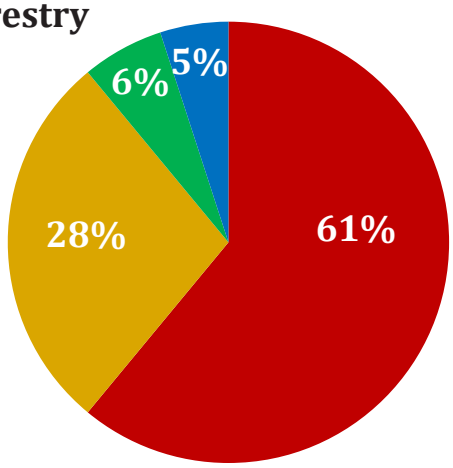
District	Location	Proposed Work
All	Countywide	Refresh Lane and Edge Line Striping and Delineation
All	Countywide	Restripe; In-House Patching, Paving, and Various Surface Repairs and Treatments which affect Markings

District	Location	Proposed Work
All	Countywide	Refresh Legends, Limit Lines, Cross Walks, Painted Curbs
All	Countywide - School Zones	Target: Refresh 25% of the 44-School Zones
All	Countywide	Re-stencil; In-House Patching, Paving, and Various Surface Repairs and Treatments which affect Markings

District	Location	Proposed Work
All	Countywide	Repair or Replace Damaged, Vandalized, or Faded; Regulatory, Warning, Guide, Parking, Street Name - Signs and Barricades
All	Countywide	Upgrade Non-Conforming Signs per MUTCD
All	Countywide	Respond During and After-Hours to Public and Law Enforcement Service Requests - to Repair Damaged and/or Downed Signs and Barricades

District	Location	Proposed Work
All	Countywide	Complete Traffic Engineering Generated Work Orders Including; Speed Zone Changes, Compliance Updates, and Special Projects that may affect Striping, Stenciling, Curb Paint, Delineators, Barricades, and/or Signage

Urban Forestry



- Urban Tree & Vegetation Maintenance
- Hardscape Improvements
- Partnership Program (Cost Share)
- Median Maintenance

District	Location	Proposed Work
All	Countywide	Risk Reduction Trimming
All	Countywide	In-House and Contract Road Work Prep; General Lifting, Trimming Removals, Re-Plants, Vegetation Encroachment Notifications
1	Various Locations within CSA-3	Street Light and Sight Distance Safety Trimming

District	Location	Proposed Work
All	Countywide	Sidewalk and Curb/Gutter Repair ADA Ramp Repair and Installation
All	Various Locations as Needed	Occasional Small Reimbursable Work Projects
2	B13315 Hollister Ave. (5000 Block)	Repair approximately 50' Sidewalk Infill approximately 400' Sidewalk

District	Location	Proposed Work
All	Countywide	Sidewalk and Curb/Gutter Repair & Replacement, Tree Removal, Planting, Trimming

District	Location	Proposed Work
All	Various Locations	Planting, Staking, Watering, Trimming, Weed Control

Appendix

A. Board Letter

B. Notice of Exemption

C. Arborist - Approved Tree Lists

D. Sample of ADA Request for Accommodation Form

E. Sample of ADA Grievances Form

F. Sample Project Initiation Request Form

Fairview Avenue: In-House Leveling Project

Spring 2020

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:	August 18, 2020
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

SUBJECT: **Fiscal Year 2020/2021 Road Maintenance Annual Plan, All Supervisorial Districts**

County Counsel Concurrence:

As to form: Yes

Auditor-Controller Concurrence:

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

a) Approve and adopt the Fiscal Year 2020/2021 Road Maintenance Annual Plan;

b) Approve Fiscal Year 2020/2021 Road Maintenance Annual Plan projects and Authorize the Director of Public Works to advertise for construction; and

c) Find the Road Maintenance Annual Plan for Fiscal Year 2020/2021 is exempt from the provisions of California Environmental Quality Act pursuant to 14 CCR 15301(c) (as the proposed project(s) consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities), and approve the filing of the attached Notice of Exemption on that basis.

Summary Text:

This item is on the agenda to adopt the Fiscal Year (FY) 2020/2021 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 annual routine maintenance and repair work plans, and capital maintenance projects.

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.

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 2020/2021 RdMAP maintenance projects and work plans are identified by Supervisorial District (Attachment A). Operations and contract projects are funded primarily by Measure A Sales Tax, State Gas Tax, revenues from from the Road Maintenance and Rehabilitation Account (RMRA) established with Senate Bill 1 (SB 1), and General Fund (Maintenance of Effort, $500k of discretionary funds, and the 18% of unallocated growth set aside for transportation).

As a result of State revenue reductions for the last several years, the majority of Measure A funding has been allocated to perform corrective, annual maintenance and repair work as approved by your Board in the Measure A Program of Projects on April 7, 2020. In addition, the effects of the coronavirus pandemic and associated stay at home orders further reduced gas tax revenue estimates for FY 2020/21. Consequently, $4M of General Fund was also allocated to perform in-house corrective maintenance and repair work as approved with the budget adoption on June 9, 2020.

Backlog

The County's current overall system Pavement Condition Index (PCI) is 56 (on a scale of 0-100, with 25 or less=failed, and 100=best). The annual backlog of deferred maintenance for FY 2020/2021 is $311M. Of this, $143M is pavement preservation needs. The remainder is bridges, hardscape and trees, drainage facilities, and traffic operation devices.

Plans and Programs

This year, the RdMAP programs approximately $5.5M for pavement preservation and associated hardscape repair, and defers approximately $8.8M in pavement preservation. The RdMAP also includes approximately $1.75M of work on bridges, culverts, and traffic devices such as guardrail and sign and striping. Your Board adopted a list of projects for FY 2020/21 funded by the RMRA on April 21, 2020 as a requirement of the bill. Most of these roads are also reflected in the FY 2020/21 RdMAP. Some minor adjustments were required to match anticipated revenue reductions due to the effects of the coronavirus pandemic. The work in the RdMAP reflects the reduced funding and the RMRA project list will be updated at the end of the fiscal year as part of the annual expenditure report to the state.

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 two satellite yards: the South County Road Yard, with two maintenance crews; the Central County, with a crew in Lompoc and the satellite road yard in Santa Ynez; and the North County, with two crews, and the satellite road yard in Cuyama. In addition, there are two countywide crews: the Urban Forest & Utility Crew focuses on caring for and maintaining the County's trees, vegetation, and associated hardscape; and the Sign & Stripe Crew refreshes paint throughout the County, focusing on school zones in the summer, and replaces and repairs signs as needed in our inventory of over 15,000 signs and 375 signals, flashers, radar signs, and bicycle path 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 2020/2021 RdMAP for the County's Transportation Infrastructure System.

Planning and implementing the RdMAP is a year-round process. In the fall, when the adopted RdMAP work is underway, planning for the next year begins. Maintenance crews and Superintendents gather the information about needs and priorities based on what they see in the field. With that information and a preliminary budget, the Department creates an initial priority project list. Meanwhile, using asset

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

Capital Maintenance projects included in the FY 2020/2021 program are listed in the RdMAP for each District. These road sections will be treated with fog seals or asphalt overlays, depending on their pavement preservation needs. The plan includes hardscape construction associated with these and other roads to improve ADA accessibility, and minor bridge repairs throughout the County. Road Yard Work plans prioritize efficient maintenance for safety, mobility and accessibility with limited resources.

Project Approval, CEQA Determination, and Authority to Advertise

These projects are exempt from the provisions of California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15301(c) as they involve the repair and maintenance of existing road facilities. The Department requests that your Board authorize the Director of Public Works to advertise the funded projects listed for the Surface Treatment Program/Capital Maintenance and any Tree Partnership Program contracts utilized to accelerate these efforts. Once approved, the Department will advertise the funded projects identified in the FY 2020/2021 RdMAP.

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

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

Funding Sources	Operations & Maintenance	Capital Maintenance	TOTAL
RMRA	$ -	$ 6,800,000	$ 6,800,000
Measure A	$ 6,000,000	$ -	$ 6,000,000
General Fund MOE	$ 1,843,500	$ -	$ 1,843,500
General Fund		$ 500,000	$ 500,000
GF 18% policy	$ 4,058,800	$ -	$ 4,058,800
Total	**$ 11,902,300**	**$ 7,300,000**	**$ 19,202,300**

Narrative:

Approximately $7.3M of this funding is for Capital Maintenance, the balance is for Maintenance Operations/Annual Roadway Maintenance and Repairs. This work will be programmed in Funds 0015 and 0016.

Special Instructions:

Please forward a stamped, certified Minute Order approving the recommendations, and one copy of the executed Resolution to Gail Ocheltree Public Works - Transportation, 568-3094.

Attachments:

Attachment A: FY 2020/2021 Road Maintenance Annual Plan (RdMAP) FINAL DRAFT Attachment B: Notice of Exemption

Authored By:

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

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B

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

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

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

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

LOCATION: Countywide: All Supervisorial Districts

PROJECT TITLE: FY 2020/2021 Road Maintenance Annual Plan, All Supervisorial Districts

PROJECT DESCRIPTION: Santa Barbara County Public works requests the Board adopt the FY 20/21 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.

This year, the RdMAP programs approximately $5.5M for pavement preservation and associated hardscape repair, and defers approximately $8.8M in pavement preservation. The RdMAP also includes approximately $1.75M of work on bridges, culverts, and traffic devices such as guardrail and sign and striping. Your Board adopted a list of projects for FY 2020/21 funded by the RMRA on April 21, 2020 as a requirement of the bill. Most of these roads are also reflected in the FY 2020/21 RdMAP. Some minor adjustments were required to match anticipated revenue reductions due to the effects of the coronavirus pandemic. The work in the RdMAP reflects the reduced funding and the RMRA project list will be updated at the end of the fiscal year as part of the annual expenditure report to the state.

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 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 of 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: **August 18, 2020**
Distribution: Hearing Support Staff for posting

June 16, 2020

Morgan Jones Department Representative Date

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

POSTED

JUL 16 2020

SB County

Planning and Development

Distribution: Date filed with Planning & Development _____.

Distribution: Date Filed by County Clerk: _____.

C

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

(805) 681-4990
FAX 681-4991

Arborist Approved Tree Planting List
South County

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

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

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

(805) 681-4990
FAX 681-4991

Arborist Approved Tree Planting List
North County

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

(Revised 4-28-2003)

D

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

Department of Public Works - Transportation Division
Request for Accommodation Form

Instructions: Please fill out this form completely, using black ink or typing. Sign and send it to the address or email 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*: County of Santa Barbara, Public Works Department - Transportation**
Attn: ADA Compliance Officer
123 East Anapamu Street, Santa Barbara, CA 93101
Or email: pwroads@cosbpw.net

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 Grievances Form

Instructions: Please fill out this form completely, using black ink or typing. Sign and send it to the address or email 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*: County of Santa Barbara, Public Works Department - Transportation**
Attn: ADA Compliance Officer
123 East Anapamu Street, Santa Barbara, CA 93101
Or email: pwroads@cosbpw.net

For Office Use:
File No. _____

Date Received _____ Received By: _____

Available online at http://www.countyofsb.org/pwd/asset.c/240

F

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: _____