

**SANTA BARBARA COUNTY  
BOARD AGENDA LETTER**



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

**Agenda Number:**  
**Prepared on:** 06/04/02  
**Department Name:** Public Works  
**Department No.:** 054/02/02  
**Agenda Date:** 06/18/02  
**Placement:** Departmental  
**Estimate Time:** 45 min total; 20 min staff  
**Continued Item:** NO  
**If Yes, date from:**

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**TO:** Board of Supervisors

**FROM:** Phillip M. Demery, Director  
Public Works

**STAFF CONTACT:** Scott D. McGolpin - 568-3064  
Deputy Director-Transportation

**SUBJECT:** Road Maintenance Annual Plan, FY 2002/03  
All Supervisorial Districts

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**Recommendation(s) :**

That the Board of Supervisors:

- A. Adopt the FY 2002/03 Road Maintenance Annual Plan (RdMap);
- B. Approve the funded projects listed for Maintenance Program (County Forces) and Surface Treatment Program (Contracts) within the Road Maintenance Annual Plan;
- C. Approve Notice of Exemptions pursuant to the County's California Environmental Quality Act (CEQA) guidelines for the above; (POST)
- D. Authorize the Director of Public Works to advertise the above mentioned projects contained within the FY 2002/03 Road Maintenance Annual Plan;

**Alignment with Board Strategic Plan:**

The recommendations are primarily aligned with Goal No. 1, An efficient Government Able to Respond Effectively to the Needs of the Community.

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**Executive Summary and Discussion:**

**Road Infrastructure and Summary of Needs**

The Transportation Division of the Public Works Department is responsible for the repair and maintenance of the County transportation system. This system includes over 1650 lane miles of roadways and their adjacent bike paths and major bridge and culvert structures. The system also includes over 15,000 street trees, curb, gutter and sidewalks (including curb ramps for the physically challenged), equestrian trails and traffic signals. The estimated replacement value of the taxpayers' investment is in excess of \$250 million.

In the first RdMap, the Department quantified the needs for pavement resurfacing and bridge repair and replacement. Since then, the Department has been striving to further quantify the transportation system by beginning drainage and sidewalk inventory programs. With these programs a more complete picture of the system and its needs has developed. Presently, the identified backlog of road maintenance needs is in excess of \$110 million over the next five years. This figure has increased over the last year and is based on a pavement re-evaluation conducted in 2001. This increase demonstrates that damage sustained by the pavement infrastructure as a result of the storms of 1998, 2000 and 2001 was much greater than originally estimated. Furthermore, the benefits of additional funding received recently have not been fully realized on the system, as asphalt costs have skyrocketed over the last few years. Because of this backlog, the Department finds it necessary to set priorities annually for road maintenance programs and projects. The following table shows the existing unfunded backlog for each component of the infrastructure:

<b><i>Infrastructure Component</i></b>	<b><i>Unfunded Backlog</i></b>
Pavement	\$55 Million
Concrete	19 Million
Bridge Maintenance	19 Million
Drainage	17 Million
<b><i>Totals</i></b>	<b><i>\$110 Million</i></b>

### **Transportation Funding**

The Department's primary sources of annual revenue to address the repair and maintenance of the County transportation infrastructure system needs are State gas taxes and Measure "D" local sales tax. In a typical year, only the Measure "D" "Maintenance of Effort" obligation of \$851,189 is provided from the General Fund through the collection of Property Tax. This represents \$3.50 for every \$1,000 of Property Tax collected.

Over the last two fiscal years the Department has received AB 2928 revenues also known as the Governor's Congestion Relief Bill. These new revenues are derived from sales tax collected on fuels in which the revenues previously were received by the State General Fund. These moneys were specifically designated for the purpose of road maintenance needs throughout the unincorporated areas of the County. This funding has a "use it or lose it" provision, whereby the County must have these funds expended within an 18 month period. AB 2928 funds have been used to augment the surface treatment program to meet the intent of the program and have been programmed again this year for the same purpose. A "Maintenance of Effort" obligation from the General Fund through the collection of Property Tax is required for AB 2928 and it is \$441,660.

This fiscal year your Board, through the budget process, has proposed an additional \$500,000 from the County's General Fund Designations to go towards the repair and maintenance of the transportation infrastructure system.

The Department proposes to distribute this additional funding to each Supervisorial District utilizing the revised Measure "D" distribution formula approved by your Board on June 6, 2000. This funding and the projects are described in this RdMAP under the General Fund Descriptions within each supervisorial district. The 5th District Supervisor has decided to provide the incoming Supervisor the opportunity to program their District's General Fund allocation. This will allow the new Supervisor latitude to best maintain and repair the roadway facilities that he feels are in most need of attention. The 4th and 1st District Supervisors have elected to place their General Fund monies within the Preventive Maintenance Program. The 3rd District has prioritized a portion of its General Fund to the Alamo Pintado overlay, and retained the remainder for future use. The 2nd District has also determined to hold their General Fund for future projects. The Department will approach your Board in the future to prioritize the funding for these projects within the 2nd and 3rd Districts.

With this plan the Department will apply \$1.3 million of Congresswoman Lois Capps Demonstration Project funding to the system that was provided to the County in the first cycle of TEA21. These funds were made available for recycling and rehabilitation projects throughout our County. Roads eligible for this program must be a part of the federal-aid system and the work performed must have a life expectancy of no less than 10 years. This funding was allocated based on federal-aid system need within the County in accordance with the above criteria.

Those roadways included in this fiscal year's program are listed in the RdMap in the Surface Treatment Program (contract) by district.

As discussed above, Measure "D" is one of the County's primary sources of funding for maintenance of our transportation infrastructure system.

Specifically, Measure "D" is typically utilized for preventive maintenance needs, which take the form of major contracts to outside contractors within our County. The concept of preventive maintenance promotes the principal that pavement life can be significantly extended through periodic seal coating, resurfacing and patching of the existing asphalt surfaces. This document includes a total of approximately 203 lane miles of County roadways for surface treatment this fiscal year. Of this total, approximately 190 lane miles will be treated and placed into a preventive maintenance mode, which will include fog seals, slurry seals or an asphalt concrete overlay. The remaining miles will require a more substantial treatment to include recycling of the existing asphalt surface.

### **The Road Maintenance Annual Plan Process**

On June 28, 1994, your Board approved the road maintenance planning process as well as the first Public Works Road Maintenance Annual Plan (RdMap) for FY 94/95. This approval has led to the development of the draft final RdMap for FY 02/03 prepared for the County's transportation infrastructure system before your Board today for approval.

The FY 02/03 RdMap process is similar to the process used to create the prior RdMaps. The proposed planning process began with the identification of annual needs and staff preparation of preliminary project descriptions. Once the preliminary prioritized list was developed, the Department met with each Supervisor independently to inform the Board of the plan and the proposed process, then public workshops were conducted in the respective Supervisorial Districts to obtain input

regarding the plan. The plan was revised based on public input and, if needed, supplemented by environmental surveys and further engineering analysis. The Department recommends that the Board approve the FY 02/03 RdMap at this time.

### **Workshops**

The workshops were noticed in various newspapers within the County and held on May 21<sup>st</sup>, 2002, for the residents of the Fourth, Fifth and the northern half of the Third Supervisorial Districts; and May 22<sup>nd</sup>, 2002, for the residents of the First, Second and southern half of the Third Supervisorial Districts. Additionally, the workshops were also noticed by direct mailing to Community Groups as well as interested individuals who contacted the Department within the past year concerning road maintenance issues.

The purpose of the workshops was to present the proposed RdMap for Fiscal Year 02/03 to the public, describe the role of the Road Maintenance Section within the Department and to receive comments and input on the proposed RdMap. It is at these meetings that the public is able to meet with Public Work's professionals within their County and explain their concerns dealing with maintenance within the road right-of-ways. At the North County Meeting, held at the Betteravia Government Center, 3 people attended. The South County Meeting was held at the Goleta Health Care Services Building and an estimated 35 people attended. In both meetings the individual concerns of the citizens were listed on Project Initiation Requests that were evaluated and prioritized by staff in the week after these meetings. The majority of the issues raised by citizens during these workshops concerned the attendees' residential streets.

This year, as proposed and approved last year by your Board, the Department has recommended to each supervisor's office to utilize the additional \$500,000 from the County's General Fund to go towards the citizen requested repairs through the workshop process. With the Department's limited funding available for the maintenance of the Transportation Infrastructure system we must utilize our primary preventive maintenance funding, Measure "D", for the backbone of this system. The backbone is defined as the arterials, collectors and major rural roads of this County. Without these roads in a preventive maintenance classification (i.e.: requiring either a fog or slurry seal, thin or standard overlay) the majority of commuters within this County are impacted. These roads are the lifelines of the business community and without

a well-maintained backbone the potential for impacts to commerce are increased.

Also, a well-maintained backbone reduces the County's liability. This proposal allows the Department to maximize the limited preventive maintenance funding we receive on the backbone roads within our County. The Department has met or contacted each supervisor's office after the workshops to discuss priorities within each district.

### **Summary of RdMap FY 01/02**

In 1985, the County began monitoring the pavement component of the infrastructure using a Carter Pavement Management System. Since this time, the system has been continuously re-evaluated (usually a third of the system each year). In recent years the Department evaluated various pavement management systems in order to find one, which will better serve the County's needs. Through our research we have selected the Micro-Paver System to replace the Carter system.

Transportation Division staff has attended training classes on this system and the Department began a gradual conversion to this new program. The Department completed a re-inventory of the County's 1650 lane mile pavement system in 2001 and we have now fully implemented this system.

Road Maintenance personnel were responsible for the pavement preparation on 115 lane miles of County roadway prior to the Measure D resurfacing. These preparations include street tree trimming, crack sealing, patching, and vegetation removal. To date, 115 lane miles of approved FY 01/02 RdMap preventive maintenance work have been either advertised for competitive bids or are in the construction phase. We anticipate completion of all of the FY 01/02 programmed preventive maintenance work by the fall of 2002.

From July 2001 through May of 2002, Road Maintenance operations staff have received and responded to 1580 Service Requests from the community.

The Transportation Division operates three equipment maintenance shops, one in each of its maintenance areas. The introduction of electronic and computer controls into the trucks and heavy equipment fleet of the Transportation Division has generated the need to upgrade and modernize the diagnostic equipment in our shops. This upgrade has included testing equipment that attaches directly to vehicles and downloads information about that vehicle's performance.

This information includes engine diagnosis as well as transmission, brakes, and other power train components.

Complementing this testing equipment is a software system that is varied in its applications. The system also allows the mechanics to access repair and parts manuals, updates the system on manufacture's recalls and the proper repair. These testing systems keep our equipment maintenance shops on the cutting edge of computerized mechanics and allow the Division to maximize the use of our vehicle equipment time.

In February of 2002, the City of Goleta incorporated, and with that they took the responsibility of 172 lane miles of Transportation Infrastructure. The County of Santa Barbara, Public Works Department in relinquishing maintenance responsibility for these roadways has reduced its maintenance funding by approximately one million dollars with regards to corrective maintenance activities.

In March of 2002, the Partnership Program was upgraded with the addition of a program coordinator for the South Coast. The Partnership Program began in mid-1996 and was proposed as a cost sharing between the residents of the community and the County. As the program exists today, participation requires that residents must be willing to pay for forty-percent of the costs associated with repairing hardscape damage in front of their homes. It is anticipated that this new position will significantly increase the maintenance sections ability to respond to citizen's concerns. In the past year, the South Coast Program has remove an replaced 6890 square feet of broken sidewalk, 2500 linear feet of broken curb and gutter, and 37 street trees were removed and 32 were replaced.

Due to The Sheriff Department's operational needs as well as an agreement with the Airport Authority the Road Maintenance Yard located in Santa Ynez was moved from its previous location at the Airport to Zaca Station Road.

### **Project Approval, CEQA Determination and Authority to Advertise**

The FY 02/03 RdMap recommends the approval of the Maintenance Program (County Forces) and Surface Treatment Program (Contracts). This year's Surface Treatment Program includes both Measure "D", General Fund and Congresswoman Lois Capps Demonstration funded projects.

Board of Supervisor's approval of these projects will commence the appeal period, pursuant to CEQA guidelines, Section 15062.

The Department requests that authority be granted to the Director of Public Works to advertise the funded projects listed for Surface Treatment Program (Contracts). Sealed

proposals will be received at the Public Works Conference Room, County of Santa Barbara, Department of Public Works, County Engineering Building, 123 E. Anapamu Street, Santa Barbara, California on a date to be determined and will be opened publicly and read aloud.

The proposed projects listed as Storm Repair and Restoration and Construction Projects identified by Supervisorial District within the RdMap will require further environmental review.

Projects within these categories are identified in the annual plan for reference and disclosure purposes only.

**Mandates and Service Levels:**

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

**Fiscal and Facilities Impacts:**

The FY 2002/2003 RdMap projects total approximately \$18 million, the Rdmap projects will be funded by the Transportation Equity Act 21<sup>st</sup> Century (TEA-21), AB 2928 and Measure "D" funds. Also \$500,000 of this amount will be funded by the General Fund Designations proposed by your Board during the budget process for the repair and maintenance of the transportation infrastructure system. The projects or work identified for funding through these programs are budgeted in the Engineering and Construction Cost Centers for the Transportation Division on Page D292 (Fiscal Year 2002/03 adopted budget).

**Special Instructions:**

Please forward a Minute Order approving the Recommendations to the Public Works Department, Transportation Div., attn: Cecelia Barnes, ext. 3064.

Enclosures: 1) Road Maintenance Annual Plan for Fiscal Year 2002/2003  
2) Notice of Exemptions by Supervisorial District