

2011–2012

Road Maintenance Annual Plan

DRAFT

Maintenance Activities:
County crew's daily activities

Pavement Preservation:
Preventive maintenance
philosophies and applications

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

RdMAP

TRANSPORTATION DIVISION

PROVIDING A CLEAR PATH
A SMOOTH RIDE AND
A SAFE TRIP FOR THE TRAVELING PUBLIC



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

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

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

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

Please note that Public Works must be responsive to unforeseen occurrences such as natural disasters, public safety emergencies, and changes in project funding availability. Unexpected variations from the maintenance plan may be necessary, and the 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’s Road Maintenance Annual Plan (RdMAP) is the means by which the Transportation Division accomplishes our mission to *provide a clear path, a smooth ride, and a safe trip for the traveling public.*

This document is the proposed Santa Barbara County Road Maintenance Annual Plan for Fiscal Year July 1, 2011 through June 30, 2012.

The projects we have proposed in this RdMAP were selected using public input and requests, the Board of Supervisors’ priorities, County Executive Office input, the StreetSaver® Pavement Management Program, and our staff’s professional assessment of Transportation’s facilities and roadways. Thanks to our community

partnerships, local leadership, committed staff, and the support of the community, the Transportation Division is able to offer innovative programs and provide Public Works services. It is our hope that in the coming years, we will be able to offer new programs and services, and continue to grow as a trendsetting organization.

The RdMAP projects are organized by County Supervisorial Districts, and listed in each District’s section of this RdMAP. Please address inquiries and comments regarding this plan to Transportation Administration, or the nearest Road Maintenance Office:

TRANSPORTATION DIVISION ADMINISTRATION

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RdMAP Planning Process and Public Outreach

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

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

The Division hosts public meetings once a year in the North and South County, generally in March, to allow for additional input. We advertise these meetings in various local newspapers, and send notification to community groups, as well as individuals who have filed PIR's throughout the year.

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

Using all of these sources of information, we draft an initial maintenance plan that depicts how we can best utilize our limited funds to address the needs of the roadway infrastructure. Following the public workshops, we incorporate the additional input we receive from the public into the plan, and present the finalized RdMAP to the Board of Supervisors for approval.

The concept of Accountability, Customer-Focused, and Efficient Government is at the core of the RdMAP. The Transportation Division involves the 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 our Maintained Road System. Year after year, the Public Works Department continues to be a leader in providing the best value for the tax dollar by keeping maintenance planning focused on our customers – the traveling public.

Maintenance Overview

Corrective Maintenance

The three major Maintenance Road Yards are responsible for all of the corrective maintenance on County roads. Corrective maintenance is the day-to-day work performed by County crews to fulfill our 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.

County crews perform most of these activities on a seasonal basis, for instance, culvert cleaning is done in the fall – the crews inspect 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 means increased vegetation, which results in more shoulder repair and vegetation removal work.

Summary of RdMAP 2010/2011 Maintenance Activities

The cumulative efforts of the Road Maintenance Section have had a positive effect on County roads for FY 2010/2011. The crews responded to over 765 service requests, each within 48 hours of receipt. Although we could not fulfill every service request, staff did respond to each individual who requested service.

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

The in-house fog seal continues to be an excellent Pavement Preservation Program. Crews performed fog sealing over 15 days, and applied an average of 0.68 gallons of oil per square yard to 30 Lane Miles of pavement to help maintain and preserve the traveled way throughout the County.

Under the Partnership Program (a tax-deductible, cost sharing effort to replace damaged curb, gutter, and sidewalk), crews have completed 738 lineal feet of concrete repairs. The Program also includes contracts to clean, trim, and water the medians in the unincorporated areas of Goleta. The County has installed irrigation systems and sustainable landscaping that is suitable for the climate on three medians in the Goleta area.

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

Maintenance Activities

Program Categories

Each of our three Road Maintenance Yards performs corrective maintenance activities on a daily basis. These activities are described in detail in this section. Our Road Maintenance Program consists of fourteen categories of work that are funded through the Transportation Division's budget. These categories include, In-House Leveling Operations, Surface Treatment Program, Roadway and Bike Lane Surface Preparation and Maintenance, Weed and Brush Removal, Culvert Maintenance, and Traffic Control Maintenance.

The Program charts (located at the beginning of each District's funding section at the back of this RdMAP) illustrate the budget for each Program category, per District. These Program projects are categorically exempt under the California Environmental Quality Act (CEQA) of 1970. The Notice of Exemption for each project per location is also located within each District's funding section.

The Program category *Construction Projects* requires additional environmental review. The majority of funding for these projects comes from state and federal programs, and supplemented by the Road Fund budget.

In-house Leveling Operations

For the past 10 years, the Transportation Division has utilized County crews and equipment to perform our in-house leveling maintenance operation to correct failed and distressed areas in the roadway. In many cases, we can repair the roadway and bring it to an acceptable standard using a leveling course of asphalt. This consists of a thin layer of either cold or hot asphalt that we apply to the entire width of the pavement, covering the failed areas of the roadway. Essentially, the in-house leveling operation is a large patch that covers pavement distress and improves rideability.

The County recycles all deteriorated asphalt that we remove from the roadway through a process of grinding and reusing for road maintenance purposes.

Surface Treatment Program (Contracts / County Forces)

Surface treatment contracts are major construction projects that are funded by Measure A¹, remaining Measure D, Proposition 1B, and Congressman Gallegly Demonstration funds. The contracts include projects such as fog seals, scrub seals, micro surfacing, asphalt concrete overlays, curb, gutter, and sidewalk repairs, ADA compliant curb ramps, street tree replacement and maintenance, and major pavement rehabilitation and reconstruction. Public Works advertises and awards these projects to the lowest responsive bidding contractor, or assigns them to in-house forces.

The concept of preventive maintenance promotes the principle that we can extend pavement life significantly through periodic seal coating, resurfacing, and patching. In this RdMAP, we have proposed surface treatments for approximately 120 lane miles of County roadway.

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

Maintenance Activities...

Roadway and Bike Path Surface Maintenance

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

Surface maintenance also includes weed removal from paved surfaces such as streets and sidewalks, in preparation for both corrective and preventive maintenance surface treatments. When weeds cannot be removed mechanically or by hand, we use a glyphosate herbicide spray to abate the vegetation. This method of vegetation abatement is part of the County Integrated Pest Management Program, of which the Transportation Division has been a participant for the last 11 years. When applying herbicides, we use the most up-to-date technology such as the “Weed Seeker” spray system, which uses an infrared system to spot and spray individual weeds on the surface. This equipment has significantly reduced herbicide usage, compared to more traditional hand methods.

Weed and 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, we avoid mowing in areas with wildflowers during their 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.

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.

The annual maintenance of these facilities is essential to roadway safety and the life of the pavement. When water collects on the roadway, it permeates the asphalt concrete and penetrates into the subgrade – removing

Maintenance Activities...

fines, creating voids, and causing stress. Over time, cracking develops, eventually causing the pavement to disintegrate. Routine culvert maintenance helps prevent this type of water damage to our roadways. The quicker water drains from the roadway, the more advantageous it is for the pavement.

Traffic Control Maintenance/Safety Assessment

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

The Transportation Division operates 43 traffic signals, 1 temporary traffic signal on Paradise Road, 24 flasher units, 22 driver-feedback radar signs, numerous bikeway lights, and has a maintenance agreement with the City of Carpinteria's to maintain the City's traffic signals. We have a Preventive Maintenance Program for all of our equipment, and a 24-hour callout system is in place for emergencies. We routinely inspect and update the timing and usage of our signalized intersections to provide the safest, most efficient system possible.

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

Street Tree Maintenance / Vegetation Control / Sidewalk Surface Repair



Street tree maintenance includes complaint investigation, trimming, watering, concrete repairs, tree removal and planting, and stump grinding. The Transportation Division maintains approximately 15,000 street trees countywide. County crews perform tree trimming in both the urban forest and on the rural roadside. In the urban setting, pruning gives a balanced and consistent look to the trees designated to the parkway strip. When necessary, our crews perform tree trimming prior to resurfacing operations and other maintenance activities. We also trim in rural and urban areas to expose street and traffic signs, and to clear for sight distance.

Of the approximately 15,000 street trees in County subdivisions, approximately 85% are inappropriate for street-side parkways. These trees cause damage to the curbs, gutters, and sidewalks that not only creates unsightly neighborhoods and increases

Maintenance Activities...

liability, but also makes street surface treatments more costly. The cost to repair all of the tree-damaged concrete in Santa Barbara County would be approximately \$32 million dollars. The Division replaces problem trees whenever possible, when repairing these curbs, gutters, and sidewalks, in accordance with the Street Tree Policy. We also work with citizens to resolve their individual requests and concern in an equitable and timely manner.

Urban Forestry Program/ Partnership Program

Each year, the Urban Forestry Program assists with preparations for Measure A funded road surface treatment applications such as, fog seals, micro surfacing, overlays, scrub seals, and other Engineering and Maintenance projects throughout the County. Preparing for surface treatments requires various methods of pruning County trees, including crown cleaning, thinning, structure pruning, reductions, and raising the tree canopy. When removing a County tree is necessary, we replant at a ratio of one for every two County trees that we remove, per our Street Tree Policy. When private vegetation encroaches into the right-of-way, we notify the property owners by mail to remove the vegetation, in accordance with County Ordinance 3703. Other preparations include ramping uplifted sidewalks, trimming overgrown or diseased street trees, stump removal, investigation of tree ownership, and contract administration for special concrete projects.

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

Before the Partnership Program began in 1996, the Division repaired hardscape damage primarily on roadways that were scheduled for an asphalt concrete overlay. Homeowners were not pleased with this practice because they had to wait until their street became a priority for paving before the County would make hardscape improvements in front of their homes. In response, the Division developed the Partnership Program as a tax-deductible, cost-sharing agreement between homeowners and the County for hardscape repairs. Participation in the Program requires the homeowner to pay 50% of the repair costs, which can include complete street trees removal and/or complete removal and replacement of damaged hardscape – typically 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 has successfully provided a choice for the public, and has benefited the County as well as the community. With the help of the local homeowners and their participation in the Program, the Division has been able to stretch our funds further, and address more street tree issues than we would have under previous practices. In a time when County revenues do not match the needs of the transportation infrastructure, the Partnership Program has helped us meet more of our needs, and respond to the requests of the community. Through this Program, we are achieving our common goals of public safety and Urban Forest preservation.



Maintenance Activities...



The Tree City (or County) USA® Program, sponsored by The National Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters, provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of cities and counties throughout the United States.

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

Service Request and Project Initiation Program

The Road Maintenance Section receives requests from the public on a daily basis to investigate concerns on the roadway. To date, we have received approximately 765 service requests for road repair during FY 2010-2011. We promptly investigate all requests and in most cases, our crews are able to correct the problem as part of the general maintenance plan. We take corrective action immediately on all requests that involve a safety issue. In cases where the scope of work is beyond that of routine maintenance, or would require interdepartmental coordination, we ask the constituent to submit a Project Initiation Request Form¹ to initiate the work.

The Transportation Division keeps a database to track the large volume of Project Initiation Requests (PIRs) that we receive each year. Once staff completes their investigation, we log the PIRs into the database and keep them in the backlog for one Fiscal Year. Due to the limited funding available, we can only choose a small number of these projects each year. If a project is not chosen, the constituent must submit a new PIR the following year in order for it to be considered for funding. This process allows the Division to keep an up-to-date list of projects that reflects the public's immediate concerns.

The public can request a PIR form by contacting the Transportation Division via phone, written request, email (see page 7 for contact information), or by attending one of our annual public workshops. Request forms are also available on our website at: www.countyofsb.org/pwd/roads/downloads/PIR.pdf

¹ A sample Project Initiation/Request Form is included in the Appendix

Preventive Maintenance Concepts & Programs

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

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

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

Public Works estimates the current backlog of unfunded road maintenance projects for the Santa Barbara County Road System to be approximately \$220 million dollars. This includes:

- \$110 million dollars needed for pavement restoration
- \$32 million dollars to repair concrete hardscape damage
- \$45 million dollars for bridge repairs
- \$33 million dollars to upgrade drainage problems and failures

Surface Treatments

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

Fog Seal

A Fog Seal is a thin and relatively inexpensive asphalt emulsion applied to the road pavement, typically at a rate of 0.08 to 0.10 of a gallon per square yard. This seals the asphalt and prevents water from penetrating the roadway, thereby extending the life of the pavement by approximately one to two years. County Forces perform Fog Sealing as a maintenance activity.



Preventive Maintenance Concepts & Programs...



Micro Surfacing

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

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 at a rate of .15 -.45 gallons per square yard, depending on the pavement condition and cover aggregate. A specially designed drag broom is then pulled through the emulsion to fill cracks

and voids left open by the initial application. An even coat of chips or other readily available aggregate is applied over the emulsion at a rate of 10-25 pounds per square yard, and finally, the seal is rolled over with pneumatic tire compactors. We do each of these steps 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.

Asphalt Concrete Overlay

An Asphalt Concrete Overlay is the application of approximately 0.15 feet of asphalt concrete to the roadway. This treatment is designed as a structural improvement that, with proper preventive maintenance strategies, provides up to 20 years of serviceable life to the roadway.



Special Programs

Collision Reduction Program

The Transportation Division maintains a database of all collisions that are reported in the unincorporated area of the County. The Division uses this information to help identify locations in the County that may need improvements such as signal retiming, striping changes, traffic movement restrictions, or Capital Improvements. There has been a measurable decrease in the number of reported collisions at many locations with these types of improvements.

District Improvements

District Improvements funds are available in each Supervisorial District, to fund project requests that are initiated by public concerns for road maintenance. The County prioritizes these projects based on a measurable reduction in the existing backlog.

Roadway Enhancement Partnership Program

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, material, and funding, for improvements to the County right-of-way (ROW). The Program is proactive in promoting voluntary enhancement to the ROW by selecting projects with the objective of beautification and a cleaner environment.

The Transportation Division issues a REPP encroachment permit to the applicant that allows them to work in the defined limits of the maintained ROW. Upon acceptance of the Partnership, the County provides personal safety equipment (vests and hard hats), as well as safety training to cover the risks and procedures for working in the ROW. The County places a sign of recognition on the ROW that displays the participant’s name and the enhancements they are providing. The participant supplies all other necessary material for their project.

The Program accepts a broad spectrum of enhancements projects, ranging from tree planting to road paving. We are currently overseeing eight enhancement projects, with the majority of effort concentrated on trash pick-up. Volunteers remove an average of 300 bags worth of trash from the ROW each year, as well as some larger items that cannot be bagged such as carpet, doors, sofas, dressers, mattresses, and other items abandoned on the ROW. The Program also oversees the maintenance of a community parkway, a street-sweeping program, and vegetation maintenance on a rural road.

The Transportation Division would like to thank the REPP participants for helping us to realize our vision of promoting voluntary enhancement of the County Maintained Road System.

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

Special Programs...

Street Tree Policy

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

Almost all of the trees that fall into the "street tree" category have been planted over the last 50 years in commercial and residential developments for aesthetics and sustainability, and they have grown to be an integral part of the Urban Forest. 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, not only for tree maintenance and removal, but also for sustainability and renewal of our Urban Forest. The goal of these policies is to manage the Urban Forest more effectively for public safety and well-being, while sustaining and enhancing the streetscape.



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

The Transportation Division has established two Arborist Approved Street Tree Lists: one for the north, and one for the south areas of the County. We considered factors such as sustainability, prevention of hardscape damage, as well as

consistency and aesthetics when creating these lists. We also considered the input of residents and community groups, which allowed for a wider variety and selection of street trees. We select from the appropriate list for new trees planted in the County ROW to minimize tree-related hardscape damage, and save the homeowners and the County time and money. Additionally, selecting approved trees that are consistent with the established trees in a given neighborhood allows the County crews to maintain them more efficiently, and gives a more uniform look to the neighborhood trees.

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

Pavement Preservation

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

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

Pavement Preservation: Preserving Our Investment in Highways

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

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

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

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

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

Pavement Preservation...

What Is Pavement Preservation?

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

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."

Pavement Preservation...

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

The Road Ahead

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

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

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

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



RdMAP Project Management

StreetSaver® – Pavement Management System

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

In the absence of a Pavement Management System, cash-short cities and counties are likely to resort to a “worst first” approach to repairing streets and roads. Under this method, local agencies pour their available funds into costly reconstruction of a few badly deteriorated roadways, while ignoring “healthy” roadways that need relatively inexpensive preventive maintenance treatments. “Worst first” is the least efficient strategy for local jurisdictions, and the least responsible use of public funds.

A PMS is not a “black box” that churns out answers to every maintenance question, but rather a tool to help determine the most cost-effective maintenance program. A PMS enhances professional judgment; it does not replace it. Apart from its obvious benefits, a PMS has an added advantage of helping 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 bring all pavement segments to a condition where preventive maintenance is the primary strategy. Not only does a PMS make more efficient use of public funds, but after a few years, it can help reduce overall maintenance spending. The Transportation Division designed this year’s Surface Treatment Program using these concepts to maximize the County’s investment in the road pavement system.

The County is recognized as a leader at the cutting edge of Pavement Management System technology. In 1985, the Transportation Division began monitoring the pavement component of the infrastructure using a Carter Pavement Management System. After 15 years, we converted to MicroPAVER Pavement Management System. The Division has recently converted to the StreetSaver® Pavement Management System. StreetSaver® provides full compliance with the Modified Approach to accounting for infrastructure in the Government Accounting Standards Board (GASB) Standard 34. This system, integrated with Geographic Information Systems (GIS), gives the Division powerful tools to plan, maintain, and analyze the County’s pavement network. Every year, the Division contracts with pavement specialists to inspect and reevaluate one-third of the County’s pavement network. These inspections document “distresses” (defects or problem indicators), and the quantity and severity of each distress.

Environmental Review Requirements

The Transportation Division performs many services that require environmental review under the *California Environmental Quality Act* (CEQA). A public agency must adhere to CEQA guidelines in order to carry out all proposed or approved discretionary projects. The Public Resources Code, section 21080, describes a “discretionary project” as one that “requires the exercise of judgment or deliberation where the public agency decides to approve of a particular activity.” The *2011/2012 Road Maintenance Annual Plan* is a discretionary project, subject to CEQA.

RdMAP Project Management...

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

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

Surface Treatment Project Scheduling

The annual Surface Treatment Program, as 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 that the concrete repairs and maintenance preparations are completed by the spring, in time to apply the surface treatments during the summer and fall.

The concrete repair stage is a three-month process in which Transportation 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. We then advertise and award the concrete repair project, in accordance with the public contracting code, and set the start date for the project. Concrete repair construction projects start in the winter months, and finish in the spring.



Once we advertise the concrete repair stage, we begin the design work on the second stage – the surface treatment. The design work typically requires three to six months to evaluate the pavement, mark and measure failed areas, determine appropriate surface treatments, prepare plans and specifications, and locate survey monuments that would be disturbed by the construction activities. Prior to the surface treatments, private contractors or County Forces perform the maintenance preparations on the ROW. Preparations include 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 from the ROW to allow the construction equipment unobstructed access. In asphalt paving operations, temperature of the material is critical to obtain the desired finish. The summer and fall months are the ideal time to pave in Santa Barbara County.

Emergency/ After-Hours Response

The Transportation Division responds to the needs of the County Maintained Road System. When problems arise on a roadway, the cause is of no consequence with regard to our response. Whether caused by normal

RdMAP Project Management...

wear-and-tear from public use, or by a natural disaster, our response will always align with the Division's mission to *provide a clear path, a smooth ride, and a safe trip for the traveling public.*

When problems arise outside of normal working hours, weekends, or holidays, the Division utilizes an emergency call-out list. This list contains the names and telephone numbers of Maintenance personnel who are equipped with County vehicles and tools to respond to after-hours emergencies. We regularly update and distribute this list to County Fire, Sheriff and Flood Control dispatches, as well as the California Highway Patrol.

Our initial response to a call-out may be one worker and a vehicle; however, if the responder determines that 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, we may call out more staff. As staff completes their tasks, and if no other operations are needed, they are sent home to await further instructions.

In hazardous conditions such as darkness or heavy rain, that make completion of the work unsafe for the staff or the public, we may postpone the work until daylight, or until conditions improve. In no case will Maintenance staff leave a hazardous condition that jeopardizes public safety, or abandon residents behind a road closure without proper notification.

The County has refined the call-out system over the last 40 years. We have used it successfully, from the routine late night fallen limb, to the severe flooding of 1969, 1983, and the infamous El Nino storms, as well as the more recent Zaca, Gap, Tea, Jesusita Trail, and La Brea Fires and the December 2010 and March 2011 storms. The call-out system allows for flexibility in rotating personnel out of the field to keep the staff rested and prepared for the regular workday. It allows for a continuity of effort and performance, and promotes safety for the public and the 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 ROW.

Americans with Disabilities Act and Transportation Facilities

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

RdMAP Project Management...

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

The Division will use Measure A funds to inventory the Transportation System ADA needs. We have added an ADA grievance component to our public outreach program that we conduct annually for the production of the RdMAP. We will include ADA upgrades as components of other Capital Improvement Projects, and seek grant funding from sources such as the Federal and State Safe Routes to School Program.



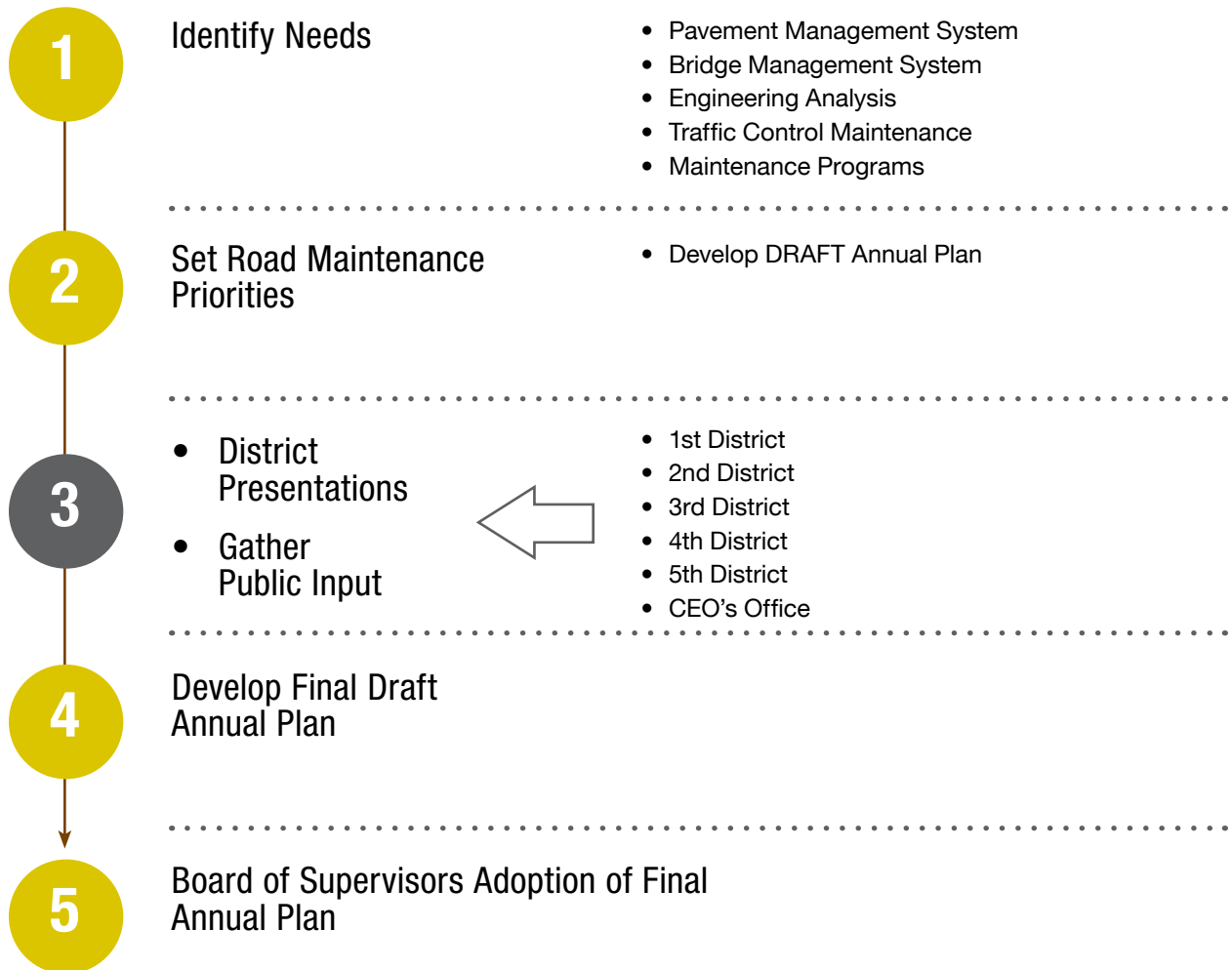
Capital Improvement Projects

Maintenance Program construction projects are Capital Improvement and Storm and Fire Damage projects that Public Works contracts out, and that receive at least partial funding from sources outside of the County. These projects can include bridge repair and replacement, hazard elimination and safety improvements, or storm and fire damage repairs. The Capital Improvement Project category may include projects that are scheduled for design or construction in FY 2011-2012.

RdMAP Project Management...

RdMAP Process

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



Project Funding

Overview of Project Funding

Measure A, Proposition 1B, Proposition 42, and State Gas Tax revenues will be the primary funding sources for the FY 2011-2012 RdMAP projects, which total approximately \$20.5 million.

Measure A Funding

On November 4, 2008, the Santa Barbara County voters approved Measure A, the Santa Barbara Transportation Improvement Program, with 79% of the votes to continue the one-half cent local sales tax that was in place under Measure D. Measure A took effect on April 1, 2010, and will remain in effect for 30 years. The County will allocate Measure A revenues for transportation.

Countywide Measure A revenues will be distributed according to the voter approved investment plan. A portion of the total Measure A revenues was dedicated to the Highway 101 widening, and the remaining revenues will be split equally between the South Coast and the North County. SBCAG made many concessions to several special interest groups that participated in the Measure A investment plan development. Because of these concessions, local agencies will receive 65% of the total amount of revenue from the North County expenditure plan for local streets and roads, and 52% of the total amount of revenue from the South Coast expenditure plan for local streets and roads.

On average, the County will receive approximately 20% less revenue for local streets and roads with Measure A than we received under the Measure D distribution.

The County receives Measure A revenues separately for the South Coast and the North County. The two revenues cannot be combined and must be used within their specified portions of the County. This allows the County to use separate distribution formulas for the South Coast and North County. On April 12, 2011, 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 that is based solely on 100% lane miles. Both of these distribution formulas are representative of the needs for each Supervisorial District based on the Pavement Condition Index (PCI) for each District. For other discretionary transportation funding, such as Proposition 1B and Economic Stimulus funds, the Board approved that these types of transportation funding be dispersed Countywide based solely on lane miles. This will ensure that the discretionary funds that the Department uses for our pavement preservation program are distributed based purely on the needs of our pavement infrastructure.

State Gas Tax Funding

In March 2010, the State Legislature and the Governor passed a transportation tax swap. The tax swap exchanged the sales tax on gas, formerly known as Proposition 42, with an indexed excise tax of 17.3 cents per gallon on gasoline. This new excise tax, commonly referred to as “new HUTA”, would be indexed, unlike the current flat rate of 18 cents per gallon Highway Users Tax Account (HUTA), or State Gas Tax. However, both Propositions 22 and 26 threatened to repeal this decision and the new HUTA funds would not be received beyond November 2011. This would have resulted in a loss of approximately \$3.8 million to the Department annually. Fortunately, on March 16, 2011 the Legislature passed AB105 – a budget trailer bill containing the fix to restore the new HUTA funds. While Proposition 22 did have a negative effect on local

Project Funding...

agencies new HUTA funds, it had a positive effect on our old HUTA funds. Once Proposition 22 was passed, the State was required to pay back all of the old HUTA funds that were being deferred, which they recently did.

Proposition 1B Funding

On June 1, 2010, the Board of Supervisors approved an expenditure plan for the final installment of \$5.4 million in Proposition 1B funds. The County must expend these funds by July 2014. Included in this document are the Proposition 1B funds that the Board of Supervisors allocated in 2010 for Surface Treatment contracts in the North County. The South County Surface Treatment contracts have been completed as of June 2011.

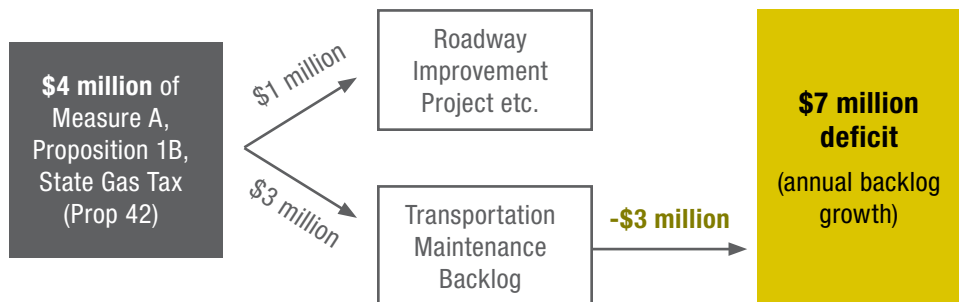
Public Works has allocated approximately \$1.8 million of these remaining Proposition 1B funds to Corrective Maintenance – the day-to-day maintenance work performed by County crews in each of the three Road Yards.

STIP Funding

State Transportation Improvement Plan (STIP) revenue has been another source of maintenance funding for the County. The County has used STIP funds for Capital Improvement Projects countywide, such as the Summerland Circulation Improvement and Hummel Road Extension projects. Utilizing the STIP dollars for Capital Improvement and storm/fire damage repair projects has allowed the County to focus Measure A and State Gas Tax funds on pavement preservation projects. The County has approximately \$2 million in STIP funding programmed for further improvements to Summerland; however, it is unknown at this time when these funds will be available. These will be the last of the STIP funds the County will receive for the next 30 years, due to the need for these dollars to fully fund the Regional projects contained in the Measure A Investment Plan.

A Future without STIP and/or RSTP

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



Project Funding...

Surface Treatment Contingency Fund

Surface Treatment Contingency funds are set aside in the event that construction bids for projects come in higher than anticipated, which can occur due to changes in the economic climate. Public Works also uses these funds to assist in making the necessary repairs to the transportation infrastructure after a natural disaster by providing local matching funds. At the end of each Fiscal Year, the Department rolls over any funds remaining in the Contingency to the next Fiscal Year, and supplements as necessary to maintain an adequate balance in this fund.

Board of Supervisors Maintenance of Effort (MOE)

On October 21, 2010, the SBCAG Board voted to amend the Measure A Ordinance to reduce the baseline MOE by 17.62% due to the severe decline in revenues from the original baseline of Fiscal Year 2007/08 to Fiscal Year 2010/11. Based on SBCAG’s decision, the County’s baseline MOE is \$1,189,218.08, which is a \$254,182.92 reduction. This reduction in MOE will provide the Board of Supervisors with additional General Funds to manage the FY 2011/2012 overall County budget deficit. The Ordinance does state that the MOE will be “... adjusted annually by the percentage change in the amount of retail transaction and use tax receipts collected through the imposition of this measure.” However, because Measure A tax receipts have not yet been collected for an entire year, SBCAG does not have sufficient information on the change in tax receipts to revise the amount of MOE required for Fiscal Year 2011/12. Consequently, the County’s Measure A MOE will remain at \$1,189,218.08 for Fiscal Year 2011/12. There will likely be a revision to the County’s required Measure A MOE for Fiscal Year 2012/13. The Department will continue to work with the CEO’s Office to ensure that funds are available to meet the Measure A MOE in the future.



Storm Impacts

The forces of nature have 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 for the cost of emergency work and permanent repairs. Funding for these repairs is provided by either FEMA or FHWA, with a match provided by the State, and there is still often local funds that need to be expended to cover any non-eligible costs.

The winter storms of late 2010 and early 2011 caused considerable damage to the Transportation infrastructure, and the State declared an emergency. The damage ranged from downed trees to mud and debris on the roadway to slip outs in which the shoulder or part of the pavement was lost. While the entire County experienced damage, the majority of the repairs are in the North County. A portion of the cost to respond to emergency calls, clean up the debris, repair, and monitor these damage sites will be covered by CalEMA (State), FHWA and FEMA; there is approximately \$320,000 in costs that will be reimbursed with local funds.

Project Funding...

2010 California Statewide Local Streets and Roads Needs Assessment

In February 2011, CSAC and the League of Cities completed the 2010 update to the California Statewide Local Streets and Road Needs Assessment, first published in October 2009. The results of the 2010 update show that our local streets and roads continue to deteriorate, and the funding shortfall continues to grow.

While federal and state governments regularly assess their system needs, no such data existed for the local street component of the State's transportation network. Historically, transportation funding investment decisions have not been based on local pavement condition data or adequate recognition of the local street system. The 2010 study surveyed all of California's 58 counties and 478 cities. The results of the study are based on data collected from more than 97% of the State's local streets and roads, including Santa Barbara County's.

The 2010 California Statewide Local Streets and Roads Needs Assessment Report shows that the statewide average PCI deteriorated from a 68 in 2008 to a 66 in 2010, which means that the average local street and road is classified as being "At Risk". If current funding remains the same, the statewide condition is projected to deteriorate to a PCI of 54 in 2020, and the County's PCI would drop to a PCI of 52 in that timeframe. Even more critical – the unfunded backlog for California's local streets and roads will almost double from \$38.1 billion to \$63.6 billion in 2020. If additional funding were to be infused into the road system each year, we could maintain our roads with a PCI above 70, and be in a state of "Good" condition. In order to stop any further decline and deterioration of our local streets and roads statewide, it would require an addition of \$7.9 billion annually.



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

2011/2012 RdMAP Budget

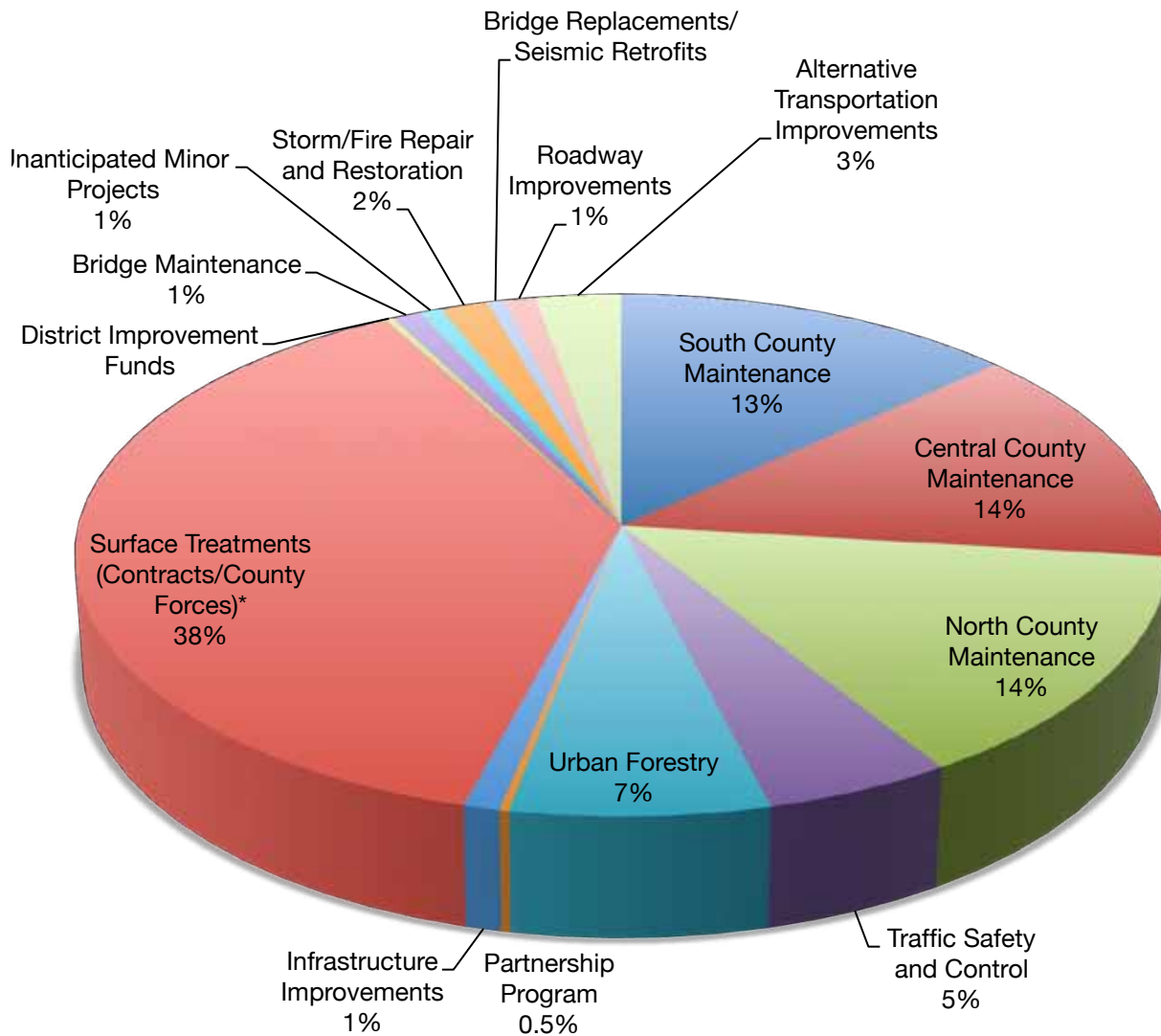
| PROGRAM CATEGORY | DISTRICT 1 | DISTRICT 2 | DISTRICT 3 | | DISTRICT 4 | DISTRICT 5 | PROGRAM TOTALS |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| | | | SOUTH | NORTH | | | |
| CORRECTIVE MAINTENANCE | | | | | | | |
| South County Maintenance | \$835,575 | \$1,087,963 | \$799,092 | | | | \$2,722,629 |
| Central County Maintenance | | | | \$2,482,181 | \$329,059 | | \$2,802,420 |
| North County Maintenance | | | | | \$1,769,533 | \$1,135,904 | \$2,914,256 |
| Traffic Safety and Control | \$106,333 | \$171,405 | \$49,779 | \$255,979 | \$380,786 | \$62,096 | \$1,026,378 |
| Urban Forestry | \$120,312 | \$495,403 | \$120,312 | \$212,315 | \$396,322 | \$70,772 | \$1,415,436 |
| Partnership Program | \$2,500 | \$15,000 | \$7,500 | \$7,500 | \$15,000 | \$2,500 | \$50,000 |
| Infrastructure improvements | \$22,000 | \$22,000 | \$22,000 | \$50,000 | \$73,000 | \$11,000 | \$200,000 |
| PREVENTIVE MAINTENANCE | | | | | | | |
| Surface Treatments (Contracts/ County Forces)* | \$353,619 | \$690,553 | \$287,529 | \$2,374,472 | \$3,048,045 | \$1,037,139 | \$7,791,357 |
| District improvement funds | \$10,000 | \$10,000 | \$5,000 | \$5,000 | \$10,000 | \$10,000 | \$50,000 |
| Bridge Maintenance | \$14,040 | \$5,209 | \$9,787 | \$159,391 | \$8,520 | \$1,041 | \$197,988 |
| Unanticipated Minor Projects | \$30,215 | \$38,893 | \$28,392 | \$21,982 | \$24,271 | \$6,248 | \$150,000 |
| CONSTRUCTION PROJECTS | | | | | | | |
| Storm/Fire Repair and Restoration | | \$15,000 | | \$120,000 | \$6,000 | \$180,000 | \$321,000 |
| Bridge Replacements/Seismic Retrofits | | \$28,625 | | \$46,917 | \$39,000 | | \$114,542 |
| Roadway Improvements** | | \$120,000 | \$60,000 | | \$30,000 | | \$210,000 |
| Alternative Transportation Improvements | \$192,000 | \$110,000 | \$200,000 | | \$80,000 | | \$582,000 |
| DISTRICT TOTAL | \$1,686,594 | \$2,810,050 | \$1,589,391 | \$5,735,737 | \$6,209,536 | \$2,516,699 | \$20,548,006 |

* Surface Treatments include High Priority Demonstration Funds and FY09/10 Proposition 1B funding for North County - Districts 3 North, 4, and 5

** Matching funds from GTIP for High Priority Demonstration Funds for Hollister Ave Widening PSR are included in District 2

2011/2012 RdMAP Budget...

County Road Pavement Preservation/Maintenance Budget



1 DISTRICT

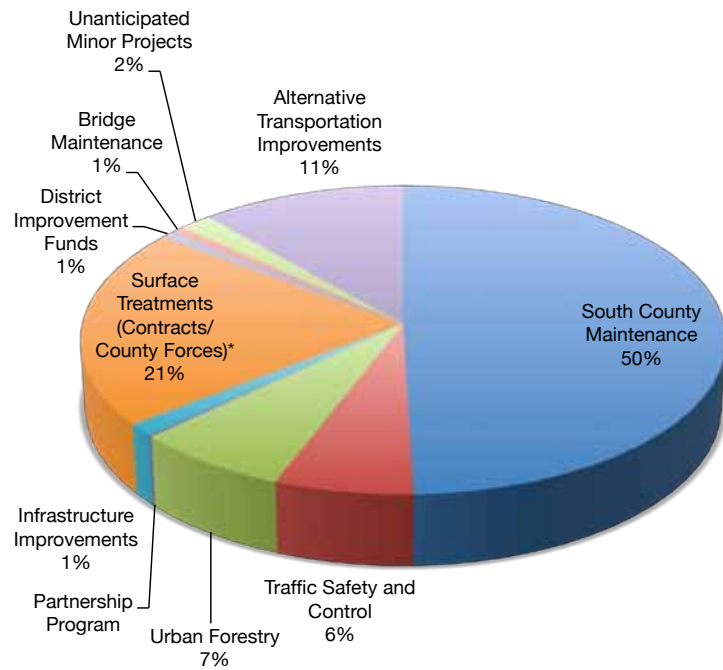
Budget Chart and Allotted Dollars

Below is an illustration and table of the budget dollars allotted to the First Supervisorial District, per project category, for the fiscal year 2011/2012.



Program Category

| CORRECTIVE MAINTENANCE | |
|---|--------------------|
| South County Maintenance | \$835,575 |
| Traffic Safety and Control | \$106,333 |
| Urban Forestry | \$120,312 |
| Partnership Program | \$2,500 |
| Infrastructure Improvements | \$22,000 |
| PREVENTIVE MAINTENANCE | |
| Surface Treatments (Contracts/County Forces)* | \$353,619 |
| District Improvement Funds | \$10,000 |
| Bridge Maintenance | \$14,040 |
| Unanticipated Minor Projects | \$30,215 |
| CONSTRUCTION PROJECTS | |
| Alternative Transportation Improvements | \$192,000 |
| DISTRICT TOTAL | \$1,686,594 |



* Surface Treatments include High Priority Demonstration Funds and FY09/10 Proposition 1B funding for North County - Districts 3 North, 4, and 5

Funded Projects by Location

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)

Measure A - Surface Treatment

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|-----------------|-----------------|----------------|-----------------|
| A 10845 | HOT SPRINGS RD | RIVEN ROCK RD | HWY 192 | MICRO SURFACING |
| A 10850 | HOT SPRINGS RD | HWY 192 | SUMMIT RD | MICRO SURFACING |
| A 10855 | HOT SPRINGS RD | SUMMIT RD | CITY LIMITS | MICRO SURFACING |
| A 10830 | OLIVE MILL RD | N JAMESON LN | HOT SPRINGS RD | MICRO SURFACING |
| A 10361 | ORTEGA RIDGE RD | GREENWELL AVE | ORTEGA HILL RD | MICRO SURFACING |
| A 10670 | SCHOOL HOUSE RD | SAN YSIDRO RD | HOT SPRINGS RD | MICRO SURFACING |
| A 11585 | TYE RD | HWY 192 | CHELTENHAM RD | MICRO SURFACING |
| A 10061 | VENICE LN | SANTA MONICA RD | VIA MARCINA | MICRO SURFACING |
| A 10062 | VENICE LN | VIA MARCINA | W END | MICRO SURFACING |

Measure A - Fog Seal

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|-----------------|---------------|-------------|---------------|
| A 10985 | PARRA GRANDE LN | RIVEN ROCK RD | HWY 192 | FOG SEAL |
| A 10064 | TARANTO CIR | VENICE LN | S END | FOG SEAL |
| A 10063 | TRIESTE LN | N END | E END | FOG SEAL |
| A 10295 | VARLEY ST | COLBY ST | EVANS AVE | FOG SEAL |
| A 10065 | VIA LATINA | VENICE LN | VIA MARCINA | FOG SEAL |
| A 10067 | VIA MARCINA | VIA LATINA | S END | FOG SEAL |

Roadway Enhancement Partnership Program (REPP)

| LOCATION | PROPOSED WORK |
|---|------------------|
| VARIOUS LOCATIONS - MONTECITO ASSOCIATION | GRAFFITI REMOVAL |

Capital Improvement Projects

| LOCATION | PROPOSED WORK |
|-------------------------------------|-------------------------|
| SAN YSIDRO PATHWAY | CONSTRUCTION |
| COLD SPRINGS WALKWAY IMPROVEMENTS | DESIGN AND CONSTRUCTION |
| SUMMERLAND CIRCULATION IMPROVEMENTS | CONSTRUCTION |

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

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

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

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

LOCATION First Supervisorial District.

PROJECT TITLE Maintenance and Surface Treatment Programs

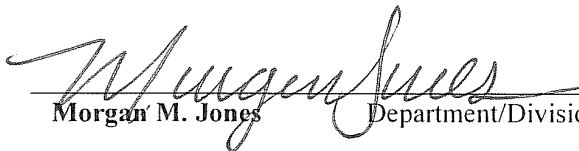
PROJECT DESCRIPTION The program category description is within the Road Maintenance Annual Plan (RdMAP). The project is routine maintenance of County roads in the south coast inland and coastal areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses.

EXEMPT STATUS:(Check One)

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

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – "...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:...(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

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


 Morgan M. Jones Department/Division Representative May 20, 2011
Date

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

Distribution: _____
Date filed with Planning & Development
Date filed with Clerk of Board

DISTRICT 2

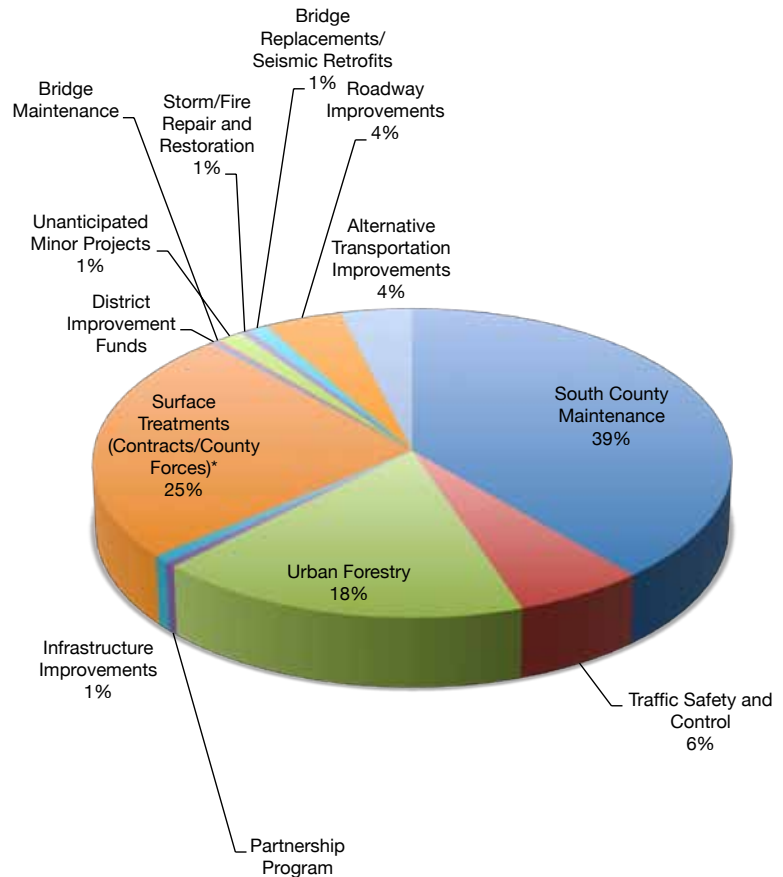
Budget Chart and Allotted Dollars



Below is an illustration and table of the budget dollars allotted to the Second Supervisorial District, per project category, for the fiscal year 2011/2012.

Program Category

| CORRECTIVE MAINTENANCE | |
|---|--------------------|
| South County Maintenance | \$1,087,963 |
| Traffic Safety and Control | \$171,405 |
| Urban Forestry | \$495,403 |
| Partnership Program | \$15,000 |
| Infrastructure Improvements | \$22,000 |
| PREVENTIVE MAINTENANCE | |
| Surface Treatments (Contracts/County Forces)* | \$690,553 |
| District Improvement Funds | \$10,000 |
| Bridge Maintenance | \$5,209 |
| Unanticipated Minor Projects | \$38,893 |
| CONSTRUCTION PROJECTS | |
| Storm/Fire Repair and Restoration | \$15,000 |
| Bridge Replacements/Seismic Retrofits | \$28,625 |
| Roadway Improvements** | \$120,000 |
| Alternative Transportation Improvements | \$110,000 |
| DISTRICT TOTAL | \$2,810,050 |



* Surface Treatments include High Priority Demonstration Funds and FY09/10 Proposition 1B funding for North County - Districts 3 North, 4, and 5

** Matching funds from GTIP for High Priority Demonstration Funds for Hollister Ave Widening PSR are included in District 2

Funded Projects by Location

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)

| Measure A - Surface Treatment | | | | |
|--------------------------------------|------------------|-------------------------|-------------------------|----------------------|
| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
| B 11868 | LA CUMBRE RD | VIA SENDA | CITY LIMITS BRIDGE | MICRO SURFACING |
| B 11870 | LAS PALMAS DR | VIA SENDA | VIA PRESADA | MICRO SURFACING |
| B 11875 | LAS PALMAS DR | VIA PRESADA | PALOMA DR | MICRO SURFACING |
| B 11880 | LAS PALMAS DR | PALOMA DR | 3525 S/O PALOMA DR | MICRO SURFACING |
| B 11885 | LAS PALMAS DR | 3525 S/O PALOMA DR | LAS OLAS | MICRO SURFACING |
| B 12835 | LORETO PL | CALLE BARQUERO | N END | MICRO SURFACING |
| B 13460 | SAN ANTERO PL | SAN FEDERICO AVE | E END | MICRO SURFACING |
| B 13450 | SAN GONZALO AVE | SAN FEDERICO AVE | E END | MICRO SURFACING |
| B 13455 | SAN RODRIGO AVE | SAN FEDERICO AVE | E END | MICRO SURFACING |
| B 12825 | SANTA ROSALIA WY | CALLE BARQUERO | PAREJO DR | MICRO SURFACING |
| B 13390 | SAN SIMEON DR | LASSEN DR | SAN MARCOS RD | MICRO SURFACING |
| B 13440 | SANTA LUCIA AVE | WALNUT LN | E END | MICRO SURFACING |
| B 12625 | PEBBLE HILL PL | CALLE REAL | PEBBLE HILL DR | SCRUB MICRO |
| B 12780 | ROCOSO WY | UNIVERSITY DR (WEST) | UNIVERSITY DR (EAST) | SCRUB MICRO |
| B 12280 | VIEJA DR | NOGAL DR | CARRIAGE HILL | SCRUB MICRO |
| B 12285 | VIEJA DR | CARRIAGE HILL | W END | SCRUB MICRO |
| Measure A - Fog Seal | | | | |
| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
| B 13225 | AGANA DR | MERIDA DR | PATTERSON AVE | FOG SEAL |
| B 13080 | AVENIDA PEQUENA | PASEO CAMEO | CATHEDRAL OAKS | FOG SEAL |
| B 13095 | CALLE ABIERTA | PASEO RIO | PASEO CAMEO | FOG SEAL |
| B 11995 | CALLE REAL | 3140'W EL SUENO RD | 5280'W EL SUENO | FOG SEAL |
| B 12171 | CAMINO DE VIDA | 275' W TURNPIKE | SAN ANGELO AVE | FOG SEAL |
| B 13015 | CROWN AVE | QUEEN ANN LN | N END | FOG SEAL |
| B 14465 | CUESTA VERDE | FAIRVIEW AVE | E END | FOG SEAL |
| B 13000 | DENA WY | QUEEN ANN LN | N END | FOG SEAL |
| B 13210 | GUANTE CIR | HANNA DR | S END | FOG SEAL |
| B 13215 | HARVARD LN | S END | N END | FOG SEAL |

Measure A - Fog Seal (Continued)

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|------------------|------------------|-----------------|---------------|
| B 12190 | HOLLISTER AVE EB | TURNPIKE RD | .6M E TURNPIKE | FOG SEAL |
| B 12205 | HOLLISTER AVE WB | .6 MI E TURNPIKE | TURNPIKE RD | FOG SEAL |
| B 12990 | JEAN LN | QUEEN ANN LN | W END | FOG SEAL |
| B 13280 | LIRA PL | AGANA DR | N END | FOG SEAL |
| B 11832 | MODOC RD | VIA SENDA | VIA ZORRO | FOG SEAL |
| B 11835 | MODOC RD | VIA ZORRO | ENCORE DR | FOG SEAL |
| B 11840 | MODOC RD | ENCORE DR (EAST) | STATE ST | FOG SEAL |
| B 13655 | OLEANDER PL | WALNUT LN | E END | FOG SEAL |
| B 13020 | PALACE CT | CROWN AVE | E END | FOG SEAL |
| B 13090 | PASEO RIO | PASEO CAMEO | CALLE ABIERTA | FOG SEAL |
| B 13065 | PASEO CAMEO | EAST END | AVENIDA PEQUENA | FOG SEAL |
| B 13085 | PASEO ORLANDO | W END | PASEO CAMEO | FOG SEAL |
| B 13205 | PEREZA CIR | HANNA DR | S END | FOG SEAL |
| B 13270 | SAN BLAS PL | AGANA DR | N END | FOG SEAL |
| B 12180 | SAN GORDIANO AVE | SAN ANGELO AVE | TURNPIKE RD | FOG SEAL |
| B 12175 | SAN ANGELO AVE | CAMINO DE VIDA | SAN SIMEON DR | FOG SEAL |
| B 13365 | SANTA ANA AVE | N END | SAN SIMEON DR | FOG SEAL |
| B 13370 | SANTA ANA AVE | SAN SIMEON DR | SANTA PAULA AVE | FOG SEAL |
| B 13375 | SANTA ANA PL | SANTA ANA AVE | N END | FOG SEAL |
| B 11780 | SUNSET RD | LA CUMBRE RD | HOPE AVE | FOG SEAL |
| B 13275 | TEPIC PL | AGANA DR | N END | FOG SEAL |
| B 13025 | THAMES CT | CROWN AVE | E END | FOG SEAL |
| B 13255 | TILA PL | AGANA DR | N END | FOG SEAL |
| B 11675 | WALNUT RD | S END | CENTER AVE | FOG SEAL |

Measure A - Hardscape Repairs

| LOCATION | PROPOSED WORK |
|--|---------------|
| CALLE REAL, FROM EL SUENO TO OLD MILL RD | 13 ADA RAMPS |
| CALLE REAL, FROM PEBBLE HILL TO WEST END | 4 ADA RAMPS |
| ENCORE RD, FROM MODOC RD SOUTH TO MODOC RD NORTH | 4 ADA RAMPS |

Capital Improvement Projects

| LOCATION | PROPOSED WORK |
|-------------------------------------|-----------------------------|
| HOLLISTER AVENUE WIDENING | PROJECT STUDY REPORT |
| SAN JOSE CREEK BIKEPATH | BIKEPATH IMPROVEMENT DESIGN |
| CATHEDRAL OAKS ROAD BR. No. 51C-001 | BRIDGE REPLACEMENT DESIGN |

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

**FROM: Department of Public Works/Engineering Division
(Lead Department/Division)**

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

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

LOCATION Second Supervisorial District.

PROJECT TITLE Maintenance and Surface Treatment Programs

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

EXEMPT STATUS:(Check One)

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

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – "...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:...(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

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


Morgan M. Jones

Department/Division Representative

May 20, 2011

Date

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

Distribution: _____
Date filed with Planning & Development

_____ Date filed with Clerk of Board

DISTRICT 3

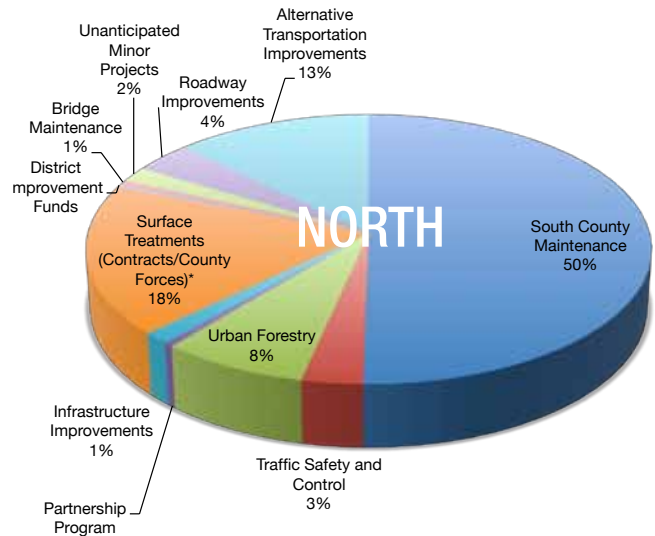
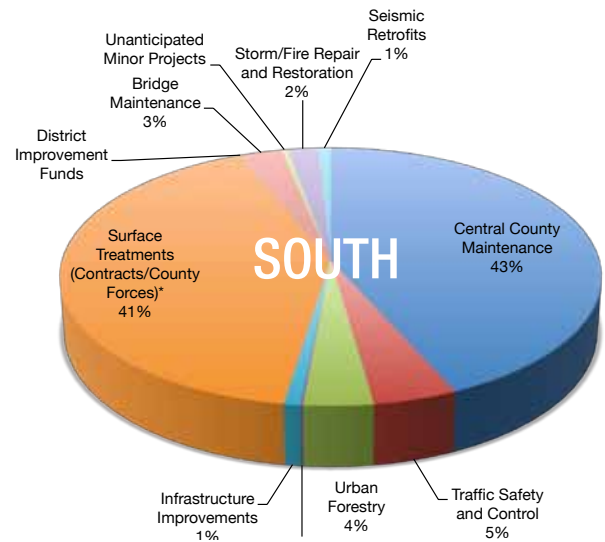
Budget Chart and Allotted Dollars

Below is an illustration and table of the budget dollars allotted to the Third Supervisorial District, per project category, for the fiscal year 2011/2012.



Program Category

| CORRECTIVE MAINTENANCE | SOUTH | NORTH |
|---|--------------------|--------------------|
| South County Maintenance | \$799,092 | |
| Central County Maintenance | | \$2,482,181 |
| Traffic Safety and Control | \$49,779 | \$255,979 |
| Urban Forestry | \$120,312 | \$212,315 |
| Partnership Program | \$7,500 | \$7,500 |
| Infrastructure Improvements | \$22,000 | \$50,000 |
| PREVENTIVE MAINTENANCE | SOUTH | NORTH |
| Surface Treatments (Contracts/County Forces)* | \$287,529 | \$2,374,472 |
| District Improvement Funds | \$5,000 | \$5,000 |
| Bridge Maintenance | \$9,787 | \$159,391 |
| Unanticipated Minor Projects | \$28,392 | \$21,982 |
| CONSTRUCTION PROJECTS | SOUTH | NORTH |
| Storm/Fire Repair and Restoration | | \$120,000 |
| Bridge Replacements/Seismic Retrofits | | \$46,917 |
| Roadway Improvements** | \$60,000 | |
| Alternative Transportation Improvements | \$200,000 | |
| DISTRICT TOTAL | \$1,589,391 | \$5,735,737 |



* Surface Treatments include High Priority Demonstration Funds and FY09/10 Proposition 1B funding for North County - Districts 3 North, 4, and 5

** Matching funds from GTIP for High Priority Demonstration Funds for Hollister Ave Widening PSR are included in District 2

Funded Projects by Location

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)

Measure A - Surface Treatment / South County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|-------------------|-----------------|-----------------|-----------------|
| B 16075 | CALLE REAL | HWY 101 ON-RAMP | W END FARREN RD | MICRO SURFACING |
| B 16120 | VEREDA DEL CIERVO | VEREDA LEYENDA | N END | MICRO SURFACING |
| B 16105 | VEREDA DEL PADRE | FARREN RD | VEREDA LEYENDA | MICRO SURFACING |
| B 16115 | VEREDA LEYENDA | CALLE REAL | N END | MICRO SURFACING |

Measure A - Surface Treatment / Central County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|--------------------|-----------------------|--------------------------|---------------------|
| C 6260 | COINER ST | FOXEN LANE | W. END | MICRO SURFACING |
| C 6410 | FOXEN LN | 580' S. OF HILL ST | S. END | MICRO SURFACING |
| C 31060 | SAMANTHA DR | REFUGIO RD | CALZADA AVE | MICRO SURFACING |
| C 31070 | SAMANTHA PL | SAMANTHA DR | CIMARRON DR | MICRO SURFACING |
| C 32830 | REFUGIO RD | 2800'S BASELINE | HWY 246 | MICRO SURFACING |
| D 28300 | ALDEBARAN AVE | GALAXY WY | CONSTELLATION RD | MICRO SURFACING |
| D 28305 | ALDEBARAN AVE | CONSTELLATION RD | SIRIUS AVE | MICRO SURFACING |
| D 28640 | SIRIUS AVE | CONSTELLATION RD | BURTON MESA BLVD | MICRO SURFACING |
| D 28930 | BURTON MESA BLVD | HARRIS GRADE RD | 4500' W/ HARRIS GRADE RD | MICRO SURFACING |
| D 29180 | LOMPOC CASMALIA RD | 500'N HWY 1 @ CONFORM | CROSS GUTTER @ CORRAL RD | MICRO SURFACING |
| C 30920 | PINE ST | E END | 875' E CALZADA AVE | SCRUB MICRO |
| C 30930 | PINE ST | 875'E CALZADA AVE | CALZADA AVE | SCRUB MICRO |
| D 29020 | APOLLO WAY | CONSTELLATION RD | E END | SCRUB MICRO |
| D 25550 | CENTRAL AVE | BAILEY AVE | FLORADALE AVE | OVERLAY WITH FABRIC |

Measure A - Fog Seal - South County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|------------|-----------------|-----------------|---------------|
| B 16170 | CALLE REAL | COUNTY LIMIT | 1.0 MI W COUNTY | FOG SEAL |
| B 16175 | CALLE REAL | 1.0 MI W COUNTY | LA PALOMA RANCH | FOG SEAL |
| B 16180 | CALLE REAL | LA PALOMA RANCH | REFUGIO RD | FOG SEAL |

Measure A - Fog Seal / Central County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|-----------------|--------------------|--------------------|---------------|
| C 30760 | MANZANA ST | MEADOW VALE LN | EDISON ST | FOG SEAL |
| C 30820 | WILLOW ST | FARADAY ST | E END | FOG SEAL |
| C 30880 | TIVOLA ST | COTA ST | CUESTA ST | FOG SEAL |
| C 30883 | TIVOLA ST | CUESTA ST | EDISON ST | FOG SEAL |
| C 30890 | TIVOLA ST | EDISON ST | MEADOW VALE LN | FOG SEAL |
| C 30990 | COUNTRY RD | CALZADA AVE | REFUGIO RD | FOG SEAL |
| C 31000 | COUNTRY LN | COUNTRY RD | N END | FOG SEAL |
| C 31010 | COUNTRY WY | COUNTRY RD | N END | FOG SEAL |
| C 31020 | BRANDON RD | COUNTRY RD | N END | FOG SEAL |
| C 31030 | COUNTRY CT | COUNTRY RD | N END | FOG SEAL |
| C 31040 | COUNTRY CIR | COUNTRY RD | N END | FOG SEAL |
| C 31110 | DEER TRAIL LN | REFUGIO RD S | REFUGIO RD N | FOG SEAL |
| C 31180 | QUAIL VALLEY RD | HWY 246 | DOVE MEADOW RD | FOG SEAL |
| C 31190 | QUAIL VALLEY RD | DOVE MEADOW RD | DEER TRAIL LN | FOG SEAL |
| C 31220 | DOVE MEADOW RD | QUAIL VALLEY RD | N END | FOG SEAL |
| D 25120 | OCEAN AVE | OCEAN PARK RD | W END | FOG SEAL |
| D 25480 | FLORADALE AVE | 1.0 MI N OCEAN AVE | CENTRAL AVE | FOG SEAL |
| D 25520 | BAILEY AVE | OLIVE AVE | OCEAN AVE | FOG SEAL |
| D 25960 | SANTA ROSA RD | 4.5 MI E HWY 1 | 5.5 MI E HWY 1 | FOG SEAL |
| D 26000 | SANTA ROSA RD | MP 8.0 | MP 9.0 | FOG SEAL |
| D 26010 | SANTA ROSA RD | MP 9.0 | MP 10.0 | FOG SEAL |
| D 26430 | JALAMA RD | 9.8 MI S HWY 1 | 10.9 MI S HWY 1 | FOG SEAL |
| D 27000 | DRUM CYN RD | HWY 246 | 660' N HWY 246 | FOG SEAL |
| D 27890 | HARRIS GRADE RD | 4500' N HWY 1 | 600' N BURTON MESA | FOG SEAL |
| D 27930 | HARRIS GRADE RD | 3.3 MI N HWY 1 | 3.6 MI N HWY 1 | FOG SEAL |
| D 27940 | HARRIS GRADE RD | 3.6 MI N HWY 1 | 4.0 MI N HWY 1 | FOG SEAL |

Measure A - Hardscape Repairs / Central County

| LOCATION | PROPOSED WORK |
|--------------------------------|---------------|
| ALDEBARAN AVE at ORION AVE | 2 ADA RAMPS |
| ALDEBARAN AVE at POLARIS AVE | 4 ADA RAMPS |
| ALDEBARAN AVE at LA QUINTA WAY | 2 ADA RAMPS |
| ALDEBARAN AVE at GALAXY WAY | 1 ADA RAMP |
| POLARIS AVE at VEGA AVE | 2 ADA RAMPS |
| POLARIS AVE at ORION AVE | 2 ADA RAMPS |

Roadway Enhancement Partnership Program (REPP) / Central County

| LOCATION | PROPOSED WORK |
|-----------------------|---------------------|
| FOXEN CANYON RD | VEGETATION PLANTING |
| ZACA STATION RD | VEGETATION PLANTING |
| MIGUELITO CANYON RD | LITTER REMOVAL |
| BURTON MESA BLVD | VEGETATION PLANTING |
| BALLARD TOWNSITE AREA | LITTER REMOVAL |

Capital Improvement Projects / South County

| LOCATION | PROPOSED WORK |
|---------------------------------------|---------------------------------------|
| ISLA VISTA SIDEWALKS | PEDESTRIAN IMPROVEMENTS |
| TRIGO ROAD DRAINAGE AND ENCROACHMENTS | HYDRUALIC AND ENCROACHMENT ASSESSMENT |

Capital Improvement Projects / Central County

| LOCATION | PROPOSED WORK |
|--------------------------------|------------------------------|
| JONATA PARK BRIDGE No. 51C-226 | BRIDGE REPLACEMENT DESIGN |
| JALAMA ROAD BRIDGE No. 51C-013 | BRIDGE REHABILITATION DESIGN |
| JALAMA ROAD BRIDGE No. 51C-017 | BRIDGE REPLACEMENT DESIGN |

Capital Improvement Projects - Central County (Continued)

| REFUGIO ROAD MP 1.2 | | | | FIRE DAMAGE REPAIR |
|---|--------------|----------------------|----------------------|--------------------|
| DECEMBER 2010/ MARCH 2011 STORM DAMAGE | | | | VARIOUS LOCATIONS |
| Proposition 1B/Gallegly SAFETEA-LU Demonstration Funds - Asphalt Concrete Overlay-SAMI | | | | |
| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
| D 25640 | MIGUELITO RD | 1.0 MI S CITY LIMITS | 1.8 MI S CITY LIMITS | OVERLAY - SAMI |
| D 25000 | OCEAN AVE | CITY LIMITS | FLORADALE AVE | OVERLAY - SAMI |
| D 25010 | OCEAN AVE | FLORADALE AVE | LEEGE AVE | OVERLAY - SAMI |

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

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

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

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

LOCATION Third Supervisorial District.

PROJECT TITLE Maintenance and Surface Treatment Programs

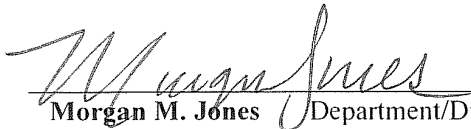
PROJECT DESCRIPTION The program category description is within the Road Maintenance Annual Plan (RdMAP). The project is routine maintenance of County roads in the Gaviota coastal and in inland areas, Isla Vista, Santa Ynez and other unincorporated areas, consisting of items such as filling of potholes,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

EXEMPT STATUS:(Check One)

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

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – "...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:...(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

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


 Morgan M. Jones

Department/Division Representative

May 20, 2011

Date

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

DISTRICT 4

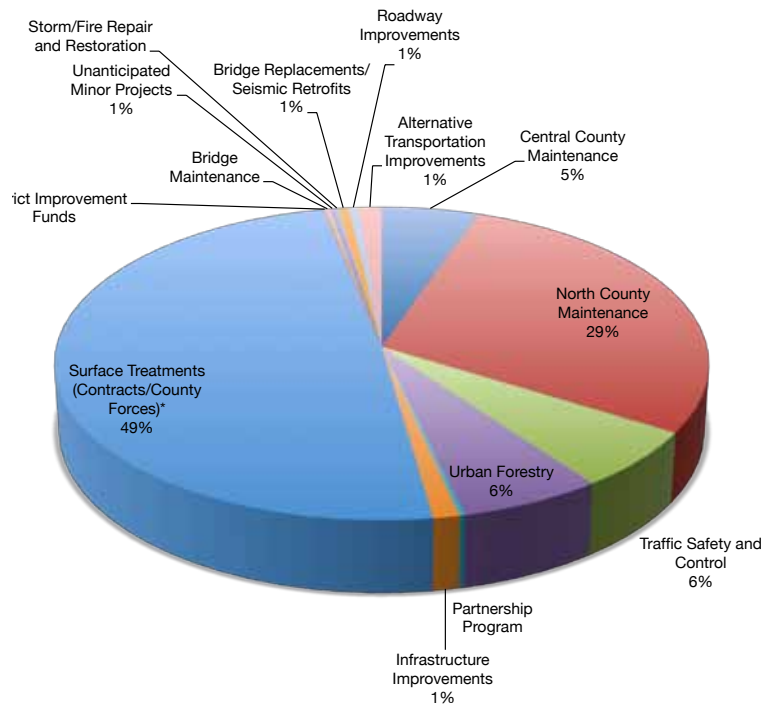
Budget Chart and Allotted Dollars

Below is an illustration and table of the budget dollars allotted to the Fourth Supervisorial District, per project category, for the fiscal year 2011/2012.



Program Category

| CORRECTIVE MAINTENANCE | |
|---|--------------------|
| Central County Maintenance | \$329,059 |
| North County Maintenance | \$1,769,533 |
| Traffic Safety and Control | \$380,786 |
| Urban Forestry | \$396,322 |
| Partnership Program | \$15,000 |
| Infrastructure Improvements | \$73,000 |
| PREVENTIVE MAINTENANCE | |
| Surface Treatments (Contracts/County Forces)* | \$3,048,045 |
| District Improvement Funds | \$10,000 |
| Bridge Maintenance | \$8,520 |
| Unanticipated Minor Projects | \$24,271 |
| CONSTRUCTION PROJECTS | |
| Storm/Fire Repair and Restoration | \$6,000 |
| Bridge Replacements/Seismic Retrofits | \$39,000 |
| Roadway Improvements** | \$30,000 |
| Alternative Transportation Improvements | \$80,000 |
| DISTRICT TOTAL | \$6,209,536 |



* Surface Treatments include High Priority Demonstration Funds and FY09/10 Proposition 1B funding for North County - Districts 3 North, 4, and 5

** Matching funds from GTIP for High Priority Demonstration Funds for Hollister Ave Widening PSR are included in District 2

Funded Projects by Location

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)**Measure A - Surface Treatment / Central County**

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|-----------------|-------------|---------|---------------|
| D 25860 | MISSION GATE RD | PURISIMA RD | HWY 246 | SCRUB MICRO |

Measure A - Surface Treatment / North County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|--------------|------------------|-----------------------|-----------------|
| E 2060 | BLACK RD | HWY 1 | 790' S HWY 1 | MICRO SURFACING |
| E 7150 | CLARK AVE EB | SH 135 | EL PORTAL ST | MICRO SURFACING |
| E 7040 | CLARK AVE WB | EL PORTAL ST | SH 135 NB RAMP | MICRO SURFACING |
| E 790 | F STREET | BETTERAVIA RD | S END | MICRO SURFACING |
| E 3090 | GOODWIN RD | HWY 135 | WALLER PK | MICRO SURFACING |
| E 7410 | HARP RD | S END | CLARK AVE | MICRO SURFACING |
| E 8470 | HILLVIEW RD | FOSTER RD | 85' N LUCINDA CT | MICRO SURFACING |
| E 8480 | HILLVIEW RD | 85' N LUCINDA CT | LAKEVIEW RD | MICRO SURFACING |
| E XXXX | KENAI CT | MOONCREST LN | S END | MICRO SURFACING |
| E 7924 | MICHELLE DR | FOSTER RD | S END | MICRO SURFACING |
| E 9915 | MOONCREST LN | HUMMEL DR | 650' W HUMMEL DR | MICRO SURFACING |
| E 3070 | ORCUTT RD | WALLER LN | GOODWIN RD | MICRO SURFACING |
| E 3080 | ORCUTT RD | GOODWIN RD | PRESCOTT LN | MICRO SURFACING |
| E 8702 | TILIA ST | SILVERLEAF DR | E END | MICRO SURFACING |
| E 930 | BLACK RD | HWY 166 | 1975' S HWY 166 | SCRUB MICRO |
| E 690 | MAHONEY RD | BETTERAVIA RD | 1450' S BETTERAVIA RD | SCRUB MICRO |

Measure A - Fog Seal - Central County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|------------------|-------------------|-----------------|---------------|
| D 27700 | BURTON MESA BLVD | W SIDE RUCKER AVE | HARRIS GRADE RD | FOG SEAL |
| D 27870 | HARRIS GRADE RD | HWY 1 | 400'N HWY 1 | FOG SEAL |
| D 27210 | CAMPBELL RD | E END HWY 246 | 490 ' N HWY 246 | FOG SEAL |
| D 27240 | CAMPBELL RD | 1.6 MI N HWY 246 | W END HWY 246 | FOG SEAL |

Measure A - Fog Seal / North County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|------------------|-------------------|-------------------|---------------|
| E 79XX | HUMMEL DR | N MOONCREST LN | PARKVIEW SOUTH | FOG SEAL |
| E 2045 | QUARTER HORSE TR | SOLOMON RD | S END | FOG SEAL |
| E 230 | SIMAS ST | ELEVENTH ST | HWY 166 | FOG SEAL |
| E 7202 | STILLWELL RD | 775' S CLARK AVE | 1910' S CLARK AVE | FOG SEAL |
| E 7205 | STILLWELL RD | 1910' S CLARK AVE | S END | FOG SEAL |

Measure A/ Santa Maria Haul Route - Overlay - North County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|----------------|---------------------|----------------------|---------------|
| E 750 | BETTERAVIA RD | 2.80MI E SIMAS | 3.0 MI E SIMAS | OVERLAY |
| E 9070 | SANTA MARIA WY | N/B HWY 101 ON-RAMP | S/B HWY 101 OFF-RAMP | OVERLAY |

Measure A - Hardscape Repairs / Central County

| LOCATION | PROPOSED WORK |
|--|-----------------|
| RUCKER RD at BURTON MESA BLVD BUS STOP | PARKWAY IN-FILL |

Measure A - Hardscape Repairs - North County

| LOCATION | PROPOSED WORK |
|----------------------------------|------------------------------------|
| 4031-4075 SILVER LEAF DR | SIDEWALK IN-FILL/ADA ACCOMMODATION |
| 675 FERN LN | SIDEWALK/ADA RAMPS |
| 1025 RICE RANCH RD | SIDEWALK IN-FILL |
| 4574 BRADLEY RD | SIDEWALK IN-FILL |
| 718 GLEN CAIRON DR | SIDEWALK REPAIR |
| 312 SHARRY LN | SIDEWALK IN-FILL |
| 4975 BRADLEY RD 7-11 MARKET | COMMERCIAL DRIVEWAY |
| BRADLEY RD at ACORN PLAZA | SIDEWALK IN-FILL |
| S/E c/o BRADLEY RD/CLARK AVE | ADA RAMP |
| N/E & S/E c/o CHERRY AVE/LOMA WY | SIDEWALK REPLACEMENT/TREE REMOVALS |

Roadway Enhancement Partnership Program (REPP) / North County

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

Capital Improvement Projects

| LOCATION | PROPOSED WORK |
|---------------------------------------|--|
| BLACK ROAD BRIDGE NO. 51C-031 | BRIDGE REPLACEMENT DESIGN |
| FLORADALE ROAD BRIDGE NO. 51C-006 | BRIDGE REPLACEMENT DESIGN |
| UNION VALLEY PARKWAY INTERCHANGE | COUNTY DESIGN REVIEW AND SUPPORT |
| DECEMBER 2010/MARCH 2011 STORM DAMAGE | VARIOUS LOCATIONS |

Proposition 1B/Gallegly SAFETEA-LU Demonstration Funds - Asphalt Concrete Overlay-SAMI / Central County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|-----------------|--------------|----------------|----------------|
| D 27875 | HARRIS GRADE RD | 400' N HWY 1 | 900' N HWY 1 | OVERLAY - SAMI |
| D 27880 | HARRIS GRADE RD | 900' N HWY 1 | 4,500' N HWY 1 | OVERLAY - SAMI |

Proposition 1B/Gallegly SAFETEA-LU Demonstration Funds - Asphalt Concrete Overlay-SAMI / North County

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|---------------|-----------|----------------------|----------------------|----------------|
| E 7020 - 7170 | CLARK AVE | 160' E/ MICHAEL ST | 790' W/ STILLWELL RD | OVERLAY - SAMI |
| E 7015 - 7180 | CLARK AVE | 790' W/ STILLWELL RD | 1,330' W/ SR 101 | OVERLAY - SAMI |
| E 7010 - 7185 | CLARK AVE | 1,330' W/ SR 101 | SR 101 | OVERLAY - SAMI |
| E 7080 - 7130 | CLARK AVE | PACIFIC ST | PACIFIC ST | OVERLAY - SAMI |
| E 5920 | PALMER RD | MP 2.0 | MP 3.0 | OVERLAY - SAMI |
| E 5930 | PALMER RD | MP 3.0 | MP 4.0 | OVERLAY - SAMI |

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

**FROM: Department of Public Works/Engineering Division
(Lead Department/Division)**

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

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

LOCATION Fourth Supervisorial District.

PROJECT TITLE Maintenance and Surface Treatment Programs

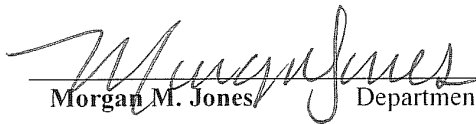
PROJECT DESCRIPTION The program category description is within the Road Maintenance Annual Plan (RdMAP). The project is routine maintenance of County roads in the north coast coastal of Guadalupe and other inland areas such as Lompoc, consisting of items such as filling of potholes, fog sealing, thin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

EXEMPT STATUS:(Check One)

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

Cite specific CEQA Guideline Section 15301 (c) Existing Facilities – "...consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:...(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), except where the activity will involve removal of a scenic resource including a stand of trees, a rock outcropping, or an historic building.

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


Morgan M. Jones

Department/Division Representative

May 20, 2011
Date

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

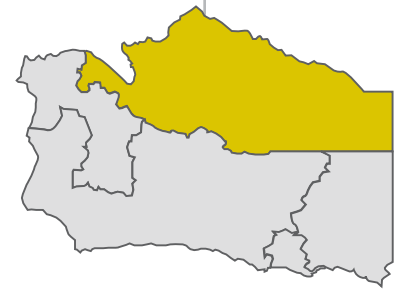
Distribution: _____
Date filed with Planning & Development

_____ Date filed with Clerk of Board

5 DISTRICT

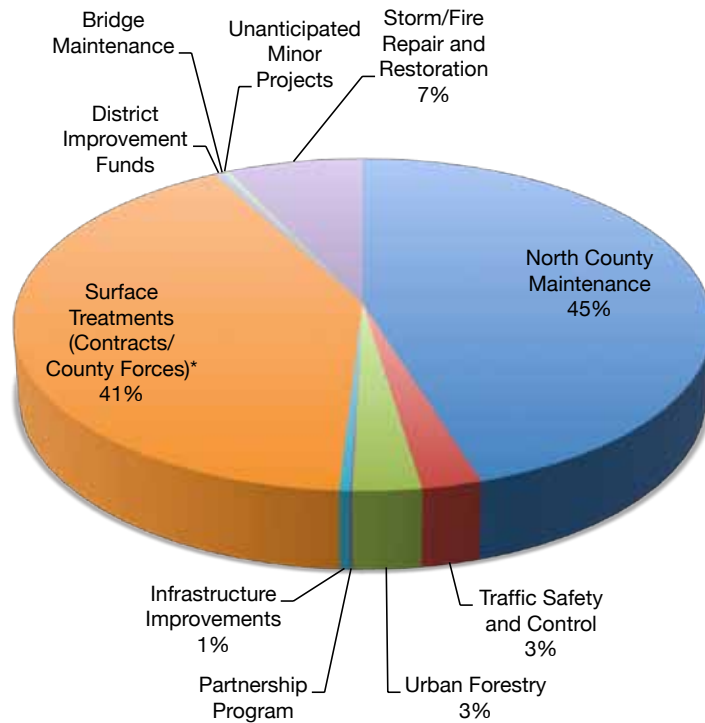
Budget Chart and Allotted Dollars

Below is an illustration and table of the budget dollars allotted to the Fifth Supervisorial District, per project category, for the fiscal year 2011/2012.



Program Category

| CORRECTIVE MAINTENANCE | |
|---|--------------------|
| North County Maintenance | \$1,135,904 |
| Traffic Safety and Control | \$62,096 |
| Urban Forestry | \$70,772 |
| Partnership Program | \$2,500 |
| Infrastructure Improvements | \$11,000 |
| PREVENTIVE MAINTENANCE | |
| Surface Treatments (Contracts/County Forces)* | \$1,037,139 |
| District Improvement Funds | \$10,000 |
| Bridge Maintenance | \$1,041 |
| Unanticipated Minor Projects | \$6,248 |
| CONSTRUCTION PROJECTS | |
| Storm/Fire Repair and Restoration | \$180,000 |
| DISTRICT TOTAL | \$2,516,699 |



* Surface Treatments include High Priority Demonstration Funds and FY09/10 Proposition 1B funding for North County - Districts 3 North, 4, and 5

Funded Projects by Location

SURFACE TREATMENT PROGRAMS (CONTRACTS/ COUNTY FORCES)**Measure A - Surface Treatment**

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|-----------------|--------------------|--------------|---------------|
| E 5720 | FOXEN CANYON RD | MP 26.3 | MP 26.8 | SCRUB MICRO |
| E 5730 | FOXEN CANYON RD | MP 26.8 | MP 27.13 | SCRUB MICRO |
| E 5740 | FOXEN CANYON RD | MP 27.13 | MP 27.66 | SCRUB MICRO |
| E 5750 | FOXEN CANYON RD | MP 27.66 | MP 28.0 | SCRUB MICRO |
| E 5760 | FOXEN CANYON RD | MP 28.0 | PHILBRIC AVE | SCRUB MICRO |
| E 6765 | STOWELL RD | 240' E CITY LIMITS | CITY LIMITS | SCRUB MICRO |

Measure A - Fog Seal

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|---------------|-------------------|-------------------|---------------|
| E 1740 | BELL DR | HWY 166 | SUPERIOR AVE | FOG SEAL |
| E 860 | BETTERAVIA RD | 2.0 MI E HWY 101 | FOXEN CANYON RD | FOG SEAL |
| E 2660 | TEPUSQUET RD | S BRIDGE APPROACH | N BRIDGE APPROACH | FOG SEAL |

Capital Improvement Projects

| LOCATION | PROPOSED WORK |
|---------------------------------------|---------------------------|
| SISQUOC PEDESTRIAN BRIDGE | BRIDGE REPLACEMENT DESIGN |
| DECEMBER 2010/MARCH 2011 STORM DAMAGE | VARIOUS LOCATIONS |

Proposition 1B/Gallegly SAFETEA-LU Demonstration Funds - Asphalt Concrete Overlay-SAMI

| SECTION ID | ROAD NAME | FROM | TO | PROPOSED WORK |
|------------|-----------|--------|--------|-------------------|
| E 5940 | PALMER RD | MP 4.0 | MP 4.5 | AC OVERLAY - SAMI |
| E 5941 | PALMER RD | MP 4.5 | MP 5.0 | AC OVERLAY - SAMI |
| E 5950 | PALMER RD | MP 5.0 | MP 6.0 | AC OVERLAY - SAMI |

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

**FROM: Department of Public Works/Engineering Division
(Lead Department/Division)**

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

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

LOCATION Fifth Supervisorial District.

PROJECT TITLE Maintenance Program and Surface Treatment Program

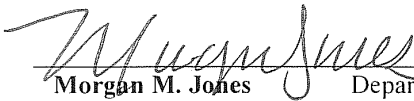
PROJECT DESCRIPTION The program category description is within the Road Maintenance Annual Plan (RdMAP). The project is routine maintenance of County roads in the unincorporated Santa Maria, New Cayuma and further inland areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays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

EXEMPT STATUS:(Check One)

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

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



Morgan M. Jones Department/Division Representative

May 20, 2011
Date

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

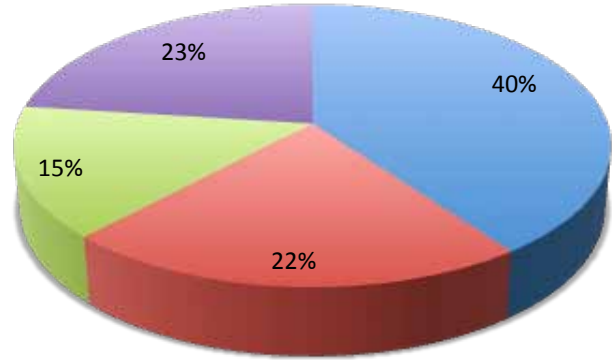
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Date filed with Planning & Development

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Santa Barbara Road Yard



- ROADWAY/BIKEWAY SURFACE MAINTENANCE
- ROADWAY SHOULDER MAINTENANCE
- VEGETATION
- DRAINAGE



| ROADWAY/BIKEWAY SURFACE MAINTENANCE | | |
|-------------------------------------|--|--|
| DISTRICT | LOCATION | PROPOSED WORK |
| 1, 2, 3 | LOCATIONS THROUGHOUT DISTRICTS | PREP FOR FOG SEAL, PATCHING, SWEEPING, CRACK SEALING |
| 2 | LOCATIONS THROUGHOUT DISTRICT | PREP FOR MEASURE A / PROP 1B SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING |
| 1, 2, 3 | LOCATIONS THROUGHOUT DISTRICTS | PREP FOR MEASURE A / PROP 1B SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING |
| 2 | HOLLISTER AVENUE | PREP FOR MEASURE A / PROP 1B SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING |
| 2 | PAINTED CAVE 1.4 MILES | GRIND, LEVEL WITH BOX |
| 2 | GWYNE AVENUE (Carry over from 2010/11) | GRIND, LEVEL WITH BOX |
| 1, 2, 3 | LOCATIONS THROUGHOUT DISTRICTS | PREP FOR SCRUB CHIP MICRO |
| 1 | OCEAN OAKS ROAD | LEVEL WITH BOX |

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

| VEGETATION - WEED AND BRUSH REMOVAL | | |
|-------------------------------------|--------------------------------------|--|
| DISTRICT | LOCATION | PROPOSED WORK |
| 1 | LOCATIONS THROUGHOUT DISTRICT | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | CARPINTERIA / SUMMERLAND / MONTECITO | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | BELLA VISTA | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | GIBRALTAR ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | GREENWELL AVENUE | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | JAMESON LANE SOUTH | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | JAMESON LANE NORTH | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | MOUNTAIN DRIVE | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | ORTEGA RIDGE ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | ROMERO CANYON ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | VIA REAL | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | GREENWELL - TORO CANYON ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 1 | EAST CAMINO CIELO | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 2 | LOCATIONS THROUGHOUT DISTRICT | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 2 | SAN MARCOS ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 2, 3 | CATHEDRAL OAKS ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 3 | LOCATIONS THROUGHOUT DISTRICT | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 3 | FRONTAGE ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 3 | REFUGIO ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 3 | FARREN ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |

VEGETATION - WEED AND BRUSH REMOVAL (Continued)

| | | |
|---|-------------------|---|
| 3 | EAST CAMINO CIELO | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 3 | WEST CAMINO CIELO | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 3 | STAGECOACH ROAD | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |

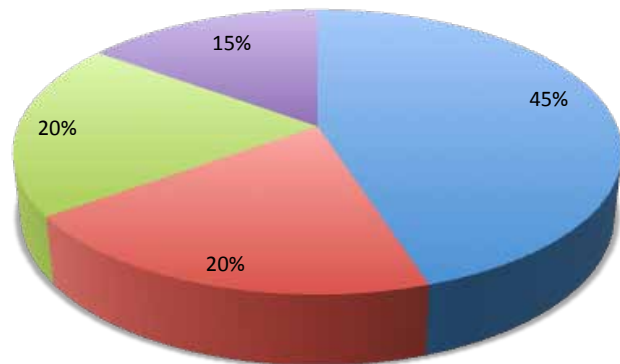
DRAINAGE - CULVERT MAINTENANCE

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

Lompoc and Santa Ynez Road Yards

LM/ SY WORK PLAN

- ROADWAY/BIKEWAY SURFACE MAINTENANCE
- ROADWAY SHOULDER MAINTENANCE
- VEGETATION
- DRAINAGE



| ROADWAY/BIKEWAY SURFACE MAINTENANCE | | |
|-------------------------------------|--|---|
| DISTRICT | LOCATION | PROPOSED WORK |
| 3 | LOCATIONS THROUGHOUT DISTRICT | PREP FOR MEASURE A/GALLEGLY SURFACE TREATMENTS, PATCHING, SWEEPING, CRACK SEALING |
| 3 | CALZADA AVENUE | LEVEL COURSE |
| 3 | EXTERIOR ROAD | LEVEL COURSE |
| 3 | ONTIVEROS ROAD | LEVEL COURSE |
| 3 | SAN ANTONIO ROAD | LEVEL COURSE |
| 3 | BALLARD CANYON ROAD | PREP FOR AMGEN BIKE RACE: PATCHING, SWEEPING, MOWING |
| 3 | VANDENBERG VILLAGE AREA | INSTALL 13 ADA RAMPS AT VARIOUS INTERSECTIONS |
| 3, 4 | LOCATIONS THROUGHOUT DISTRICTS | LEVEL COURSE APPROX 5 LANE MILES |
| 3, 4 | LOCATIONS THROUGHOUT DISTRICTS | REJUVENATING FOG SEAL |
| 4 | LOCATIONS THROUGHOUT DISTRICT | PREP FOR MEASURE A/GALLEGLY SURFACE TREATMENTS, PATCHING, SWEEPING, CRACK SEALING |
| 4 | RUCKER ROAD | LEVEL COURSE |
| 4 | PURISIMA ROAD | HEAVY MAINTENANCE/ PATCHING/ LEVELING |
| 4 | MISSION HILLS AREA - BURTON MESA BLVD AT RUCKER ROAD | CONCRETE PARKWAY INFILL |

ROADWAY SHOULDER MAINTENANCE

| DISTRICT | LOCATION | PROPOSED WORK |
|----------|--------------------------------|---|
| 3 | LOCATIONS THROUGHOUT DISTRICT | PREP FOR SEAL COAT, REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS |
| 3, 4 | LOCATIONS THROUGHOUT DISTRICTS | REPAIR STORM DAMAGE, REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS |
| 3, 4 | LOCATIONS THROUGHOUT DISTRICTS | LEVELING COURSE PREPARATION |
| 3, 4 | LOCATIONS THROUGHOUT DISTRICTS | HAZARD REDUCTION |
| 4 | LOCATIONS THROUGHOUT DISTRICT | PREP FOR SEAL COAT, REPAIR SLIP OUTS, RE-ESTABLISH SHOULDERS |

VEGETATION - WEED AND BRUSH REMOVAL

| DISTRICT | LOCATION | PROPOSED WORK |
|----------|--------------------------------|--|
| 3 | LOCATIONS THROUGHOUT DISTRICT | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 4 | LOCATIONS THROUGHOUT DISTRICT | BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP |
| 3, 4 | LOCATIONS THROUGHOUT DISTRICTS | BLADE SHOULDERS FOLLOWING MOWING |
| 3, 4 | LOCATIONS THROUGHOUT DISTRICTS | TREE TRIMMING, RURAL AREAS |

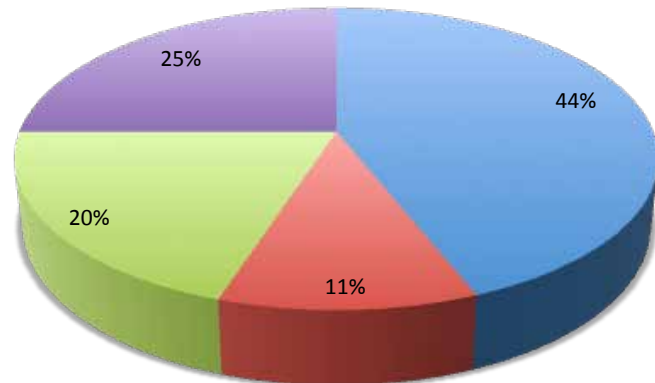
DRAINAGE - CULVERT MAINTENANCE

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

Santa Maria and Cuyama Road Yards

SM/COY WORK PLAN

- ROADWAY/BIKEWAY SURFACE MAINTENANCE
- ROADWAY SHOULDER MAINTENANCE
- VEGETATION
- DRAINAGE



ROADWAY/BIKEWAY SURFACE MAINTENANCE

| DISTRICT | LOCATION | PROPOSED WORK |
|----------|--------------------------------|--|
| 4 | 1025 RICE RANCH ROAD | IN-FILL APPROX. 100' OF MISSING SIDEWALK |
| 4 | BLACK ROAD | DIG-OUTS AND/OR LEVEL COURSE PAVING |
| 4 | BONITA CROSSING | IMPORT DECOMPOSED GRANITE AND MAGNESIUM CHLORIDE, RE-GRADE BRIDGE JOINT MAINTENANCE |
| 4 | SIMAS STREET | FOG SEAL THE 2009 FEMA PHASE 1 OVERLAY |
| 4, 5 | LOCATIONS THROUGHOUT DISTRICTS | PREP FOR MEASURE A SURFACE TREATMENTS, PATCHING, SWEEPING, CRACK SEALING, WEED CONTROL |
| 5 | BETTERAVIA ROAD | FOG SEAL THE 2009 FEMA PHASE 1 OVERLAY |
| 5 | ROSEMARY ROAD | DIG-OUTS AND/OR LEVEL COURSE PAVING |
| 5 | CAT CANYON ROAD | DIG-OUTS AND/OR LEVEL COURSE PAVING |

ROADWAY SHOULDER MAINTENANCE

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

VEGETATION - WEED AND BRUSH REMOVAL

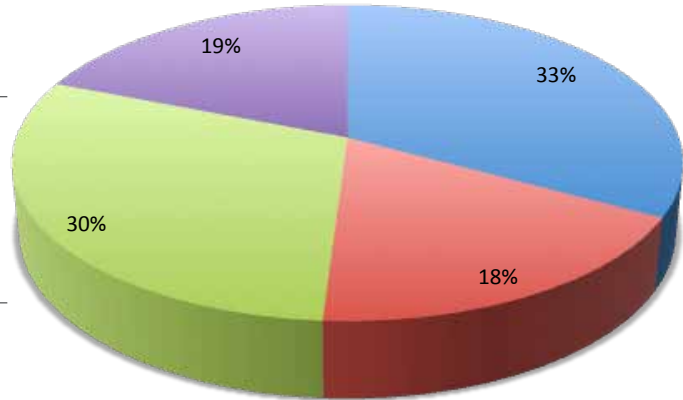
| DISTRICT | LOCATION | PROPOSED WORK |
|----------|--------------------------------|--|
| 4, 5 | LOCATIONS THROUGHOUT DISTRICTS | SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, ROADSIDE CLEAN-UP |

DRAINAGE - CULVERT MAINTENANCE

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

Sign and Paint Maintenance Crew

- SIGN MAINTENANCE
- STRIPING / DELINEATION MAINTENANCE
- STENCILING MAINTENANCE
- WORK ORDERS



SIGN MAINTENANCE

| DISTRICT | LOCATION | PROPOSED WORK |
|----------|-------------|---|
| ALL | COUNTY WIDE | REPAIR OR REPLACE DAMAGED, FADED, AND VANDALIZED; REGULATORY, WARNING, GUIDE, PARKING, STREETNAME, SIGNS AND BARRICADES |
| ALL | COUNTY WIDE | UPGRADE NON-CONFORMING SIGNS PER MUTCD |

STRIPING / DELINEATION MAINTENANCE

| DISTRICT | LOCATION | PROPOSED WORK |
|----------|-------------|---|
| ALL | COUNTY WIDE | REFRESH LANE AND EDGE LINE STRIPING AND DELINEATION |
| ALL | COUNTY WIDE | RESTRIPE MEASURE A FOG SEAL |
| ALL | COUNTY WIDE | RESTRIPE IN-HOUSE PATCHING AND LEVEL COURSE PAVING |

STENCILING MAINTENANCE

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

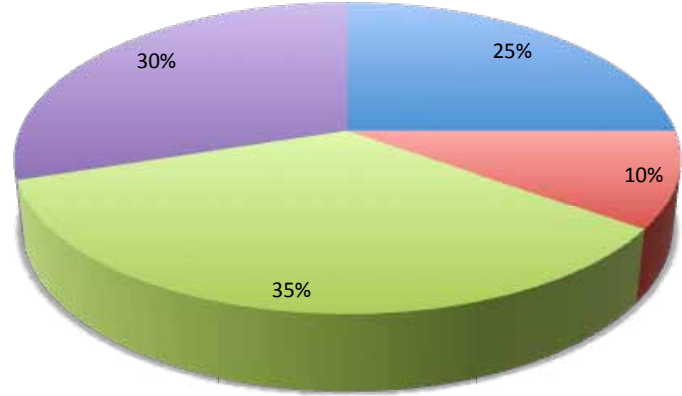
Sign WORK PLAN

| WORK ORDERS (INSTALL / REMOVE / CHANGE) | | |
|---|-------------|--|
| DISTRICT | LOCATION | PROPOSED WORK |
| ALL | COUNTY WIDE | BOARD AND/OR ENGINEERING GENERATED WORK ORDERS INCLUDING; SPEED ZONE CHANGES, AND SPECIAL PROJECTS WHICH MAY INCLUDE; STRIPING, STENCILING, CURB PAINT, DELINIATORS, GRINDING, AND SIGNS |
| ALL | COUNTY WIDE | COMPLETE NEW "STOP" INSTALLATIONS AT APPROX. 64 LOCATIONS |
| ALL | COUNTY WIDE | CONVERT "YIELD" TO "STOP" - SIGNS AND LEGENDS |

Utility Crew

Utility WORK PLAN

- INFRASTRUCTURE IMPROVEMENTS
- VEGETATION CONTROL
- PARTNERSHIP PROGRAM
- URBAN RISK REDUCTION TREE MAINTENANCE



| INFRASTRUCTURE IMPROVEMENTS | | |
|-----------------------------|--------------------------------|---|
| DISTRICT | LOCATION | PROPOSED WORK |
| 1 | LOCATIONS THROUGHOUT DISTRICT | PREP FOR MEASURE A, FOG SEAL, SCRUB SEAL |
| 1 | VENICE LANE | CONCRETE AND TREE WORK |
| 2 | LOCATIONS THROUGHOUT DISTRICT | PREP FOR MEASURE A, FOG SEAL, SCRUB SEAL |
| 2 | ROCOSO WAY | CONCRETE AND TREE WORK |
| 2 | GWYNE AVENUE | OVERLAY THE BIKE PATH |
| 2, 3, 4 | LOCATIONS THROUGHOUT DISTRICTS | HARDSCAPE REPAIRS (SEE FUNDED PROJECT LISTS FOR SPECIFIC LOCATIONS) |
| 3 | ISLA VISTA AREA | PREP FOR MEASURE A, FOG SEAL, SCRUB SEAL |
| 3 | LOCATIONS THROUGHOUT DISTRICT | PREP FOR MEASURE A, FOG SEAL, SCRUB SEAL |
| 3 | ALDEBARAN AVENUE | CONCRETE AND TREE WORK |
| 4 | POPPINGA WAY | CONCRETE AND TREE WORK |
| 4 | LOCATIONS THROUGHOUT DISTRICT | PREP FOR MEASURE A, FOG SEAL, SCRUB SEAL |

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 |
| 5 | LOCATIONS THROUGHOUT DISTRICT | WATER, PLANT, WEED CONTROL |

PARTNERSHIP PROGRAM

| DISTRICT | LOCATION | PROPOSED WORK |
|----------|-------------------|------------------------|
| 2 | VARIOUS LOCATIONS | CONCRETE AND TREE WORK |
| 3 | VARIOUS LOCATIONS | CONCRETE AND TREE WORK |
| 4 | VARIOUS LOCATIONS | CONCRETE AND TREE WORK |
| 5 | VARIOUS LOCATIONS | CONCRETE AND TREE WORK |

URBAN RISK REDUCTION TREE MAINTENANCE

| DISTRICT | LOCATION | PROPOSED WORK |
|----------|-------------------|-------------------------------|
| 1 | VARIOUS LOCATIONS | TREE TRIM, REMOVALS, REPLANTS |
| 2 | VARIOUS LOCATIONS | TREE TRIM, REMOVALS, REPLANTS |
| 3 | VARIOUS LOCATIONS | TREE TRIM, REMOVALS, REPLANTS |
| 4 | VARIOUS LOCATIONS | TREE TRIM, REMOVALS, REPLANTS |
| 5 | VARIOUS LOCATIONS | TREE TRIM, REMOVALS, REPLANTS |

APPENDIX

A/ BOARD LETTER

B/ PROJECT INITIATION REQUEST

C/ COMMUNITY OUTREACH - DOOR HANGER

D/ STREET TREE POLICY

E/ REVISED ARBORIST LISTS

F/ ADA FORMS



BOARD OF SUPERVISORS
AGENDA LETTER

Agenda Number:

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

2011 MAY 25 PM 4:00
COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

Department Name: Public Works
Department No.: 054
For Agenda Of: June 7, 2011
Placement: Departmental
Estimated Tme: 30 min total: 20 min staff
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Director Scott D. McGolpin, Public Works Director 568-3010
Contact Info: Dacé Morgan, Deputy Director – Transportation 568-3064
SUBJECT: Road Maintenance Annual Plan, Fiscal Year 2011/12 All Supervisorial Districts

County Counsel Concurrence

As to form: N/A

Auditor-Controller Concurrence

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

- A. Approve and authorize the Chair to adopt the FY 2011/12 Road Maintenance Annual Plan (RdMAP);
- B. Approve the funded projects listed for the Maintenance Program (County Forces) and the Surface Treatment Program (Contracts/County Forces) within the Road Maintenance Annual Plan;
- C. Approve the filing of a Notice of Exemptions pursuant to the County’s California Environmental Quality Act (CEQA) Guidelines Section 15301(c), pertaining to operations and maintenance of existing facilities for the above; (POST)
- D. Authorize the Director of Public Works to advertise the projects contained within the FY 2011/12 Road Maintenance Annual Plan;
- E. Approve all remaining Fiscal Year 2007/08 Proposition 1B funds not expended on Capital Improvement Projects be re-allocated to Maintenance Operations.

Summary Text:

The Transportation Division of the Public Works Department is responsible for maintaining and repairing the County transportation system. This system includes over 1,670 lane miles of roadways and their adjacent bike paths, as well as major bridge and culvert structures, curb, gutter and sidewalks (including curb ramps for the disabled), equestrian trails, traffic signals, and over 15,000 street trees.

In the first RdMAP (FY 1994/95), the Department quantified the needs for pavement resurfacing and bridge repair and replacement. We have been working with the County Engineer's Association of California on the Statewide Needs Assessment for Local Streets and Roads. This document identifies the needs of all the various components of our Transportation Infrastructure, such as pavement, concrete and hardscape, bridges structures, and drainage structures. Presently, the identified five year unfunded need for our transportation assets totals \$220 million over the next five years. The table below shows the existing unfunded backlog for each component of the infrastructure:

| Infrastructure Component | Unfunded Backlog |
|--------------------------|------------------|
| Pavement | \$110 Million |
| Concrete | \$32 Million |
| Bridge Maintenance | \$45 Million |
| Drainage | \$33 Million |
| Totals | \$220 Million |

The Department estimates that the pavement portion of the County's Transportation Infrastructure System requires an estimated annual expenditure of \$10 million to maintain the system's current condition of a Pavement Condition Index (PCI) of 64 for Fiscal Year 2011/2012. On average, the Department spends between \$3.0 and \$3.5 million on pavement preservation annually, which is less than what is needed to maintain the system at a PCI of 64.

The Countywide PCI continues to drop with the current level of funding. Our local road system is on the severe slope of the standard pavement deterioration curve which is resulting in a more substantial decrease in our roadway systems PCI. Any reductions in revenues will continue to increase the County's unfunded road maintenance backlog in future years. The County has been fortunate that oil prices and construction costs have decreased in the last few years; however, oil prices are rising and construction costs are starting to increase. As oil prices on the world market and construction costs increase, the unfunded backlog for our County's Transportation Infrastructure will continue to grow at a more rapid pace and less work will be performed with limited available funds.

The 2010 Update to the California Statewide Local Streets and Roads Needs Assessment Report shows that the statewide average PCI deteriorated from a 68 in 2008 to a 66 in 2010, which means that the average local street and road is classified as being "At Risk". Our roads are on the edge of a cliff. If additional funding were to be infused into the road system each year, our roads could be maintained with a PCI above 70, and be in a state of "Good" condition. In order to stop any further decline and deterioration of our local streets and roads statewide, it would require an addition of \$7.9 billion annually.

Background:

Transportation Funding

The Department's primary sources of annual revenue to address the repair and maintenance of the County Transportation Infrastructure System needs are State gas taxes and Measure A local sales tax. The approved Measure A Ordinance states that a Maintenance of Effort (MOE) is required. On October 21, 2010, the SBCAG Board voted to amend the Measure A Ordinance to reduce the baseline MOE by 17.62% due to the severe decline in revenues from the original baseline of Fiscal Year 2007/08 to Fiscal

Year 2010/11. Based on SBCAG's decision, the County's baseline MOE is \$1,189,218.08, which is a \$254,182.92 reduction. This reduction in MOE will provide your Board with additional General Funds with which to manage the FY 2011/2012 overall County budget deficit.

In March 2010, the State Legislature and the Governor passed a transportation tax swap. The tax swap exchanged the sales tax on gas, formerly known as Proposition 42, with an indexed excise tax of 17.3 cents per gallon on gasoline. This new excise tax, commonly referred to as "new HUTA", would be indexed, unlike the current flat rate of 18 cents per gallon Highway Users Tax Account (HUTA), or State Gas Tax. However, both Propositions 22 and 26 threatened to repeal this decision and the new HUTA funds would not be received beyond November 2011. This would have resulted in a loss of approximately \$3.8 million to the Department annually. Fortunately, on March 16, 2011 the Legislature passed AB105 – a budget trailer bill containing the fix to restore the new HUTA funds. While Proposition 22 did have a negative effect on local agencies new HUTA funds, it had a positive effect on our old HUTA funds. Once Proposition 22 was passed, the State was required to pay back all of the old HUTA funds that were being deferred, which they recently did.

The Department is cautiously optimistic regarding the transportation funding we receive from the State. The County did receive our last allocation of Proposition 1B funds this past year. With the instability of our State funding and the sunseting of Proposition 1B funds, Measure A and State Gas Taxes are vital maintenance-funding sources for the County of Santa Barbara to conduct our nationally recognized Pavement Preservation Program and to maintain our Transportation Infrastructure System.

Fiscal Year 2007/08 Proposition 1B funds must be expended prior to 6/30/2011. During the Department's review of fiscal year-end projections it was determined that approximately \$112,000 of Fiscal Year 2007/08 Proposition 1B funds allocated to Capital Improvement Projects could not be expended by 6/30/2011 due to delays in these projects. In order to not lose these Proposition 1B funds, staff is recommending that your Board allocate these funds to Maintenance Operations expenditures for Fiscal Year 2010/11. The State requires that your Board approve any necessary changes to the original Proposition 1B expenditure plan.

Due to the downturn in the nation's economy, the revenues from sale taxes are declining and are expected to continue to do so for the foreseeable future. As a result, the estimates for Fiscal Year 2011/12 Measure A revenues have decreased by approximately \$500,000 over the estimate for Fiscal Year 2010/11. This loss of revenue has a direct impact to our Preventive Maintenance Program. The reason that the impact is on our Preventive Maintenance Program is that we need to continue to fund our Corrective Maintenance Program to ensure the safety of the traveling public on a daily basis. We also have made local matching funding commitments to our Capital Improvement Program, and if these projects are not completed in a timely manner, the County could lose State and Federal Grant funds.

The County receives Measure A revenues separately for the South Coast and the North County. The two revenues cannot be combined and must be used within their specified portions of the County. This allows the County to use separate distribution formulas for the South Coast and North County. On April 12, 2011, your Board 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 that is based solely on 100% lane miles. Both of these distribution formulas are representative of the needs for each Supervisorial District based on the Pavement Condition Index (PCI) for each District. For other discretionary transportation funding, such as Proposition 1B and Economic Stimulus funds, your Board approved that these types of transportation funding be dispersed Countywide based solely on lane miles.

This will ensure that the discretionary funds that the Department uses for our pavement preservation program are distributed based purely on the needs of our pavement infrastructure.

The Department has determined that there are remaining Measure D funds from Fiscal Year 2009/10. We have programmed \$360,000 of these remaining Measure D funds to fund additional hardscape repairs and Preventive Maintenance work throughout the County.

Our Transportation infrastructure system suffered approximately \$650,000 in damage as a result of the both the December 2010 and the March 2011 storms. The damage ranged from downed trees to mud and debris on the roadway to slip outs in which the shoulder or part of the pavement was lost. While the entire County experienced damage, the majority of the repairs are in the North County. A portion of the cost to respond to emergency calls, clean up the debris, repair, and monitor these damage sites will be covered by CalEMA, FHWA and FEMA; there is approximately \$320,000 in costs that will be reimbursed with local funds. These expenditures are shown as part of the Department's Fiscal Year 2011/12 RdMAP.

The Road Maintenance Annual Plan Process

On June 28, 1994, your Board approved the first Public Works Road Maintenance Annual Plan (RdMAP) for FY 1994/95, as well as the road maintenance planning process for future RdMAPs. The Transportation Division used this process to develop the final draft of the FY 2011/12 RdMAP for the County's Transportation Infrastructure System.

The FY 2010/11 RdMAP process is similar to the process used to create the prior RdMAPs. The Division began the planning process by identifying annual needs and preparing preliminary project descriptions. Once we developed the preliminary prioritized list, we met with staff and conducted public workshops to gather input on the preliminary proposed plan. We revised the plan based on the public comments we received and other staff input, and supplemented it with environmental surveys and further engineering analysis, where needed. The Department recommends that the Board approve the FY 2010/11 RdMAP at this time.

Workshops

The workshops this year were noticed in the Santa Barbara News-Press, the Santa Maria Times, and the Lompoc Record. Community Groups as well as individuals who had contacted the Department within the past year regarding road maintenance issues, were also notified by phone and email. The workshops were held on March 16, 2011, for the residents of the First and Second Supervisorial Districts as well as the southern half of the Third Supervisorial District, and on March 21, 2011, for the residents of the northern half of the Third Supervisorial District, Fourth and Fifth Supervisorial Districts.

The purpose of the workshops was to present the proposed FY 2010/11 RdMAP to the public and to receive their comments and input, and to describe the role of the Road Maintenance Section within the Department. At these meetings, the public is able to meet with Public Works staff in their District and explain their concerns regarding maintenance within the road rights-of-way. The individual concerns of the citizens were listed on Project Initiation Requests that were evaluated and prioritized by staff in the weeks after the meetings. The majority of the issues raised by the citizens were the condition of the pavement quality and the condition of uplifted sidewalks on their residential streets. The Department has reviewed the requests received during the public workshops and we have incorporated these requests

where they were consistent with the Department's Pavement Preservation strategies and where funding was available.

RdMAP FY 2011/12

The roadways included in the 2011/12 program are listed in the RdMAP, Surface Treatment Program section (Contract/County Forces) for each District. The concept of Pavement Preservation promotes the principle that pavement life can be significantly extended through periodic seal coating, resurfacing and patching of the existing asphalt surfaces (*i.e.: providing the right treatment at the right time*). The RdMAP includes approximately 120 lane miles of County roadways programmed for surface treatment this fiscal year. These lane miles will be treated with rejuvenating fog seals, micro-surfacing, scrub seals or a thin lift asphalt concrete overlay.

Project Approval, CEQA Determination and Authority to Advertise

The FY 2011/2012 RdMAP recommends the approval of the Maintenance Program (County Forces) and Surface Treatment Program (Contracts/County Forces). This year's Surface Treatment Program includes Measure A, Proposition 1B, Regional Surface Transportation Program, Local Surface Transportation Program, and State Gas Tax revenue funded projects.

The Board of Supervisor's approval of these projects and the attached CEQA documents will commence the appeal period, pursuant to CEQA guidelines, Section 15301(c). The Department requests that authority be granted to the Director of Public Works to advertise the funded projects listed for Surface Treatment Program (Contracts/County Forces), and any Tree Partnership Program contracts that are utilized to accelerate these efforts.

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

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

Mandates and Service Levels:

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

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

| | | |
|-------------------------|----|---------------|
| General Fund - MOE | \$ | 1,631,218.00 |
| Fed: SAFETEA-LU | \$ | 3,390,000.00 |
| State: LSTP | \$ | 463,000.00 |
| State: RSTP | \$ | 10,000.00 |
| State: Gas Tax | \$ | 6,805,176.00 |
| State: Proposition 1B | \$ | 1,866,600.00 |
| State: TDA | \$ | 284,264.00 |
| Other: Measure A SC | \$ | 2,712,878.00 |
| Other: Measure A NC | \$ | 2,774,870.00 |
| Other: Measure D | \$ | 360,000.00 |
| Other: GTIP/OTIP | \$ | 150,000.00 |
| Other: Santa Maria Haul | \$ | 100,000.00 |
| Total | \$ | - |
| | \$ | 20,548,006.00 |

Narrative:

The FY 2011/12 RdMAP projects total approximately \$20.6 million and will be funded primarily by State Gas Taxes (old HUTA and new HUTA), Measure A, remaining Measure D funds, Proposition 1B, Santa Maria Haul Route funds, Local Surface Transportation Program (LSTP), Transit Demand Account (TDA), General Fund, High Priority Demonstration Funds (SAFETEA-LU), and Transportation Impact Fees. This revenue has also been programmed within the RdMAP budget for FY 2011-12.

Staffing Impacts:

Legal Positions:

FTEs:

Special Instructions:

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

Attachments:

- A) Final Draft Road Maintenance Annual Plan for Fiscal Year 2011/12 – Available Wednesday, June 1, 2011
- B) Notice of Exemptions for each Supervisorial District (5)

Authored by:

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



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

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

Requested by: _____
Address: _____
City, State, Zip: _____
Phone: _____

Staff Contact: _____

Date: _____

| Check Appropriate Boxes To Send to Requestor: | | |
|--|--------------------------|--------------------------|
| | (Y) | (N) |
| Copy of this Request | <input type="checkbox"/> | <input type="checkbox"/> |
| Notice of Annual Maintenance | <input type="checkbox"/> | <input type="checkbox"/> |
| Plan Hearing Dates: | <input type="checkbox"/> | <input type="checkbox"/> |

Location: (Attach Vicinity map)

| Maintenance Area: | |
|-------------------|-----------|
| | |
| SECTION ID NUMBER | AREA CODE |

Description of Work: (Be As Specific As Possible)

Project Referred for Scope Recommendations 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: _____

**COUNTY OF SANTA BARBARA
Public Works Department**

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

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

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

The general order of work will be as follows:

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

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

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

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

If the work is postponed for any reason, you will receive another 48-hour notice with the rescheduled date. If you have any questions please contact the following:

24-Hour recorded information (County) (805) 681-4896

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

MINUTE ORDER

December 12, 2000, in the p. m.

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

Michael F. Brown, Clerk (Allen)

Supervisor Rose in the Chair

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

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

COUNTY ADMINISTRATOR'S RECOMMENDATION: APPROVE

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

i) Remove the last sentence of paragraph two on page three of the policies regarding "Tree Removal/Repairs"; and

ii) Change to 4 from 8 the number of adjacent neighbors necessary to sign a petition requesting removal of a tree under Section 2) of "Tree Removal/Repairs"; and

iii) That staff include a tree-pruning schedule as a component of the County "Road Map".

**SANTA BARBARA COUNTY
BOARD AGENDA LETTER**



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

757 DEC -4 AM 11:47
CLERK OF THE BOARD OF SUPERVISORS
SANTA BARBARA COUNTY

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

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

REPLACEMENT # 1
DATE 12/14/00 TIME 11:47 AM

DEC 12 2000

Recommendation(s):

That the Board of Supervisors:

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

Alignment with Board Strategic Plan:

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

Executive Summary and Discussion:

Background

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

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

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

The Street Tree Policy Process

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

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

Street Tree Policy

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

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

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

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

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

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

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

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

Mandates and Service Levels:

None.

Fiscal and Facilities Impacts:

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

Special Instructions:

None.

COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS – TRANSPORTATION DIVISION

STREET TREE POLICIES AND REGULATIONS

SCOPE/GOAL

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

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

TREE MAINTENANCE

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

Hazard Management

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

Pruning

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

Tree Health and Survival

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

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

TREE REMOVAL/REPAIRS

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

TREE PLANTING

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

County of Santa Barbara Public Works Department
Street Tree Policy

| REQUEST GENERATOR | | REPLACEMENT | TYPE OF TREE | RESPONSIBILITY FOR UPKEEP | | FUNDING |
|-------------------------|--|--|--|---------------------------|-----------------------|----------------------------------|
| Homeowner | Property owner is responsible when they want to remove a healthy tree due to: 1) aesthetics 2) nuisance 3) economic considerations 4) Partnership Program | Tree to correspond with approved planting plan and list of street trees. | Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment. | Homeowner | Grants Local match | |
| County of Santa Barbara | County replaces tree when removal is required due to hardscape repairs prior to roadway treatment, or public safety issues (sick, dead or damaged trees) | Tree to correspond with approved planting plan and list of street trees. | Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment. | Grants | Local match | |
| Natural Causes | County replacement due to storms or vehicular accidents. Should the property owner remove tree without prior County authorization, tree replacement will become responsibility of the owner. | Tree to correspond with approved planting plan and list of street trees. | Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment. | Grants | Local match | |
| Lack of Existing Tree | To be determined on a request basis. | Tree to correspond with approved planting plan and list of street trees. | Homeowner is responsible for establishing tree - County is responsible for maintenance after tree establishment. | Homeowner | Grants Local match | Tree policy last updated 5/25/19 |

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



(805) 681-4990
 FAX 681-4991

Arborist Approved Tree Planting List South County

| <u>Common Name</u> | <u>Botanical Name</u> |
|--|---|
| American Sweetgum | Liquidambar styraciflua 'rotundaloba' * |
| Anstralian Peppermint Tree | Agonis flexuosa |
| Anstralian 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 restutus |
| Chinese Parasol Tree | Firmiana simplex |
| Chinese Pistache | Pistachia chinensis |
| Cork Oak | Quercus suber |
| Crape Myrtle | Lagerstroemia X frunzi (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 | Brabea 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 stephyloides |
| Queen Palm | Arecastrum romanzoffianum |
| Rainbow Gum | Eucalyptus deglupta |
| Silk Tree, Mimosa | Albizia julibrissin |
| Southern Live Oak | Quercus virginiana |
| Water Gum | Tristanopsis laurina |
| Windmill Palm | Trachycarpus fortunei |

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

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



(805) 681-4990
 FAX 681-4991

Arborist Approved Tree Planting List North County

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

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 request.

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

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

For Office Use:
 File No. _____

Date Received _____ Received By: _____

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

Department of Public Works, Transportation Division's Grievances Form

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

| | |
|--|-------------------------------|
| 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: _____

Acknowledgments

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

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