



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

Department Name: Public Works
Department No.: 054
For Agenda Of: April 14, 2015
Placement: Departmental
Estimated Tme: 30 Minutes
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Director Scott D. McGolpin, Public Works Director, 568-3010
Contact Info: Chris Sneddon, Deputy Director-Transportation, 568-3064
SUBJECT: Measure A Program of Projects for Fiscal Year 2015/2016, All Supervisorial Districts

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: Yes

Recommended Actions:

That the Board of Supervisors:

- A. Adopt the attached Resolution for the Measure A Five-Year Local Program of Projects for Fiscal Years 2015/2016 through 2019/2020, for submittal to the Santa Barbara County Local Transportation Authority for acceptance;
- B. Reaffirm Resolution 10-101, which establishes priorities and policies for the use of the local portion of the one-half cent sales tax for the transportation needs in Santa Barbara County;
- C. Reaffirm the existing distributions of Measure A revenues: 50 percent population and 50 percent lane miles for the South Coast, and 100 percent lane miles for North County;
- D. Direct staff to prepare Fiscal Year 2015/2016 Road Maintenance Annual Plan (RdMAP) based upon approved Measure A distribution formula; and
- E. Determine that the proposed actions are administrative and other fiscal activities that do not involve commitment to any specific project, and are therefore not a project as defined by State CEQA Guidelines Section 15378, and approve the filing of the attached Notice of Exemption on that basis;

Summary Text:

Recommendation A

Measure A guidelines require each local agency to adopt a Resolution for the five-year Program of Projects (POP) and certify its intent to allocate the required local discretionary funds to satisfy the "Maintenance of Efforts" provision of Measure A for FY 2015/2016.

Recommendation B

In addition, reaffirmation of Resolution No. 10-101, which establishes the priorities and policies for the use of Measure A funds, is recommended annually for this item. Eligible use of Measure A funds is defined by the voter approved investment plan and jurisdictional Measure A expenses, which are audited by the Santa Barbara County Association of Governments (SBCAG). These include the requirement that 10% of Measure A funds be spent on Alternative Transportation, half of which may be credited for the maintenance of Class II facilities that are part of the travelled way.

Recommendation C

The County receives Measure A revenues separately for the South Coast and for the North County. On April 1, 2014, your Board reaffirmed Measure A fund distribution ratios of 50 percent population and 50 percent lane miles for the South Coast and 100 percent lane miles for North County. These were the same distributions utilized in the previous fiscal year, and no changes are proposed this year.

Measure A will provide a stable revenue stream to our region for the next 25 years. The County uses this revenue primarily for deferred maintenance (Pavement Preservation), matching funds for capital improvements, and corrective maintenance. When Measure A was crafted the revenues were split evenly between the South Coast and the North County. This funding distribution does not deviate from Measure A requirements. In our County approximately 2/3's of the lane miles that are contained within our maintained system are in the North County. The existing Measure A distribution ratios allow the County to maximize our maintenance efforts in the North County.

Recommendation D

Use of Measure A and other funding for these needs is programmed in the Program of Projects (POP), as well as the Road Maintenance Annual Plan (RdMAP). If the Measure A POP is approved, staff will return to your Board with the RdMAP for FY15/16 for your approval.

Recommendation E

Staff recommends that your Board find these actions exempt pursuant to CEQA Section 15378 as they involve administrative and other general policy and procedure making activities that will not result in direct or indirect physical changes to the environment.

Background:

Measure A history and programming

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

Measure A for local streets and roads are distributed at a reduced percentage of overall revenue from Measure D. The Measure A voter-approved investment plan includes dedication of a substantial portion of Measure A to special projects such as Highway 101 widening, commuter rail between Ventura and Santa Barbara, other named projects, and increased alternative transportation funding. The remaining funds are split equally between the South Coast and the North County for local roads. As a result, local agencies receive 65% of the total amount of revenue from the North County expenditure plan for local streets and roads, and 52% of the total amount of revenue from the South Coast expenditure plan for local streets and roads. To put this in context, local streets and roads received 70% of the revenue generated with Measure D.

The voter-approved investment plan for Measure A requires the County to develop two distinct 5-year Programs of Projects for your Board's approval annually: one for Measure A funds on the South Coast, and one for North County Measure A funds. Upon your Board's approval, the Department will submit the Programs to SBCAG for incorporation into the countywide plan. The approved Measure A Ordinance also states that a Maintenance of Effort (MOE) is required in order to continue to receive Measure A funds. The actual MOE will be published by SBCAG in August and the Department will come forward with a budget revision if the amount is different.

Measure A and the current status of County Transportation Infrastructure

The County's approved Five-Year Program of Projects is the basis for the Public Works Department's Road Maintenance Annual Plan (RdMAP), identifying corrective and preventive maintenance needs, for which Measure A is one of the County's primary sources of revenue. Corrective maintenance is work our staff performs on a daily basis such as pothole patching, crack sealing, thin lift overlays, sidewalk ramping, tree trimming, and culvert cleaning. Preventive and deferred maintenance (also known as the County's Pavement Preservation Program) includes overlays, seal coats, and hardscape repairs. Deferred maintenance is the majority of the County's unfunded road maintenance backlog.

The County's transportation infrastructure current Pavement Condition Index (PCI) is 60 – the same as last year. The annual backlog of deferred maintenance for FY15/16 is \$252M, a reduction of \$7M from FY14/15. The PCI held at sixty over the last year with less than recommended annual funding of \$12M. Three primary reasons are:

- 1) The drought – water and heavy traffic are the two primary factors leading to pavement degradation. The absence of rainwater intruding into the pavement and subgrade has slowed the rate of decay of the roads in our maintained road system. This phenomenon will end once the drought is over.
- 2) Cost-effective treatments – implementation of new pavement technologies, such as cold-in-place recycling, has reduced the cost of treatments needed to maintain roads. This coupled with advances in techniques for choosing which roads to treat and how to treat them has led to less projected costs to address the backlog.
- 3) Purchasing power – costs for addressing deferred maintenance has not increased at the rate predicted 5-10 years ago. Due to the recession and relatively lower oil prices, the ability to stretch available dollars has led to both lower predicted cost and more area of pavement getting treated for the available funding. Infusing the RdMAP with \$3.6M of additional general fund over the last two years has meant more pavement was maintained, at a lower cost, with more advanced treatments.

Although the PCI has remained at 60 over the last year, the Department estimates approximately \$12M would be required annually to maintain the system's current PCI. This is because the annual funding levels are calculated projecting out over the next two decades. While it is true that our strategies for treating roads has evolved and will continue to evolve and get more cost-effective over time, eventually rain will return and the price to perform road maintenance will increase.

Roughly \$3M is spent annually on pavement preservation, which is substantially less than what is needed to maintain the system at a PCI of 60 under typical circumstances. However, in FY14/15 an estimated \$7.6M will be spent on deferred maintenance projects. This work is funded from an infusion of an additional \$1.6M of General Fund from your Board, as well as a true up to expend funding from the first five years of Measure A revenue. This work, combined with the three factors above, should have a positive impact on the rate of deterioration of the County's overall PCI.

Current RdMAP planning assumes preventive maintenance funding levels of approximately \$3M for FY15/16, based on known funding sources (Measure A, State Gas Tax, General Fund Designation). With the funding that is available, the Department will continue to strive for the most cost-effective treatments. However, the State recently announced it will reduce State Gas Tax funding in FY15/16 by almost \$3M. This reduction means funding that is typically used to address deferred maintenance may be needed to preserve operations and corrective maintenance activities in FY15/16, unless restored through the budget process, reducing our ability to fund RdMAP projects.

Fiscal and Facilities Impacts:

Budgeted: N/A

Narrative:

The Measure A Five-Year Local Program of Projects will bring an estimated \$35,233,000 of revenue to maintain the County's Transportation Infrastructure over the five year period. Of this amount, the South Coast is estimated to receive \$18,275,000, and the North County is estimated to receive \$16,958,000 over the five-year period. See Attachments 4 and 5 less 14/15 carryover.

In future years, Public Works will have a reduced amount of Measure A funds available for Pavement Preservation and capital improvement projects. Regional Surface Transportation Program (RSTP), State Transportation Improvement Program (STIP), Proposition 1B, and Federal earmarks are funding sources the Department has relied on for Pavement Preservation and large capital improvement projects, such as the Summerland Circulation Improvements. Both RSTP and STIP funds have been reprogrammed by SBCAG staff in their approved 30-year Measure A Strategic Plan, and therefore, are no longer available to supplement Measure A funds for Pavement Preservation or capital improvement projects. State funding is also declining, and Federal earmarks for projects such as the Hollister widening and rural rehab projects were eliminated in the most recent Federal Transportation Funding Bill.

Special Instructions:

Please return one copy of the adopted Resolution and a certified stamped Minute Order to: Gena Valentine Felix, Public Works Transportation Division, x3064.

Attachments:

1. Resolution for the Measure A Five-year Local Program of Projects for Fiscal Years 2015/2016 to 2019/2020
2. Resolution 10-101
3. Notice of Exemption
4. Measure A Local Program of Projects – South Coast
5. Measure A Local Program of Projects – North County

Authored by:

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