

An aerial photograph of a vineyard in Santa Barbara County, California. The image shows a long, straight road under construction, with a yellow excavator working on the asphalt. The vineyard is divided into rows of grapevines, some of which are covered in trellis structures. In the foreground, there is a small building with a red roof and a yellow truck. The background features rolling hills and mountains under a blue sky with scattered clouds.

RdMAP

County of Santa Barbara

2020-2021

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



CAT CANYON ROAD: IN-HOUSE LEVELING PROJECT

SPRING 2019

(Cover & Inside Cover)

Introduction



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

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

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

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

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

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

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

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RdMap Planning Process

The planning and implementation of the RdMAP is a year-round process. In the fall, when the adopted RdMAP work is underway, preparation for the next year begins. The Transportation Division involves County elected officials and the public throughout the planning process, and uses state-of-the-art technology, which provides invaluable information on the condition of the maintained road system. Maintenance Superintendents also gather information about needs and priorities based on what they see in the field.

With that information and a preliminary budget, the Department creates an initial priority project list. Meanwhile, using asset management systems, Engineering creates a list to compare with what the Road Yard Superintendents derived. The list of projects is then refined using input received from the Board of Supervisors, requests through the Road Yards, and other public feedback. Following public workshops, the additional public input is reviewed for incorporation into the plan. Transportation staff then presents the final RdMAP to the Board of Supervisors for approval.



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

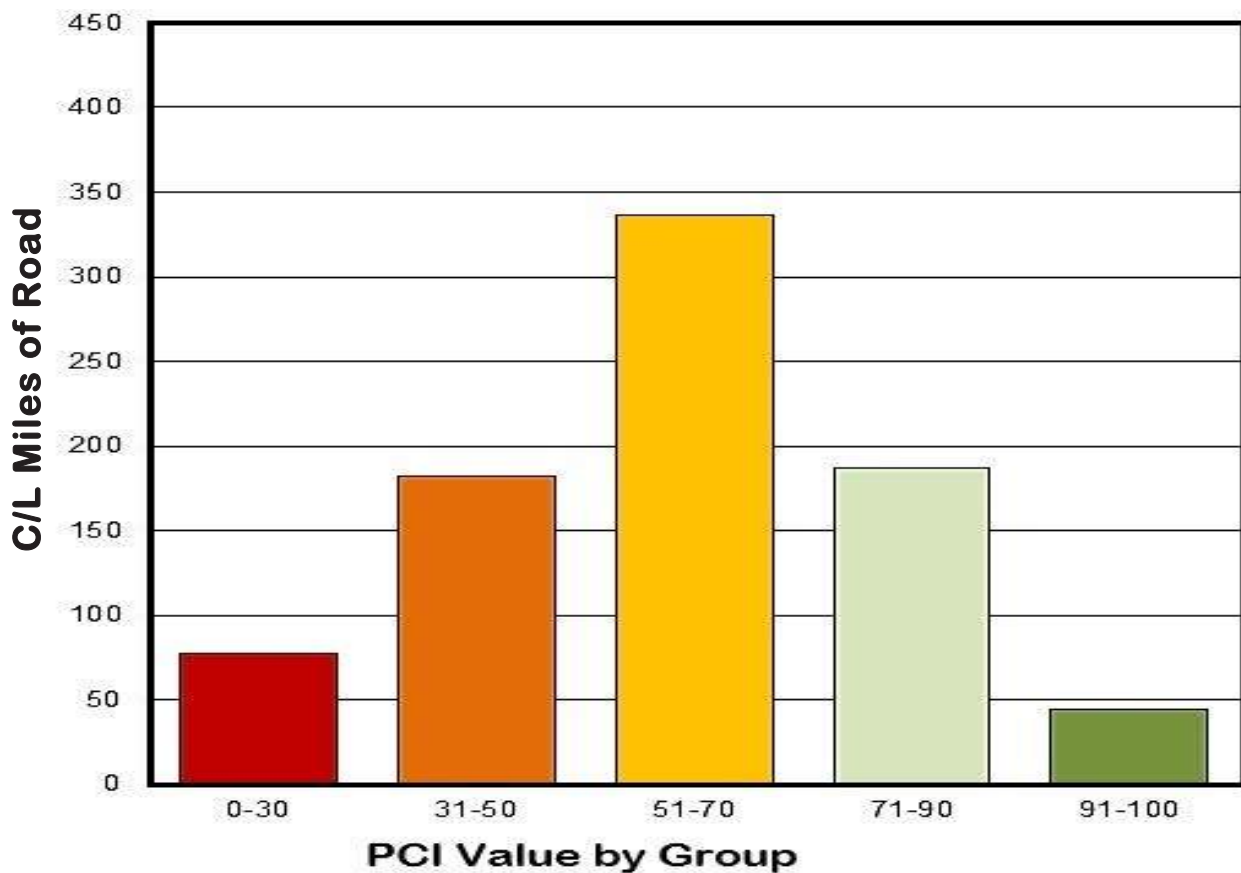


Pavement Management System

The Pavement Management System (PMS) offers decision-makers a systematic way to gauge pavement conditions, as well as provide steps for using the information to identify and schedule the most cost-effective treatment. It aids the decision-making process by moving away from the traditional “worst first” approach toward spending maintenance funds. A PMS is a data management and costing tool which enhances professional assessment; it does not replace it.

A PMS tracks the Pavement Condition Index (PCI), a numerical value on a scale of 0-100 that is intended to indicate the general condition of the roadway. A PCI value is annually updated by inspections on large arterials, and tri-annually on all roads. A PMS is not a black-box that churns out answers to every maintenance question, but rather a tool to help determine the most cost-effective maintenance program.

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



Corrective Maintenance & Operations

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

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

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

Most corrective maintenance activities are done on a seasonal basis. For instance, culvert cleaning is done in the fall. Staff inspects each County-maintained culvert to ensure functionality just before the winter season. Weather conditions and rainfall directly influence the amount of shoulder repair work.

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



Corrective Maintenance Programs

Emergency &
After-Hours
Response

Surface
Preparation,
Repair, &
Maintenance

In-House
Leveling
Operations

Road
Shoulder
Maintenance
& Repair

Traffic Control
& Traffic
Safety Device
Maintenance

Vegetation
Management

Service
Request &
Project
Initiation
Program

Culvert &
Drainage
Maintenance

Urban
Forestry

Daily Operations Performed by Our Maintenance Crews

Surface Preparation, Repair & Maintenance



Surface preparation as well as maintenance includes repair and maintenance of existing pavement surfaces, as well as surface treatment preparations for projects. These activities include, but are not limited to: skin patching, pothole patching, crack sealing, and fog sealing. County crews perform these corrective procedures to re-pair potholes, fill cracks, and level asphalt settlement in both rural and urban areas.

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



In-House Leveling Operations



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

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



Road Shoulder Maintenance & Repair



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

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

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

Vegetation Management

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



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

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

Culvert & Drainage Maintenance

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

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



Traffic Control & Traffic Safety Device Maintenance

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

Public Works has a Preventive Maintenance Program for the traffic signal equipment, in addition to a 24-hour callout system for emergencies. Staff routinely inspects and updates each signalized intersections' timing and usage to provide the safest, most efficient system possible.



Public Works receives hundreds of service requests throughout the year for traffic related issues such as parking restrictions, traffic calming, sight distance, and stop sign requests. The Traffic Section and Maintenance Crews both follow-up on requests with a review and appropriate response. Staff presents many of these issues to the Traffic Engineering Committee, comprised of stakeholders and experts, who help find appropriate solutions, which provide a safe and efficient roadway system.

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

Service Requests & Project Initiation Program

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



In cases where the scope of work is beyond routine maintenance, or would require interdepartmental coordination, the constituent is asked to submit a Project Initiation Request Form (PIR) to initiate the work. The Transportation Division keeps a database to track the large volume of PIRs received each year. Once staff investigates a request, it is logged into the database and kept in the backlog for one Fiscal Year. Due to the limited funding available, only a small number of these projects are chosen each year.

If a project is not chosen, the constituent must submit a new PIR the following year for it to be considered for funding. This process allows the Department to keep an up-to-date project list that reflects the public's immediate concerns. The public can request a PIR form by contacting the Transportation Division via phone, written request, email, or by attending one of the annual public workshops. A sample PIR form can be viewed in the Appendix.

Urban Forestry



The Transportation Division maintains approximately 9,000 street trees County-wide. County crews perform tree trimming for both urban forests and rural roadsides to expose street and traffic signs, as well as clear areas for sight distance. In the urban setting, pruning gives a balanced and consistent look to the trees designated to the parkway strip. When necessary, Urban Forestry crews assist with preparations for road surface treatment applications. Preparing for surface treatments requires various tree pruning methods including crown cleaning, thinning, stump removal, structure pruning, reductions, and raising of the tree canopy. Of the approximate 9,000 street trees in County-wide, about 65% are not appropriate for street-side parkways. The unapproved, often problematic, trees cause damage to the curbs/gutters and sidewalks, which impacts mobility, making street surface treatments more costly. To repair all tree-damaged concrete in Santa Barbara County would cost approximately \$39 million dollars.

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



Emergency & After-Hours Response



The Transportation Division has a 24-hour emergency call-out system in place when problems occur outside normal working hours, such as After-Hours, weekends, and holidays. The Division maintains a call-out list containing names and telephone numbers of Maintenance personnel equipped with County vehicles and tools to respond to after-hour emergencies. This list is kept up-to-date and distributed regularly to County Fire, Sheriff, and Flood Control dispatches, as well as the California Highway Patrol.

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



The call-out system allows for flexibility in rotating personnel out of the field to keep the staff rested and prepared for the regular workday. It allows for a continuity of effort and performance, all while promoting safety for the public and staff. In hazardous/unsafe working conditions, such as darkness or heavy rain, staff may postpone work until daylight or until conditions improve. In cases, where road closure is necessary, staff will make best efforts to notify residents and to ensure safe evacuation.

Special Programs

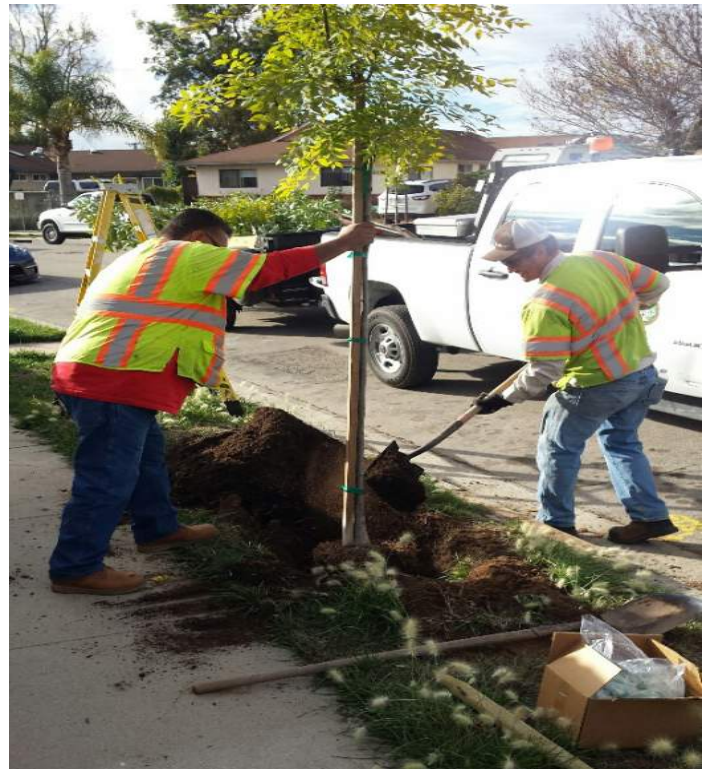
Partnership Program



The Transportation Division facilitates Street Tree planting and hardscape repair in a variety of ways including working with homeowners through the Partnership Program. Public Works developed the Partnership Program as a tax-deductible, cost-sharing agreement between homeowners and the County for hardscape repairs

Participation in the program requires the homeowner to pay 50% of the repair costs, which can include tree removal and/or hardscape repair and replacement of curb/gutter, and sidewalk, and occasionally driveway aprons.

The homeowner is responsible for watering and care of the new street trees after the repairs are complete. The Partnership Program is successful because it provides a choice for the public and benefits the community as well as the County. Through this program, the Department is achieving its goals of public safety and Urban Forest preservation.



Roadway Enhancement Partnership Program (REPP)



To help focus on the needs of Santa Barbara County residents, the Board of Supervisors asked Public Works to implement an “Adopt-a-Road” style program. In response, the Transportation Division developed the Roadway Enhancement Partnership Program (REPP). This platform promotes residents to volunteer donations of time, materials and funding for the enhancement of the County right-of-way with the objective of beautification and a cleaner environment.

The Transportation Division issues REPP encroachment permits to applicants, which allows them to work within the defined limits of the maintained right-of-way. Upon acceptance of the Partnership, the Division provides personal safety equipment (vests, trash bags, and hard hats, as well as safety training for working in the right-of-way. The participants supply the other necessary materials for their projects. The Division places signs of recognition in the right-of-way reflecting the participants’ names and the type of enhancements they provide, if interested.

County of Santa Barbara



REPP

ROADWAY ENHANCEMENT
PARTNERSHIP PROGRAM

Safety

is our #1 concern.

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

For more information, please contact the Transportation Division at:

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

Capital Maintenance

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

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

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



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



Surface Treatments

The annual Surface Treatment Program described in this RdMAP is typically a 12 to 24 month, a two-stage process of surface treatment application and, if needed, concrete repair. The schedule for these stages of work is staggered so concrete repairs and maintenance preparations are completed in one year, and surface treatments can be applied in year two. Concrete repair is the first stage in which staff conducts field reviews of all streets listed in the RdMAP. Staff marks, measures, and logs all damaged concrete; identifies survey monuments for preservation, in addition to preparing the plans and specifications of the project. Public Works then advertises and awards the concrete repair project, in accordance with the Public Contract Code, and sets the start date for the project.

Once the concrete repair project is advertised, staff begins the design work on the second stage: the surface treatment. The design work includes evaluating the pavement, marking and measuring failed areas, determining appropriate surface treatments, preparing plans and specifications, and locating survey monuments that would be disturbed by construction activities. Prior to the surface treatments, County forces perform roadway preparations including crack sealing, patching, dig-outs, and leveling, as well as vegetation abatement such as tree trimming and weed removal. Trees must be at least 13 feet above the roadway, and other vegetation cleared away, to allow the construction equipment unobstructed access under the canopy.



• Preventive

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

Fog Seal

A fog seal is a relatively inexpensive asphalt emulsion applied to the road pavement. This seals the asphalt and prevents water from penetrating the roadway, and helps to lock in the fines around the larger aggregate thereby extending the life of the pavement by approximately one to two years.

Microsurfacing

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

Cape Seal

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

• Rehabilitation

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

Asphalt Concrete Overlay

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

Recycling

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

Reconstruction

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

Funding

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



www.pwsb.net

General Fund

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

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

State Gas Tax Funding

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

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



www.rebuildingca.ca.gov

Measure A Funding

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

Measure A revenues generated countywide are distributed according to the voter-approved investment plan; a substantial portion of Measure A is dedicated to regional projects such as Highway 101 widening (the region's highest priority project, commuter rail between Ventura and Santa Barbara, and transit. The remaining funds are distributed between the South Coast and the North County for local roads.

The County receives Measure A revenues separately for the South Coast and the North County. The two revenues cannot be combined and must be used within their specified portions of the County. The estimates for FY 2020-2021 are \$3.6 million in South County and \$3.2 million in North County. The County currently relies heavily on Measure A to fund essential corrective maintenance activities in these areas as well as to provide local match for federal and state grants.

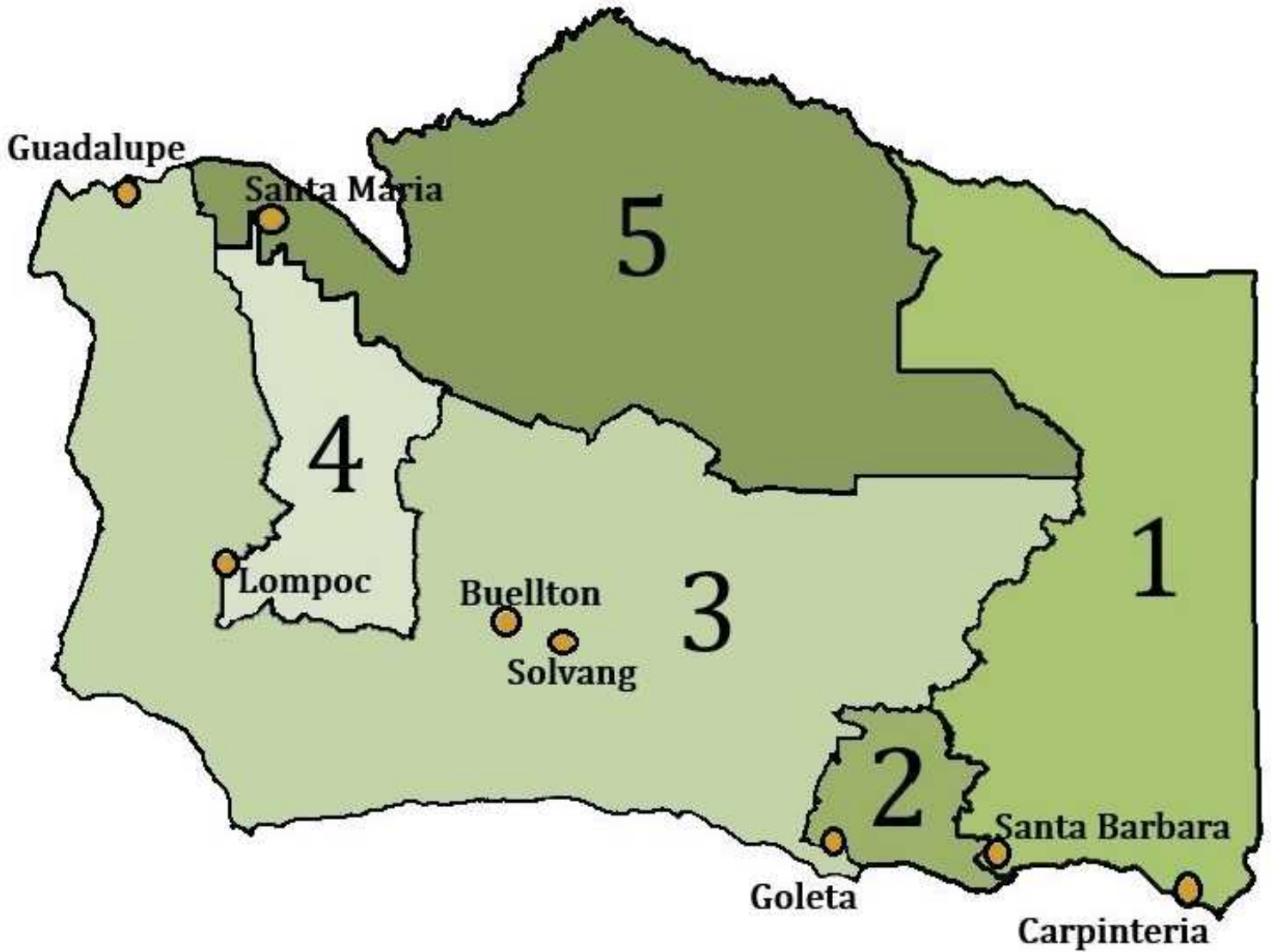
Storm Impacts

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



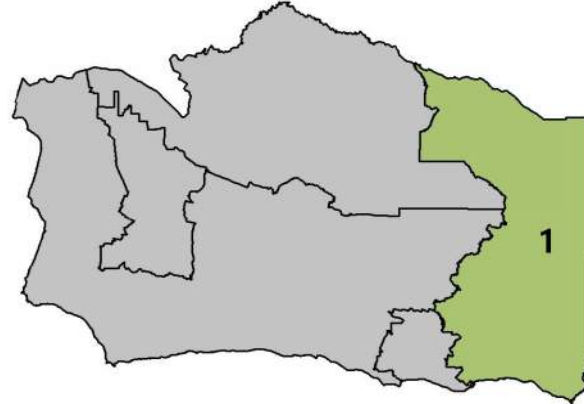
www.measurea.net

District Project Locations



District 1

| Program Category | Amount |
|-------------------------|-------------------|
| Rehabilitation | \$ 473,000 |
| District 1 Total | \$ 473,000 |



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

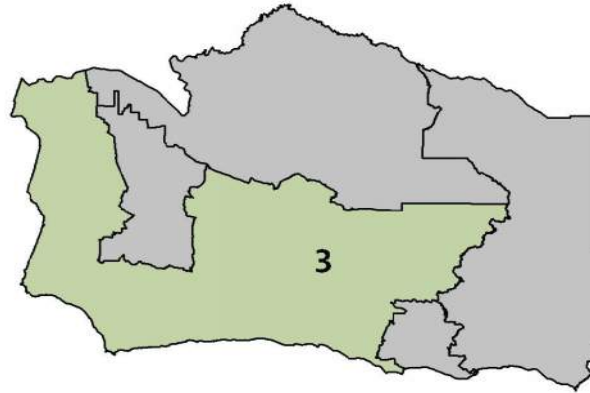


District 2

| Program Category | Amount |
|-------------------------|-------------------|
| Rehabilitation | \$ 547,000 |
| District 2 Total | \$ 547,000 |

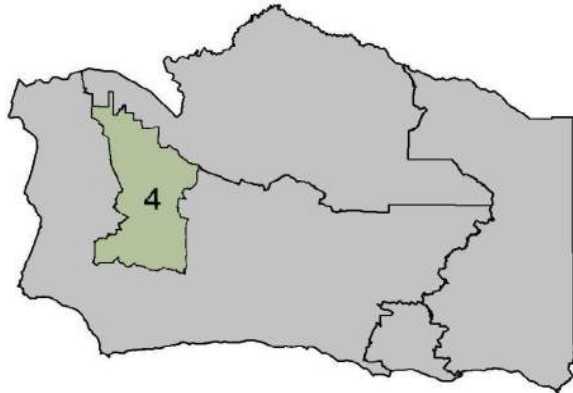
| DISTRICT 2 - PROPOSED PROJECTS | | | | |
|--------------------------------|----------------|----------------|------------------|----------------|
| Section | Road Name | From | To | Treatment |
| B 12730 | Walnut Park Dr | Ribera Dr | South End | Rehabilitation |
| B 12735 | Walnut Park Ln | Walnut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

District 3



| Program Category | Amount |
|-------------------------|---------------------|
| Rehabilitation | \$ 1,322,000 |
| Preventive | \$ 10,000 |
| District 3 Total | \$ 1,332,000 |

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



District 4

| Program Category | Amount |
|-------------------------|-------------------|
| Rehabilitation | \$ 449,000 |
| Preventive | \$ 190,000 |
| District 4 Total | \$ 639,000 |

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

District 5



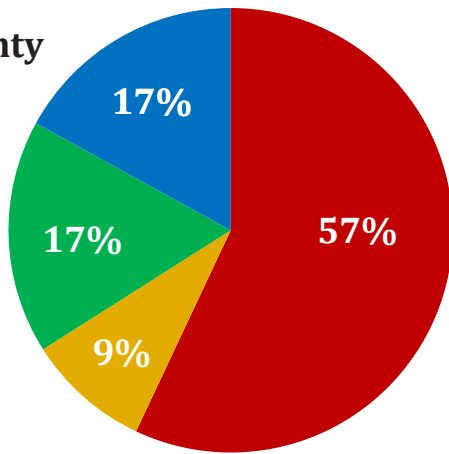
| Program Category | Amount |
|-------------------------|-------------------|
| Rehabilitation | \$ 199,000 |
| Preventive | \$60,000 |
| District 5 Total | \$ 259,000 |

DISTRICT 5 - PROPOSED PROJECTS

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

Work Plans

South County



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

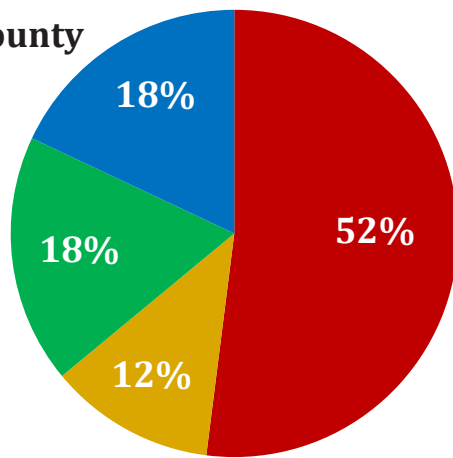
| District | Location | Proposed Work |
|----------|--|--|
| 1, 2, 3 | Throughout Area | Prep for Measure A & SB1 Surface Treatments Patching, Sweeping, Crack Sealing |
| 1, 2, 3 | Throughout Area | Patch or Repair Pot Holes, Berms, Dikes Crack Sealing, Dig-out Failed Areas |
| 1, 2, 3 | Throughout Area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

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

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

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

Central County



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

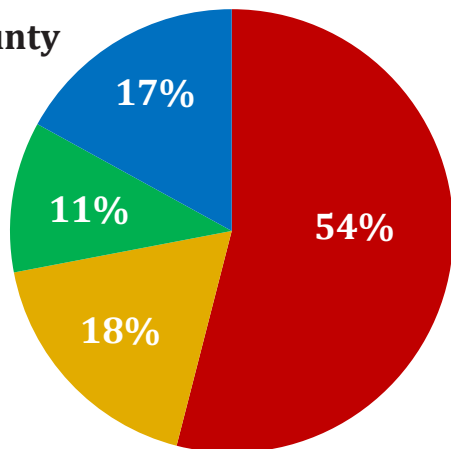
| District | Location | Proposed Work |
|----------|--|--|
| 3, 4 | Throughout Area | Prep for Measure A & SB1 Surface Treatments Patching, Sweeping, Crack Sealing |
| 3, 4 | Throughout Area | Patch or Repair Pot Holes, Berms, Dikes Crack Sealing, Dig-out Failed Areas |
| 3, 4 | Throughout Area | Hardscape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

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

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

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

North County



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

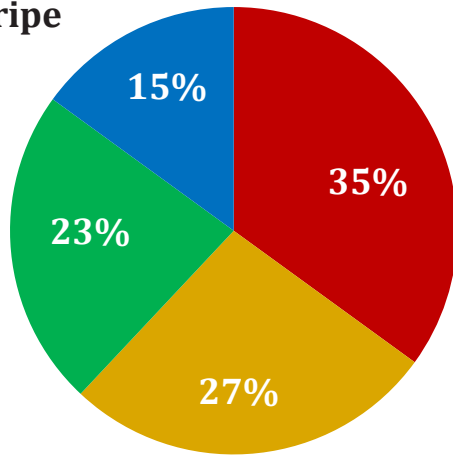
| District | Location | Proposed Work |
|------------|--|--|
| 1, 3, 4, 5 | Throughout Area | Prep for Measure A & SB1 Surface Treatments Patching, Sweeping, Crack Sealing |
| 1, 3, 4, 5 | Throughout Area | Patch or Repair Pot Holes, Berms, Dikes Crack Sealing, Dig-out Failed Areas |
| 1, 3, 4, 5 | Throughout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

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

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

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

Sign & Stripe



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

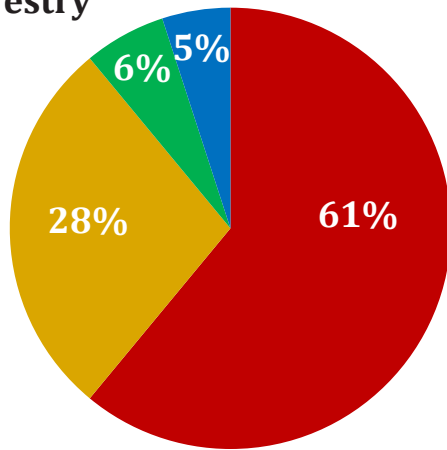
| District | Location | Proposed Work |
|----------|------------|---|
| All | Countywide | Refresh Lane and Edge Line Striping and Delineation |
| All | Countywide | Restripe; In-House Patching, Paving, and Various Surface Repairs and Treatments which affect Markings |

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

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

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

Urban Forestry



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

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

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

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

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

Appendix

- A. Board Letter**
- B. Notice of Exemption**
- C. Arborist - Approved Tree Lists**
- D. Sample of ADA Request for Accommodation Form**
- E. Sample of ADA Grievances Form**
- F. Sample Project Initiation Request Form**



**Fairview Avenue: In-House Leveling Project
Spring 2020**



**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: August 18, 2020
Placement: Administrative
Estimated Tme: N/A
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors

FROM: Department Director: Scott D. McGolpin, Public Works Director, 568-3010
Contact Info: Chris Sneddon, Deputy Director, Transportation, 568-3064

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

County Counsel Concurrence:

As to form: Yes

Auditor-Controller Concurrence:

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

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

Summary Text:

This item is on the agenda to adopt the Fiscal Year (FY) 2020/2021 Road Maintenance Annual Plan (RdMAP). Every year, the Public Works Department prepares the RdMAP outlining the recommended maintenance work for the upcoming fiscal year, including both annual routine maintenance and repair work plans, and capital maintenance projects.

Public Works' Transportation Division maintains and repairs approximately 1,650 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks, curb ramps, traffic signals, and over 9,000 street trees.

The RdMAP process allows the Department to prioritize needed annual improvements and match this need with limited available funding for road maintenance.

Background:

Funding

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

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

Backlog

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

Plans and Programs

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

Annual Road Yard Work Plans outline the various activities planned to maintain pavement, trees, hardscape, drainages, and traffic control devices for each road yard. There are three major road yards and two satellite yards: the South County Road Yard, with two maintenance crews; the Central County, with a crew in Lompoc and the satellite road yard in Santa Ynez; and the North County, with two crews, and the satellite road yard in Cuyama. In addition, there are two countywide crews: the Urban Forest & Utility Crew focuses on caring for and maintaining the County's trees, vegetation, and associated hardscape; and the Sign & Stripe Crew refreshes paint throughout the County, focusing on school zones in the summer, and replaces and repairs signs as needed in our inventory of over 15,000 signs and 375 signals, flashers, radar signs, and bicycle path lights.

RdMAP Process

On June 28, 1994, your Board approved the first Public Works RdMAP for FY 1994/1995, as well as the road maintenance planning process for future RdMAPs. The Transportation Division used this process to develop the final draft of the FY 2020/2021 RdMAP for the County's Transportation Infrastructure System.

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

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

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

Project Approval, CEQA Determination, and Authority to Advertise

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

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

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

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

Narrative:

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

Special Instructions:

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

Attachments:

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

Authored By:

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

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NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

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

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

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

LOCATION: Countywide: All Supervisorial Districts

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

PROJECT DESCRIPTION: Santa Barbara County Public works requests the Board adopt the FY 20/21 Road Maintenance Annual Plan (RdMAP). Every year, the Public Works Department prepares the RdMAP outlining the recommended maintenance work for the upcoming fiscal year, including both maintenance operations work plans and capital maintenance.

Public Works' Transportation Division maintains and repairs approximately 1,650 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks curb ramps, traffic signals, and over 9,000 street trees which makes up our Urban Forest.

The RdMAP process allows the Department to prioritize needed annual improvements and match this need with limited available funding for road maintenance.

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

Name of Public Agency Approving Project: County of Santa Barbara

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

Exempt Status: (Check one)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

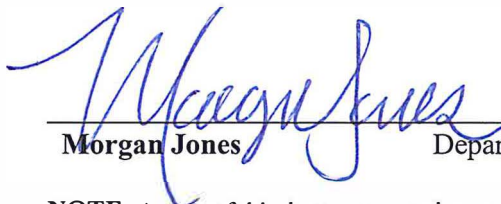
- (f) **Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

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

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

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

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



Morgan Jones

Department Representative

Date

June 16, 2020

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

POSTED

JUL 16 2020

SB County

Distribution: Date filed with Planning & Development _____

Planning and Development

Distribution: Date Filed by County Clerk: _____



Arborist Approved Tree Planting List South County

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

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



Arborist Approved Tree Planting List North County

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

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

Department of Public Works - Transportation Division Request for Accommodation Form

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

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

**Please mail to: County of Santa Barbara, Public Works Department - Transportation
 Attn: ADA Compliance Officer
 123 East Anapamu Street, Santa Barbara, CA 93101
 Or email: pwroads@cosbpw.net**

For Office Use:
 File No. _____

Date Received _____ Received By: _____

TITLE II of the Americans with Disabilities Act
 Section 504 of the Rehabilitation Act of 1973
Department of Public Works - Transportation Division
Grievances Form

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

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

Please mail to: County of Santa Barbara, Public Works Department - Transportation
Attn: ADA Compliance Officer
123 East Anapamu Street, Santa Barbara, CA 93101
Or email: pwroads@cosbpw.net

For Office Use:
 File No. _____

Date Received _____ Received By: _____



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

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

Requested by: _____

Date: _____

Address: _____

City, State, Zip: _____

Phone: _____

Staff Contact: _____

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

Location: (Attach Vicinity map)

| Maintenance Area: | |
|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> |
| SECTION ID | NUMBER |
| <input type="text"/> | <input type="text"/> |
| 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: _____

