



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: May 7, 2019
Placement: Departmental Hearing
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 2019/2020, 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) Adopt the attached Resolution for the Measure A Five-Year Local Program of Projects for Fiscal Years 2019/2020 through 2023/2024, for submittal to the Santa Barbara County Local Transportation Authority for acceptance;
- b) 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;
- c) Reaffirm Resolution 10-101, which establishes priorities and policies for the use of the local portion of the one-half of one percent (1/2%) sales tax for the transportation needs in Santa Barbara County;
- d) Direct staff to prepare Fiscal Year 2019/2020 Road Maintenance Annual Plan based upon approved Measure A distribution formula; and
- e) Find the Measure A Five-Year Local Program of Projects for Fiscal Year 2019/2020 through 2023/2024 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 a Resolution for the Measure A Five-Year Program of Projects FY 2019/2020-2023/2024, and to reaffirm Resolution 10-101 as well as existing distributions of Measure A revenues.

Recommendation A

Section 18 of the Santa Barbara Transportation Investment Plan Ordinance 5, commonly referred to as Measure A, requires each local agency, after holding a public hearing, to adopt a Resolution annually for the Five-Year Program of Projects (POP) and under Section 27 to certify the local agency's intent to allocate the required local discretionary funds to satisfy the "Maintenance of Effort" provision of Measure A.

Recommendation B

The County receives Measure A revenues separately for the South Coast and for the North County. On May 1, 2018, 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.

Recommendation C

Reaffirmation of Resolution No. 10-101, establishing the priorities and policies for the use of Measure A funds, is recommended annually for this item. Eligible uses are defined by the voter-approved Measure A investment plan, and jurisdictional Measure A expenses are audited by the Santa Barbara County Association of Governments (SBCAG). Measure A includes a requirement that ten percent (10%) or more of Measure A funds be spent on alternative transportation, half of which may be credited for the maintenance of Class II bicycle facilities that are part of the traveled way.

The County typically uses Measure A for pavement preservation, improving drainage facilities, hardscape repairs and infill, tree maintenance, traffic operations, matching funds for bridge projects, and corrective maintenance. Ten percent (10%) or more will go for alternative transportation, including striping and signs for pedestrian school zones, pedestrian facility improvements, infrastructure for bicycles, and transit service contributions.

This year, most of Measure A revenues, approximately \$6M, will be used for routine repairs, maintenance, and operations to offset the decrease in state gas tax (HUTA) that historically was used for that purpose. Senate Bill 1 set aside funding for local streets and roads in the Road Maintenance and Rehabilitation Account (RMRA) as a direct response to the growing deferred maintenance backlog of local jurisdictions. At the same time, HUTA funding has been reduced and the use of Measure A funding is necessary to continue our core mission of correcting immediate safety concerns and ongoing maintenance of roads and access paths for the traveling public. Ten percent (10%) or more will continue to be used for alternative transportation work in accordance with the Measure A Ordinance.

Recommendation D

The POP programs Measure A and other funding for maintenance needs. If the Measure A POP is approved, staff will return to your Board with the Road Maintenance Annual Plan (RdMAP) for FY 2019/2020 for your approval. With current funding, Measure A will be used for the in-house work plan portion, also known as corrective maintenance/operations, in the RdMAP. The contract work section of the RdMAP will only contain projects funded with other revenue sources.

Recommendation E

Determine that the Measure A POP is exempt from the provisions of CEQA, pursuant to Section 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.

Background:

Measure A History and Programming

On November 4, 2008, County of Santa Barbara voters approved Measure A to continue the one-half of one percent (1/2%) 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.

The Measure A voter-approved investment plan includes dedication of a substantial portion of Measure A to named capital projects such as Highway 101 widening, commuter rail between Ventura and Santa Barbara, various interchange improvements, 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.

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, Public Works 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 to continue to receive Measure A funds. SBCAG provided an estimate earlier this year and will publish the actual MOE amount in August. We do not anticipate issues in meeting the MOE.

Narrative:

Measure A and the Current Status of County Transportation Infrastructure

The County's approved Five-Year POP includes corrective maintenance/operations and capital improvements to all elements of Transportation Division work:

- Roads
- Bridges
- Hardscape and street trees
- Drainage facilities
- Traffic devices and infrastructure (signals, lights, signs, paint, etc.)
- Alternative transportation programs, including bicycle facility maintenance and safety improvements, pedestrian access and safety projects, education, outreach, and regional transit service operations.

This POP is the basis for the Public Works Department's Road Maintenance Annual Plan (RdMAP), identifying corrective maintenance and pavement preservation 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. Pavement preservation includes both preventive maintenance and rehabilitation work such as overlays, seal coats, and hardscape repairs. Pavement preservation work is the majority of the County's unfunded deferred maintenance backlog.

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 FY19/20 to the County is \$6.5M 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.

This year, FY 2019/2020, nearly the entire Measure A allocation is again proposed for routine maintenance, repairs, and operations. While SB 1 provides much needed funding for local road maintenance it did not replenish the gas tax funds historically used for the County's corrective maintenance and operations program. In addition, the 2017, 2018, and 2019 storm seasons have been hard on County roads. Storm damage costs for Roads for these three years totals over \$12M. The County anticipates partial reimbursement from the Federal Emergency Management Agency (FEMA) and the Federal Highway Administration (FHWA) for portions of this work, but timing and certainty on those reimbursements continues to be unknown.

FY 2019/2020 RdMAP planning assumes the baseline General Fund Designation of \$500k, an estimated \$3.2M from the 18% unallocated revenue growth, and \$6.5M of SB 1 RMRA going toward deferred maintenance.

Local Streets and Roads Needs

The County's current overall system Pavement Condition Index (PCI is 57 (on a scale of 0-100, with 25 or less=failed, and 100=best). The annual backlog of deferred maintenance for FY 2019/2020 is \$315M. Of this, \$141M is pavement preservation needs. The remainder is bridges, hardscape and trees, drainage facilities, and traffic operations devices.

For pavement alone, approximately \$14M would be required annually to maintain the system's PCI at its current level, and a much greater amount would be required to improve the PCI and reduce the backlog. In a typical year, the County spends between \$3M and \$5M on pavement preservation. Approximately \$8.6M in pavement preservation work is planned for FY19/20. This represents approximately 65 lane miles of work. The other 1,585 lane miles (96%) will be maintained by County Forces as needed. As a result, it is increasingly challenging to maintain accessibility and mobility for people, goods, and services in our County.

Special Instructions:

Please return one copy of the adopted Resolution and a certified stamped Minute Order to Gail Ocheltree, Public Works Transportation Division, x3094.

Attachments:

Attachment A: Resolution for the Measure A Five-year Local Program of Projects for Fiscal Years 2019/2020 to 2023/2024

Attachment B: Resolution 10-101

Attachment C: Measure A Local Program of Projects – North County

Attachment D: Measure A Local Program of Projects – South Coast

Attachment E: Notice of Exemption

Authored by:

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