RdMAP

FY 2013/2014

Road Maintenance Annual Plan

Maintenance Activities:

County Crews' Daily Activities

Pavement Preservation:

Preventive Maintenance Philosophies and Applications

Projects and Funding:

Project Locations for all Five Districts of Santa Barbara County

DRAFT

County of Santa Barbara
Public Works Department, Transportation Division

Providing a Clear Path, a Smooth Ride, and a Safe Trip for the Traveling Public

County of Santa Barbara

Public Works Department Transportation Division

2013/2014 Road Maintenance Annual Plan

With the support of the Santa Barbara County decision makers, the Transportation Division continually looks for new technologies and partners with industry professionals to address the ever-deteriorating road network and uncertain roadway funding. The innovative technologies that make up the Pavement Preservation Program include rejuvenating emulsions, scrub seals, and micro seals. Staff members responsible for implementing and maintaining this program travel the State of California and the Nation to educate and share their experience, and to spread awareness about the benefits of Pavement Preservation.

The County's Pavement Preservation Program has received numerous awards and has been the subject of articles in nationally distributed industry publications. These awards include the 2005 Award of Excellence in Contracting from the California Chip Seal Association; the 2005-2006 Past President's Award for Emulsion Excellence from the Asphalt Emulsion Manufacturing Association (AEMA);the prestigious Pavement Preservation Task Group's 2008 Program of the Year Award; and the 2012 Project of the Year award. Several statewide and federal agencies voted for Santa Barbara County to receive these awards for its innovative Pavement Preservation principles and techniques that help protect the taxpayers' investment in transportation infrastructure.

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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. The 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 all 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.

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, and the Public Works Director, as the Road Commissioner, has the authority to alter this plan to accommodate the changing needs at his discretion.

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Introduction

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

This document is Santa Barbara County's proposed Road Maintenance Annual Plan for Fiscal Year July 1, 2013 through June 30, 2014.

Projects proposed in this RdMAP reflect public input and requests, Board of Supervisors' priorities, County Executive Office (CEO) input, Street Saver® Pavement Management Program, and staff's professional assessment of Transportation facilities and roadways. Thanks to community partnerships, local leadership, committed staff, and community support, the Public Works Department is able to offer innovative programs and services. In the coming years, Public Works hopes to offer new programs and services, as it continues to grow as a trendsetting organization.

Proposed projects are listed within each District's section of this RdMAP. Please address inquiries and comments regarding this plan to Transportation Administration, or the nearest Road Maintenance Office:

Transportation Division Administration

County of Santa Barbara
Public Works Department
Transportation Division
123 E. Anapamu Street
Santa Barbara, California 93101
Telephone 805-568-3064
Attn: John McGray, Road Maintenance Manager
Email: mcgray@cosbpw.net

Local Road Maintenance Offices and Superintendents

Santa Barbara Road Yard

4415 Cathedral Oaks Road
Santa Barbara, Ca. 93110
Telephone 805-681-5678
Attn: Richard Navarro
Maintenance Superintendent
Email: rnavarr@cosbpw.net

Lompoc Road Yard

2010 Sweeney Road
Lompoc, Ca. 93436
Telephone 805-737-7773
Attn: Don Mason
Maintenance Superintendent
Email: dmason@cosbpw.net

Santa Maria Road Yard

912 W. Foster Road
Santa Maria, Ca. 93455
Telephone 805-934-6100
Attn: Kurt Klucker
Maintenance Superintendent
Email: kklucke@cosbpw.net

RdMAP Planning Process & Public Outreach

Since the RdMAP's inception in 1994, the Transportation Division has strived to include the public and County officials in the planning process for upcoming road maintenance projects. Resident requests, District Supervisors' and CEO input, staff assessment, and pavement management tracking information are incorporated into the annual maintenance plan. This public process keeps the Department accountable to its customers – the residents of Santa Barbara County and the traveling public, for the use of tax dollars as they pertain to the County Maintained Road System.

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

Public Works hosts public meetings in the spring in both the North and South County, to allow for additional input. These meetings are advertised in various local newspapers, and notifications are sent to community groups, as well as individuals who have filed PIR's throughout the year.

The Department's pavement and bridge management tracking systems provide data on the condition of the road system, making them vital to the maintenance planning process. These systems allow staff to choose the most appropriate surface treatments to extend the service life of transportation assets in the most efficient and cost-effective manner.

Pooling from these sources, the staff drafts an initial maintenance plan illustrating the best use of limited funds to address the needs of the roadway infrastructure. Following the public workshops, the additional public input is reviewed for incorporation into the plan, and staff presents the finalized RdMAP to the Board of Supervisors for approval.

The Public Works Department 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. 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.

Maintenance Overview

Corrective Maintenance

The three major Maintenance Road Yards are responsible for all corrective maintenance on County roads. Corrective maintenance is the day-to-day work performed by County crews to fulfill the Department's commitment to the safety of the traveling public. County maintenance crews respond to public requests and perform preparation work for upcoming surface treatments. Of the maintenance categories described in this RdMAP, the activity most commonly recognized is asphalt repair. The crews are also responsible for sidewalk ramping, culvert cleaning, and tree trimming, as well as crack sealing, which keeps moisture from permeating the subgrade. The crews also perform shoulder repairs and brush and weed removal, which require traffic control to make effective repairs.

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 rainy season. Weather conditions and rainfall directly influence the amount of shoulder repair work. Heavy rainfall results in higher volumes of shoulder repair and vegetation removal work.

RdMAP 2012/2013 Maintenance Activities - Summary

The Road Maintenance Section cumulative efforts have had a positive effect on County roads for FY 2012/2013. The road crews responded to 598 service requests, each within 48 hours of receipt. Not every service request could be fulfilled; however, staff did respond to every individual who requested service.

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

Low-cost treatments like the in-house fog seals continue to be an excellent Pavement Preservation Program. The Department is currently constructing a pilot project to test other low-cost treatments that may help address low volume roads. These include testing various types of chip seals and emulsions for effectiveness.

Under the Partnership Program (a tax-deductible, cost sharing effort to replace damaged curb, gutter, and sidewalk), crews have completed 825 lineal feet of concrete repairs.

Maintenance Activities 2012/2013

- ✓ *598 Service Request*
- ✓ *4200 Culverts/Drainage Facilities*
- ✓ *825 Lineal Feet of Concrete Repair*
- ✓ *In-House Leveling*
- ✓ *Pothole Repair*
- ✓ *Shoulder Maintenance*
- ✓ *Mowing*
- ✓ *Median Maintenance*

The Urban Forestry program includes contracts to clean, trim, and water medians in the unincorporated areas of Goleta. The County has recently completed a pilot project to install irrigation and landscaping designed to improve aesthetics with low-maintenance plants and features.

These efforts enable the Transportation Division to achieve its mission to provide ***a clear path, a smooth ride, and a safe trip.***

Maintenance Activities

Program Categories

Road Maintenance crews perform corrective maintenance activities on a daily basis. These activities are described in detail in this section. The Road Maintenance Program consists of nine work categories funded through the Transportation Division's budget. These categories include: Surface Treatment Program; Roadway and Bike Lane Surface Preparation and Maintenance; In-House Leveling Operations; Weed and Brush Removal; Street Tree Maintenance, Vegetation Control and Sidewalk Surface Repair; Urban Forestry and Partnership Program; Culvert Maintenance; Traffic Control Maintenance; and Service Request and Project Initiation Program.

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

Surface Treatment Program (Contracts & County Forces)

Surface treatment contracts are major construction projects funded by Measure A, State Gas Tax, and General Fund Designations. The contracts include projects such as fog seals, scrub seals, micro surfacing, asphalt concrete overlays, curb, gutter, and sidewalk repairs, ADA compliant curb ramps, street tree replacement and maintenance, and major pavement rehabilitation and reconstruction. Public Works advertises and awards these projects to the lowest responsive bidding contractor, or assigns them to in-house forces for contract administration and inspection.

The preventive maintenance concept is the principle that pavement life can be extended significantly through periodic seal coating, resurfacing, and patching. In this RdMAP, the Department has proposed surface treatments for approximately 22 lane miles of County roadway.

The County recycles deteriorated asphalt removed from the roadway, and reuses it for road maintenance purposes.

Roadway and Bike Path Surface Preparation and Maintenance

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

Surface maintenance also includes weed removal from paved surfaces such as streets and sidewalks, in preparation for both corrective and preventive maintenance surface treatments. When weeds cannot be removed mechanically or by hand, staff uses a glyphosate herbicide spray to abate the vegetation. This vegetation abatement method is part of the County Integrated Pest Management Program, which the Transportation Division has participated in for the last 13 years. When applying herbicides, the Department uses current technologies including the "Weed Seeker" spray system, which uses an infrared system to spot and spray individual weeds on the surface. This equipment has significantly reduced herbicide usage, compared to more traditional hand methods.

In-house Leveling Operations

For the past 12 years, the Transportation Division has utilized County crews and equipment to perform in-house leveling maintenance operations to correct failed and distressed areas in the roadway. In many cases, staff can repair the roadway and bring it to an acceptable standard using an asphalt leveling course. This consists of a thin layer of either cold or hot asphalt applied to the entire pavement width, covering the failed areas of the roadway. Essentially, the in-house leveling operation is a large patch that covers pavement distress and improves ride quality.

Weed and Brush Removal

Weed and brush removal includes clearing brush, mowing, weed and litter abatement, and roadside tree maintenance (excluding subdivision trees).

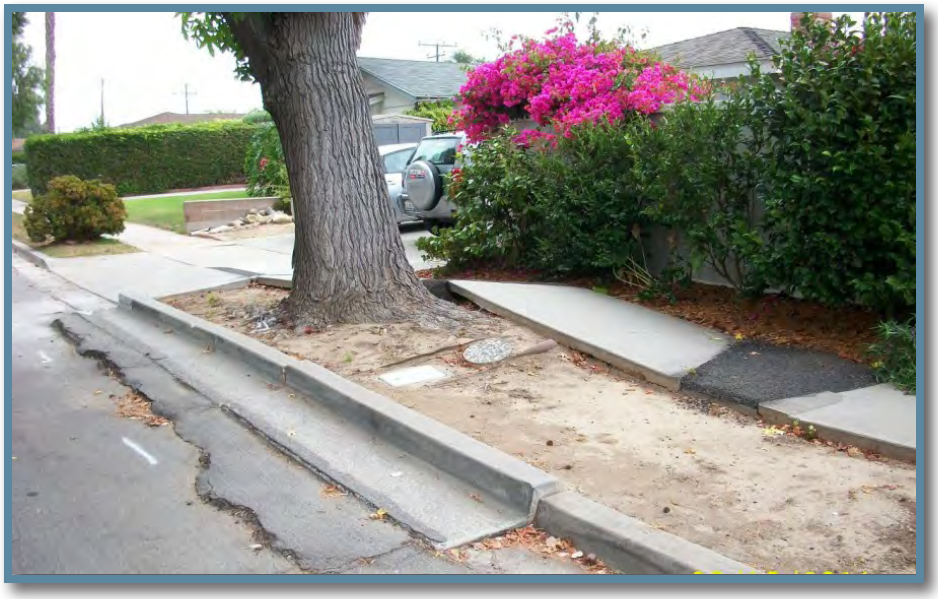
Rural mowing activity consumes most of the spring and summer months, and involves as many as 6 roadside mowing tractors, and up to 15 personnel in the field on a Countywide rotational schedule. Weather patterns and rainfall dictate the mowing season; high rainfall increases vegetation growth and low rainfall creates dry conditions and fire hazards, both of which determine mowing needs and scheduling. Other environmental factors can influence the mowing schedule such as wildflower growing season, when mowing is avoided in wildflower areas.

County crews perform tree and brush trimming along the roadside in rural areas to maintain clear visibility and prevent damage to the tree canopy from tall trucks or oversized loads. Vegetation removal from signs, guardrails, and other roadside obstructions, is also part of this program. Vegetation problems such as broken limbs and fallen trees are common throughout the year. Unusual weather events such as windstorms, heavy rain, or localized tornados, can cause extensive damage to roadside vegetation and have significant fiscal impacts on this program.

Street Tree Maintenance, Vegetation Control, and Sidewalk Surface Repair

Street tree maintenance includes complaint investigation, trimming, watering, concrete repairs, tree removal and planting, and stump grinding. The Transportation Division maintains approximately 14,000 street trees Countywide. County crews

perform tree trimming in both the urban forest and on the rural roadside to expose street and traffic signs, and to clear for sight distance. In the urban setting, pruning gives a balanced and consistent look to the trees designated to the parkway strip. When necessary, crews perform tree trimming prior to resurfacing operations and other maintenance activities.



Of the approximately 14,000 street trees in County subdivisions, approximately 65% are not appropriate for street-side parkways. These trees cause damage to the curbs, gutters, and sidewalks, which creates unsightly neighborhoods, increases liability, and makes street surface treatments more costly. To repair all tree-damaged concrete in Santa Barbara County would cost approximately $32 million. When repairing these curbs, gutters, and sidewalks, Public Works replaces problem trees whenever possible, in accordance with the County Street Tree Policy. Staff also works with citizens to resolve their individual requests and concern in an equitable and timely manner.

Urban Forestry and Partnership Programs

Each year, the Urban Forestry Program assists with preparations for Measure A-funded road surface treatment applications such as fog seals, micro surfacing, overlays, scrub seals, and other Engineering and Maintenance projects throughout the County. Preparing for surface treatments requires various tree pruning methods, including crown cleaning, thinning, stump removal, structure pruning, reductions, and raising the tree canopy. When removing County trees is necessary, the Department replants trees in accordance with the Street Tree Policy. When private vegetation encroaches into the right-of-way, staff sends a notice to the property owner to remove the vegetation, in accordance with County Ordinance 3703. Other operations include ramping uplifted sidewalks, tree ownership investigation, and contract administration for special concrete projects.

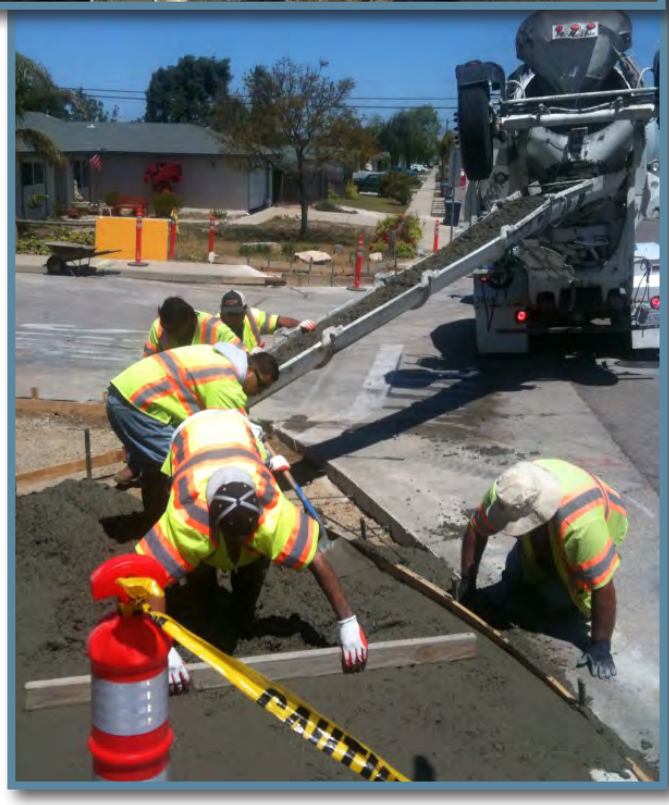
Like many local agencies throughout California and the U.S., the shortfall between revenues and maintenance backlog for Santa Barbara County is steadily increasing. With that in mind, the Transportation Division created the Partnership Program – an innovative program to share

- ***Approximately 65% of street trees are unsuitable for parkways.***
- ***Damage caused by these trees would cost the County approximately $32 million to repair.***
- ***The Partnership Program helps alleviate this backlog.***

> ➢ ***The Partnership Program is an innovative, tax-deductable 50/50 cost-sharing agreement to assist homeowners throughout the County with the cost of concrete repairs.***

in the costs of repairing hardscape damage in Santa Barbara County.

Before the Partnership Program began in 1996, the County repaired hardscape damage primarily on roadways scheduled for an asphalt concrete overlay. Homeowners were not pleased with this practice, because they had to wait until their street became a priority for paving before the County repaired hardscape in front of their homes. In response, 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 removal and replacement of curb, gutter, and sidewalk, and occasionally driveway aprons. The homeowner is responsible for watering and care of new street trees after the repairs are complete.



The Partnership Program is successful because it provides a choice for homeowners and has benefits the community as well as the County. Homeowner participation in this program has allowed the Division to stretch funds further, and address more street tree issues than would have been possible under previous practices. In a time when County revenues do not match the needs of the transportation infrastructure, the Partnership Program helps Public Works meet more of its needs, and respond to the requests of the community. Through this program, the Department is achieving its goals of public safety and Urban Forest preservation.

Celebrating Arbor Day

March 7, 2013

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

For the last ten years, Santa Barbara County has been recognized as a participating member of this national program, helping to protect the urban forest. In recognition of Arbor Day each year, the Transportation Division plants a tree with the students of a local school, in one of the County's five Districts.

This year's tree planting was held at Mount Carmel School in the First District. Urban Forestry and Public Works staff, along with the students of Mount Carmel Elementary, and First District Supervisor Salud Carbajal, planted a tree at the school in recognition of Arbor Day.

TREE CITY USA
Arbor Day Foundation

Culvert Maintenance

Culvert maintenance includes cleaning and reshaping drainage ditches, paved ditch and berm maintenance, culvert and inlet cleaning, headwall maintenance and construction, and culvert installation and replacement.

Annual culvert maintenance is essential to roadway safety and the life of the pavement. When water collects on the roadway, it permeates the asphalt concrete, penetrates into the subgrade, and stresses the pavement. Over time, cracking develops, eventually causing the pavement to disintegrate. Routine culvert maintenance helps prevent this type of water damage on the roadways. The quicker water drains from the roadway, the more advantageous it is for the pavement.

Traffic Control and Safety

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

The Transportation Division operates 43 traffic signals, 24 flasher units, 22 driver-feedback radar signs, numerous bikeway lights, and has a maintenance agreement with the City of Carpinteria's to maintain the City's traffic signals. Public Works has a Preventive Maintenance Program for the traffic signal equipment, and a 24-hour callout system for emergencies. Staff routinely inspects and updates 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 follow up on each request with a study and appropriate

response. Staff presents many of these issues to the Traffic Engineering Committee, where experts from all over Southern California help find appropriate solutions, with the goal of providing a safe and efficient roadway system for the traveling public in Santa Barbara County.

Service Request and Project Initiation Program

The Transportation Division receives service requests from the public on a daily basis to investigate concerns on the roadway. To date, staff has received approximately 598 service requests for road repair during FY 2012/2013. Staff promptly investigates all requests and in most cases, crews are able to correct the problem as part of the general maintenance plan. Staff takes immediate corrective action on all requests involving a safety issue. 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 public can request a Project for consideration by completing a Project Initiation Request form.

Request forms are available at the annual public workshops, or the Public Works website: www.countyofsb.org/pwd/roads/downloads/PIR.pdf

** A sample form is included in the Appendix at the back of this RdMAP*

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.

Preventive Maintenance Concepts & Programs

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

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

Prior to implementation of the Pavement Preservation Program, the pavement maintenance industry standard was to repave roads every 10 years. A preventive maintenance program is preferable to a 10-year overlay program for two reasons: improved ride quality, and decreased maintenance cost.

Surface Treatments

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

Fog Seal

A fog seal is a thin and relatively inexpensive asphalt emulsion applied to the road pavement, typically at a rate of 0.05 to 0.10 of a gallon per square yard. This seals the asphalt and prevents water from penetrating the roadway, thereby extending the life of the pavement by approximately one to two years. County forces perform fog sealing as a maintenance activity.

Micro Surfacing

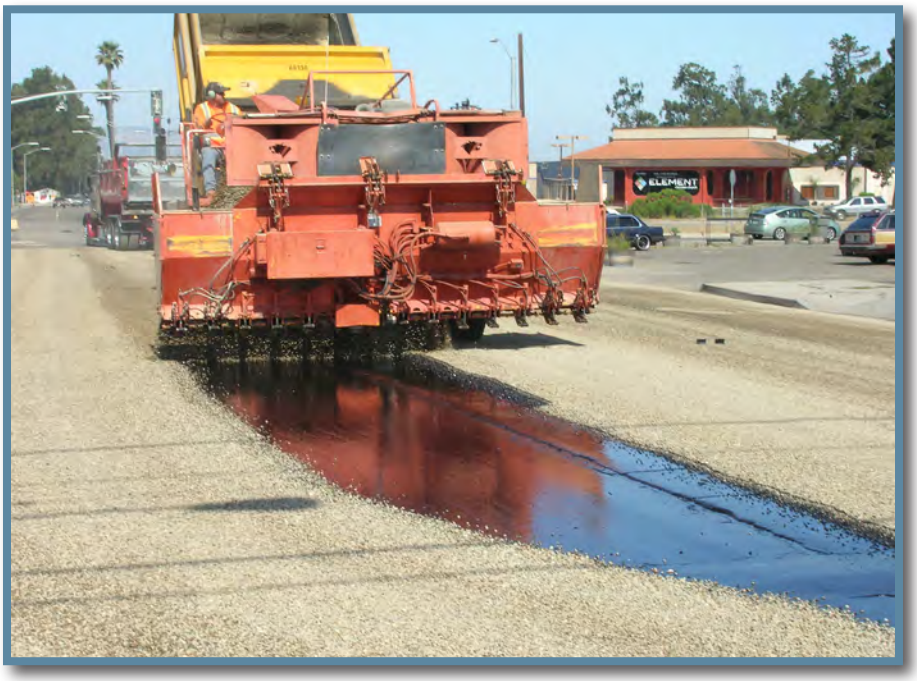
Micro surfacing is a polymer-modified, cold-application paving system, developed in Europe in the 1970s. It is a mixture of oil and high quality aggregates, designed to set quickly and provide a long-lasting surface on top of pavement that is in good condition. A micro surface extends the pavement life approximately five to ten years.

Unfunded Maintenance Backlog

Public Works estimates the current backlog of unfunded road maintenance projects for the Santa Barbara County Road System to be approximately $250 million. This includes:

- ***$110 million - Pavement Restoration***
- ***$39 million - Hardscape & Trees***
- ***$58 million - Bridge Repairs***
- ***$39 million - Drainage Repairs***
- ***$4 million - Traffic Devices***

Scrub Seal



A scrub seal is a four-step process in which a unique polymer-modified, asphalt-recycling agent is applied to a pavement surface at a rate of .15 -.45 gallons per square yard, depending on the pavement condition and cover aggregate. A specially designed drag broom is then pulled through the emulsion to fill cracks and voids left open by the initial application. An even coat of chips or other readily available aggregate is applied over the emulsion at a rate of 10-25 pounds per square yard, and finally, the seal is rolled over with pneumatic tire compactors. These steps are done in close succession to minimize lane closure duration. A scrub seal extends pavement life by seven to twelve years, at one-third the cost of a traditional overlay. It is typically overlaid with a micro surface for ride quality and to add further life to the pavement

Asphalt Concrete Overlay

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

District Improvements

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

Special Programs

Collision Reduction Program

The Transportation Division maintains a database of all collisions reported in the unincorporated area of the County. This information helps identify locations that need improvements such as signal retiming, striping changes, traffic movement restrictions, or capital improvements. There has been a measurable decrease in reported collisions at many locations with these types of improvements.

Bridge Maintenance

The County currently has 110 bridges in the inventory. Caltrans inspects bridges 20 feet or longer, of which the County has 95 total. All other bridges (15 total) are inspected by County staff. All County bridges are inspected regularly at varying intervals, depending on age, type, location, seismic vulnerability, and undermining potential. Most County bridges are constructed with reinforced concrete; some with a composite of reinforced concrete supported by structural steel; and a few are constructed from timber. Bridge Maintenance work includes repairing damage caused by collisions, flood, earthquake, and deterioration.

Roadway Enhancement Partnership Program (REPP)

To help focus on the needs of the Santa Barbara County residents, the Board of Supervisors asked Public Works to implement an "Adopt-a-Road" style program. In response, the Transportation Division developed the Roadway Enhancement Partnership Program (REPP) to accept voluntary donations of time, material, and funding for improvements to the County right-of-way (ROW). The program promotes voluntary enhancement to the ROW by selecting projects with the objective of beautification and a cleaner environment.

The Transportation Division issues REPP encroachment permits to applicants, allowing them to work within the defined limits of the maintained ROW. Upon acceptance of the Partnership, the County provides personal safety equipment (vests and hard hats), as well as safety training for working in the ROW. The County places signs of recognition in the ROW reflecting the participants' names and the enhancements they are providing. The participants supply all other necessary material for their projects.

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

Roadway Enhancement Partnership Program

- ***The Public Works Department's "Adopt a Road" Program***
- ***Enhancement, beautification, and a cleaner environment in the County road right-of-way***
- ***Volunteers remove an average of 300 bags of trash from the right-of -way each year, as well as some larger items such as carpet, doors, sofas, dressers, mattresses, and other large items abandoned on the right-of-way***

The Transportation Division would like to thank the REPP participants for helping realize its vision of promoting voluntary enhancement of the County maintained road system.

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

REPP

Street Tree Policy

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

Almost all trees in the "street tree" category have been planted over the last 50 years in commercial and residential developments for aesthetics and sustainability, and they have grown to be an integral part of the Urban Forest. The County recognizes the street tree population as a vital part of the community and the roadway infrastructure. With that in mind, the County designed the Street Tree Policy for tree maintenance and removal, as well as sustainability and renewal of the Urban Forest. The goal of these policies is to manage the Urban Forest more effectively for public safety and well-being, while sustaining and enhancing the streetscape.

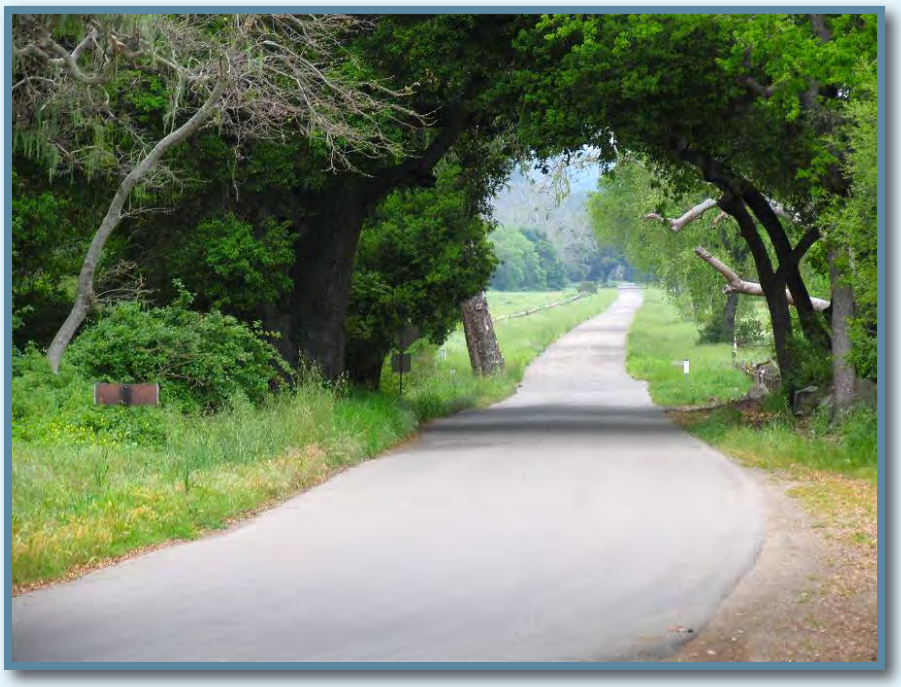
The Transportation Division facilitates street tree planting in a variety of ways including working with homeowners through the Partnership Program, and working with private groups and non-profit agencies through the Roadway Enhancement Partnership Program. Staff identifies preferred planting sites and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

The Transportation Division established two Arborist Approved Street Tree Lists: one for the north, and one for the south areas of the County. In creating these lists, factors such as sustainability, hardscape damage prevention, as well as consistency and aesthetics were considered. Public input from residents and community groups, which allowed for a wider variety and selection of street trees were also considered. When planting new trees in the County ROW, staff selects from the appropriate list to minimize tree related hardscape damage, and save the homeowners and the County time and money. Selecting approved trees consistent with established trees in a given neighborhood allows staff to maintain them more efficiently, and creates continuity with the neighborhood trees.

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

Pavement Preservation

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



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

Pavement Preservation: Preserving Our Investment in Highways

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

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

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

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

What Is Pavement Preservation?

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

An effective pavement preservation program encompasses a full range of preventive maintenance techniques and strategies, such as fog seals, slurry seals, thin lift overlays, crack sealing, milling, and grinding, and scrub chip seals.

The good news is that these efforts are underway and they are making a difference. In 1997, an expert task group (ETG) with members from the American Association of State Highway and Transportation Officials (AASHTO), industry, and FHWA was established to provide guidance and technical assistance in the area of pavement preservation.

Implementing the Pavement Preservation Philosophy

The results of these efforts have been an increased awareness of and dedication to pavement preservation within highway agencies and industry. Several states are considering or establishing a formalized pavement preservation program and are using dedicated funding to support such initiatives.

While the concept and techniques for pavement preservation are universal, the actions required to implement a pavement preservation program successfully, are regionally dependent. Each agency needs to establish its own protocols, strategies, and methodologies to produce the desired return on investment.

Caltrans (California Department of Transportation), in a workshop presented to the California Transportation Commission, notes that preventive maintenance treatments can restore a pavement surface and "extend its service life by 5 to 7 years…" This added service life will delay the need for the more costly pavement rehabilitation, allowing additional rehabilitation projects to be funded and constructed."

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

Experiences with Pavement Preservation

The potential benefits of a successful pavement preservation program can be numerous. A 1997 AASHTO lead-state survey of state highway agencies showed that most highway agencies are convinced of the advantages associated with a properly designed and implemented pavement preservation program. The anticipated benefits from such a program can include higher customer satisfaction, increased safety, cost savings/cost-effectiveness, improved pavement condition, improved strategies and techniques, and better informed decisions.

The states with the most experience in successfully implementing a pavement preservation program include California, Georgia, Michigan, New York, and Texas. Georgia and Texas, which have been performing preventive maintenance on their roadways for several years, report that their pavement preservation programs have played a substantial role in improving the condition of their highway infrastructure.

the return on investment of a given treatment by allowing for the most efficient use of funding to extend the life of the pavement.

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

The Road Ahead

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

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

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

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

RdMAP Project Management

StreetSaver® – Pavement Management System

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

Without a Pavement Management System, cash-short cities and counties are likely to resort to a "worst first" approach to repairing streets and roads. Under this method, local agencies pour their available funds into costly reconstruction of a few badly deteriorated roadways, while ignoring "healthy" roadways needing relatively inexpensive preventive maintenance treatments. "Worst first" is the least efficient strategy for local jurisdictions, and the least responsible use of public funds.

A PMS is not a black box that churns out answers to every maintenance question, but rather a tool to help determine the most cost-effective maintenance program. A PMS enhances professional judgment; it does not replace it. Apart from its obvious benefits, a PMS has an added advantage of helping Public Works and community leaders gain an understanding of the total funding needs for the road pavement system. The goal of a PMS is to bring all pavement segments to a condition where preventive maintenance is the primary strategy. A PMS helps local agencies make the most efficient use of public funds, and after a few years, can help reduce overall maintenance spending. Public Works designed this year's Surface Treatment Program using these concepts to maximize the County's investment in the road pavement system.

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

Environmental Review Requirements

The Transportation Division performs many services that require environmental review under the California Environmental Quality Act (CEQA). A public agency must adhere to CEQA guidelines in order to carry out all proposed or approved discretionary projects. The Public Resources Code, section 21080, describes a "discretionary project" as one that "requires the exercise of judgment or deliberation where the public agency decides to approve of a particular activity." The 2013/2014 Road Maintenance Annual Plan is a discretionary project, subject to CEQA.

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

Surface Treatment Project Scheduling

The annual Surface Treatment Program described in this RdMAP, is a 14 to 16 month, two-stage process of concrete repair and surface treatment application. The schedule for these stages of work is staggered so concrete repairs and maintenance preparations are completed by the spring, in time to apply the surface treatments during the summer and fall.

The concrete repair stage is a three-month process in which staff conducts field reviews of all streets listed in the RdMAP. Staff marks, measures, and logs all damaged concrete, identifies survey monuments, and prepares the plans and specifications. Public Works then advertises and awards the concrete repair project, in accordance with the public contracting code, and sets the start date for the project. Concrete repair construction projects start in the winter months, and finish in the spring.

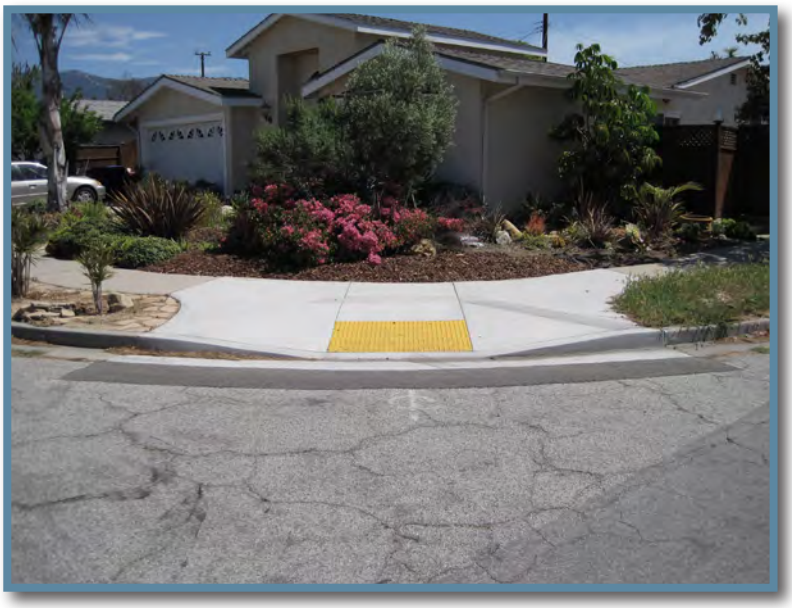
Once the concrete repair project is advertised, staff begins the design work on the second stage – the surface treatment.

Design work typically requires three to six months to evaluate the pavement, mark and measure failed areas, determine appropriate surface treatments, prepare plans and specifications, and locate survey monuments that would be disturbed by the construction activities. Prior to the surface treatments, private contractors or County forces perform the maintenance preparations. Preparation includes crack sealing, patching, dig-outs and leveling, as well as vegetation abatement such as tree trimming and weed removal. Trees and other vegetation must be at least thirteen feet above the roadway to allow the construction equipment unobstructed access under the canopy. In asphalt paving operations, temperature of the material is critical to obtain the desired finish. The summer and fall months are the ideal time to pave in Santa Barbara County.

Emergency After-Hours Response

The Transportation Division responds to the needs of the County Maintained Road System. When problems arise on a roadway, the cause of the problem does not affect the Division's response. Whether caused by normal wear-and-tear from public use, or by a natural disaster, the Division's response

will always align with the mission to provide a clear path, a smooth ride, and a safe trip for the traveling public.



The Transportation Division has a 24-hour emergency call-out system in place for times when problems occur outside normal working hours, or on weekend or holidays. Staff regularly updates and distributes to County Fire, Sheriff, and Flood Control dispatches, as well as the California Highway Patrol, a call-out list containing names and telephone numbers of Maintenance personnel equipped with County vehicles and tools to respond to after-hours emergencies.

The initial response to a call-out may be one worker and a vehicle; however, if the first responder determines the situation requires more staff and equipment, they will refer to the call-out list. Upon completion of their call-out duties, the staff returns home and reports for duty at their regularly scheduled time. In most cases, after-hours call-out work does not affect the regular workday. In more extreme emergencies, more staff may be called out. As they complete their tasks, and if no other operations are needed, they are sent home to await further instructions.

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

The Division has refined the call-out system over the last 40 years. It has been used successfully, from the routine late night fallen limb, to the severe flooding of 1969, 1983, and the infamous El Nino storms, as well as the more recent Zaca, Gap, Tea, Jesusita Trail, and La Brea Fires and the December 2010 and March 2011 storms. The call-out system allows for flexibility in rotating personnel out of the field to keep the staff rested and prepared for the regular workday. It allows for a continuity of effort and performance, and promotes safety for the public and staff. The call-out system is a recognized, time-proven procedure that law enforcement agencies have used countless times for a variety of reasons, for after-hour problems in the right-of-way.

Infrastructure Improvements (Americans with Disabilities Act)

In 1990, the United States Justice Department enacted the Americans with Disabilities Act (ADA) to provide comprehensive Civil Rights protections for persons with disabilities. Included in the Act were protections for transportation facilities. Under Title II of the ADA, the County of Santa Barbara has a responsibility to operate each service, program, or activity so when each is viewed in its entirety, it is readily accessible to, and usable by individuals with disabilities. In response to the ADA passage, the Transportation Division produced a Self-Evaluation and Transition Plan in 1994 that focused on County facilities, as well as a grievance policy and procedure. In January 2007, the Division updated the Self-Evaluation and Transition Plan by producing the Draft

ADA Compliance

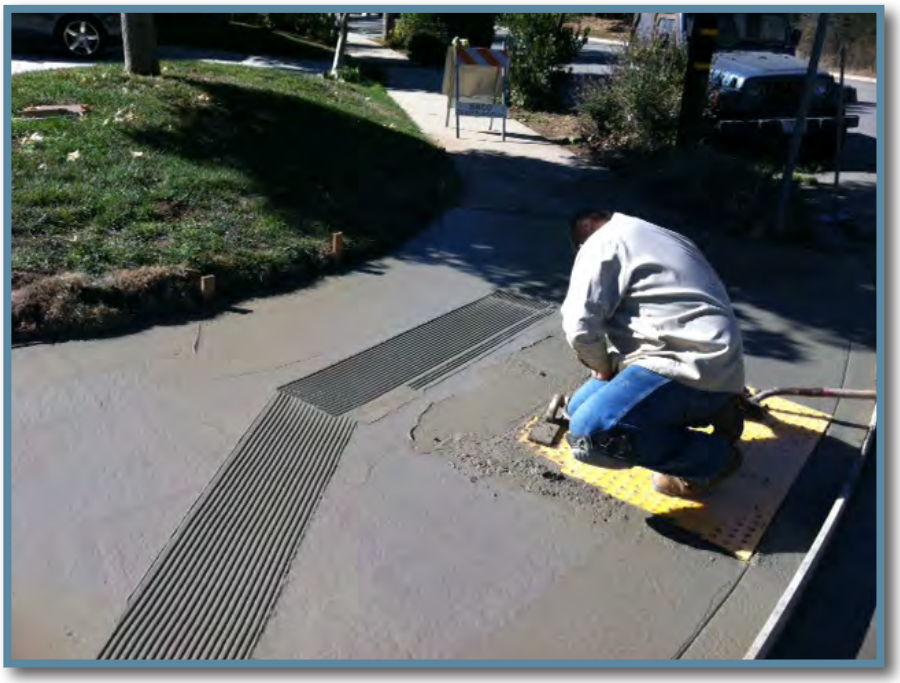
- ***The Transportation Division continually inspects it's infrastructure for ADA compliance.***
- ***Using Measure A Funds, the Division keeps an inventory of ADA needs throughout the County.***
- ***Annual Public Workshops include an ADA grievance component. (A sample ADA grievance form is included in the appendix)***

Transportation ADA Transition Plan Amendment. The plan includes policies and procedures for public input and grievances, and identifies transportation infrastructure in need of ADA updates, which will be funded through the RdMAP Maintenance Program and other capital improvement projects. By implementing the plan, Public Works can identify needs and make progress toward elevating the County's Transportation System to current ADA standards.

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

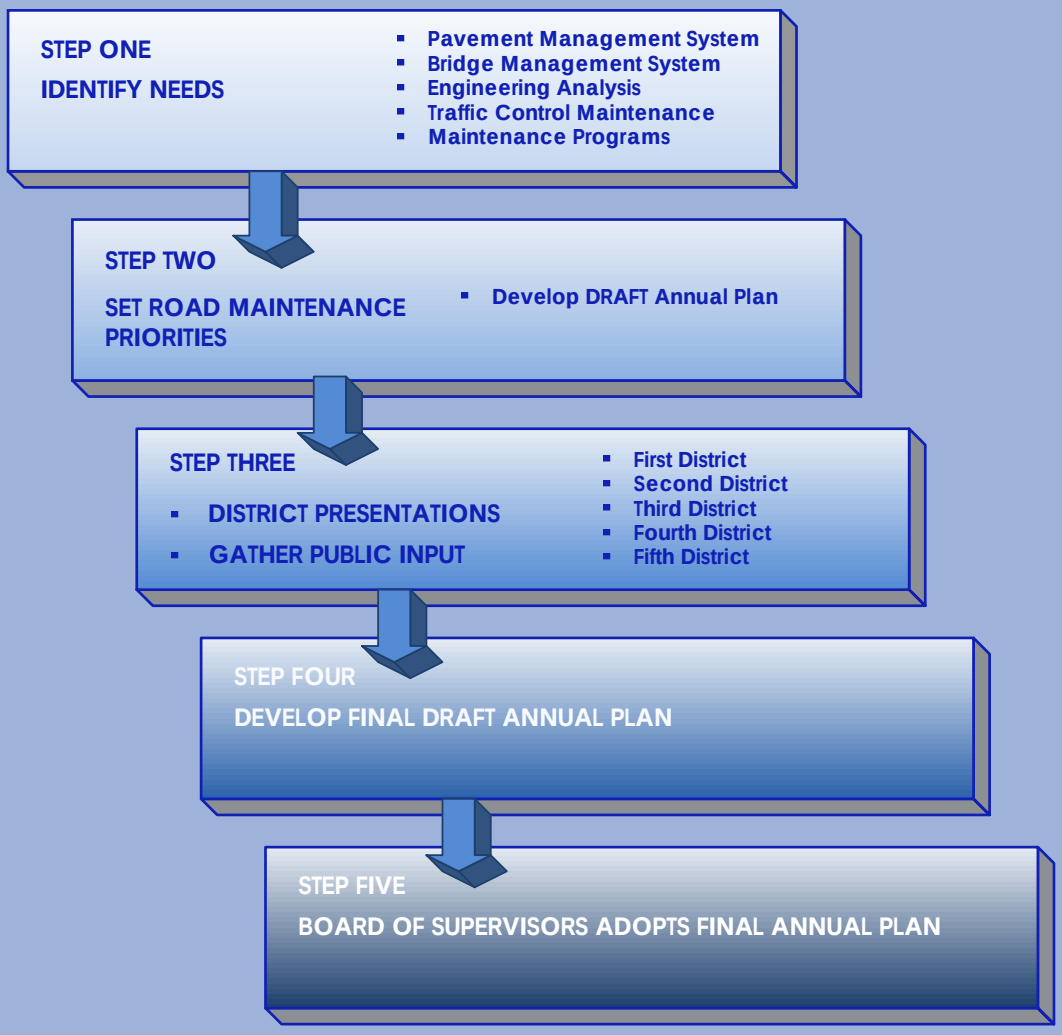
The Division uses Measure A funds to inventory the Transportation System ADA needs. The annual RdMAP public workshops include an ADA grievance component as part of a public outreach program. Other capital improvement projects will include ADA upgrades, and Public Works seeks grant funding from sources such as the Federal and State Safe Routes to School Program.

This year, the Department applied for, and was awarded a community development block grant to install ADA-compliant curb ramps in four locations throughout the County.



RdMAP Planning Process

- Ongoing staff evaluation of the road system
- Set priorities and meet with Supervisor Assistants in December
- Evaluate priorities
- Public Meetings, North and South in February
- Meetings with Supervisors in March
- Develop final Draft plan
- Presentation to BOS to adopt the annual plan before June 30, 2013



Project Funding

Overview

Measure A, State Gas Tax, Proposition 1B, and General Fund Designation revenues will be the primary funding sources for the FY 2013/2014 RdMAP projects, which total approximately $15 million.

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.

Measure A revenues generated Countywide are distributed according to the voter-approved investment plan; however, a substantial portion of Measure A is dedicated to special projects such as Highway 101 widening (the regions highest priority project), commuter rail between Ventura and Santa Barbara ,and a reduced portion is split equally between the South Coast and the North County for local roads. Several special interest groups participated in the development of the Measure A investment plan and SBCAG made many concessions. As a result of these concessions, 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 County receives Measure A revenues separately for the South Coast and the North County. The two revenues cannot be combined and must be used within their specified portions of the County. This allows the County to use separate distribution formulas for the South Coast and North County. On April 2, 2013, the County Board of Supervisors approved a distribution for Measure A funds on the South Coast based on 50% population and 50% lane miles; and a separate distribution formula for the North County based solely on 100% lane miles. These distribution formulas represent the needs for each District based on the Pavement Condition Index (PCI) for each District. Other discretionary transportation funding such as Proposition 1B, are dispersed Countywide based solely on lane miles, as approved by the Board. This ensures that discretionary funds for the Department's pavement preservation program are distributed based on the needs of the pavement infrastructure.

General Fund Designations

These funds directly address deferred maintenance and high priority projects for each district. The Department uses its list of ongoing backlog to select projects.

Project Funding - Continued

Proposition 1B Funding

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

Public Works allocated the final $ 900k of Prop 1B funds in FY 2013/2014. After FY 2013/2014, these funds will no longer be available. This means approximately $600k less will be available to the Division to fund maintenance work in all Districts for FY 2013/2014.

State Gas Tax Funding

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

State Transportation Improvement Plan (STIP)

State Transportation Improvement Plan (STIP) revenue has been another source of maintenance funding for the County. The County has used STIP funds for Capital Improvement Projects Countywide, such as the Summerland Circulation Improvements and Hummel Road Extension projects. Utilizing the STIP dollars for Capital Improvement and storm/fire damage repair projects has allowed the County to focus Measure A and State Gas Tax funds on pavement preservation projects. Summerland Circulation Improvements was the final STIP project the County constructed. These will be the last STIP funds the County will receive for the next 30 years, because all STIP funds will be programmed to fund regional projects contained in the Measure A Investment Plan.

Surface Treatment Contingency Fund

Surface Treatment Contingency funds are set aside in the event construction bids for projects come in higher than anticipated, which can occur due to changes in the economic climate. Public Works also uses these funds to assist in making the necessary repairs to the transportation

infrastructure after a natural disaster by providing local matching funds. At the end of each Fiscal Year, the Department rolls over any funds remaining in the Contingency to the next Fiscal Year, and supplements as necessary to maintain an adequate balance in this fund.

Board of Supervisors Maintenance of Effort (MOE)

The FY 2013/2014 General Fund contribution to meet the MOE requirement of the Measure A Ordinance and State Match is estimated at $1.7 million. The Department will continue to work with the CEO's Office to ensure funds are available to meet the Measure A MOE in the future.

Storms events can greatly impact funding -

The County must use local funds to cover any non-eligible costs if a local, state, or federal disaster is declared.

Storm Impacts

Nature has a constant influence on the County's transportation infrastructure. Events such as winter rains, earthquakes, heavy winds, and fires, can cause significant damage. If a local, state, or federal disaster is declared, the County can receive reimbursement from either FEMA or FHWA with a match provided by the State, for the cost of emergency work and permanent repairs. The County must use local funds to cover any non-eligible costs.

The winter storms of late 2010 and early 2011 caused considerable damage to the transportation infrastructure, and the State declared an emergency. The damage ranged from downed trees to mud and debris on the roadway, to slip outs in which the shoulder or part of the pavement was lost. While damage occurred throughout the County, the majority of repairs are in the North County. A portion of the cost to respond to emergency calls, clean up the debris, repair, and monitor these damage sites will be covered by Cal EMA (State), FHWA and FEMA. Local funds will reimburse approximately $320,000 of these costs. This trend will likely continue and possibly increase. With limited resources available to Cal EMA and FEMA, these agencies are increasingly reluctant to declare disasters and fund repairs, or, as in the recent case of the 2010 Storm, they may declare a storm but not provide funding.

2012 California Statewide Local Streets and Roads Needs Assessment

In February 2013, CSAC and the League of Cities completed the 2012 update to the California Statewide Local Streets and Road Needs Assessment, first published in October 2009. The results of the 2012 update show local streets and roads continue to deteriorate, and the funding shortfall continues to grow.

While federal and state governments regularly assess their system needs, no such data existed for the local street component of the State's transportation network. Historically, transportation funding investment decisions have not been based on local pavement condition data or adequate recognition of the local street system. The 2012 study surveyed all of California's 58 counties and 478 cities. The results of the study are based on data collected from more than 98% of the State's local streets and roads, including those of Santa Barbara County.

2012 Statewide Local Streets and Roads Needs Assessment

California road conditions are "at risk", and declining at an alarming rate statewide, due to inadequate funding for road maintenance.

- ***Statewide Pavement Condition Index (PCI) is 66 (down 2 points from 2008)***
- ***Santa Barbara County PCI is 61 (down 7 points from 2008)***
- ***25 % of roads Statewide are projected to decline to a "failed" condition within 10 years if funding needs are not addressed.***

The 2012 California Statewide Local Streets and Roads Needs Assessment Report shows the statewide average PCI deteriorated from a 68 in 2008 to a 66 in 2012, which means the average local street and road is classified as being "At Risk". If current funding remains the same, the statewide condition is projected to deteriorate to a PCI of 53 in 2022, and the County's current average PCI of 61 could drop to a PCI of 42. Even more critical – the unfunded backlog for California's local streets and roads will almost double from $40.4 billion to $66 billion in 2022. If additional funding were to be infused into the road system each year, Public Works could maintain the roads with a PCI above 70, in a state of "Good" condition. To stop further decline and deterioration of local streets and roads statewide would require an additional $7.3 billion annually.

Project Funding - Continued

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

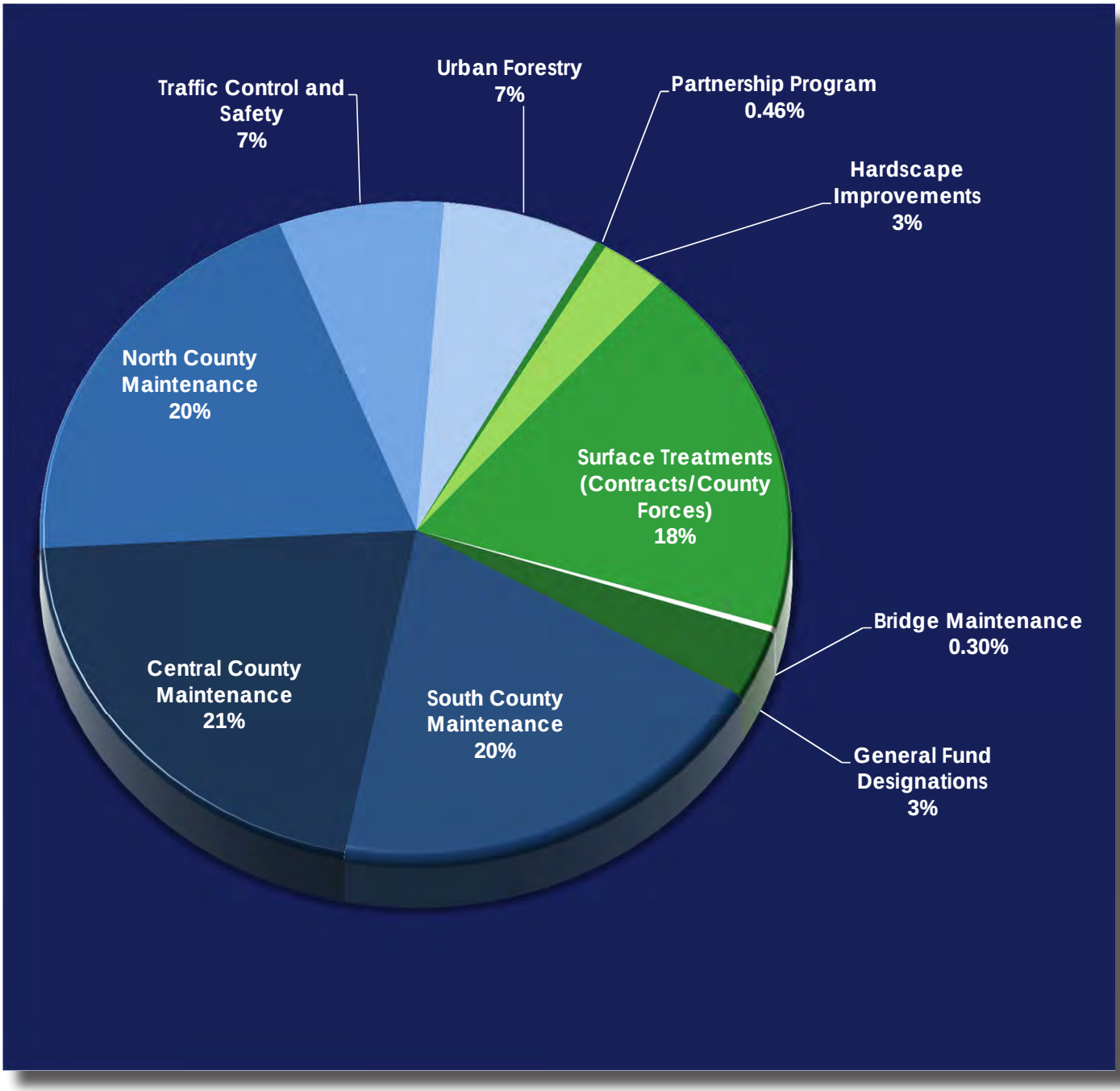
The American Society of Civil Engineers (ASCE) periodically rates the states' infrastructures and issues Report Card grades. The 2013 ASCE Report Card for California's Transportation Infrastructure, which includes streets, highways, bridges, rail systems, and transit operations, is a low C-. This is due to existing conditions and lack of adequate funding. $13.9 billion more per year is needed statewide for ongoing maintenance of existing facilities. To raise Transportation to a "B" report card grade, an additional investment of $36.5 billion annually for 10 years is also needed. The Santa Barbara County road system's average PCI of 61 is the equivalent of a C-, which is consistent with the ASCE statewide Transportation report card grade.

2013/2014 RdMAP Budget Chart

PROGRAM CATEGORY	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	PROGRAM TOTALS
CORRECTIVE MAINTENANCE						
SOUTH COUNTY MAINTENANCE	$864,560	$1,379,568	$716,830			$2,960,958
CENTRAL COUNTY MAINTENANCE			$2,979,934	$178,597		$3,158,531
NORTH COUNTY MAINTENANCE	$363,866		$371,363	$1,384,761	$859,762	$2,979,751
TRAFFIC CONTROL AND SAFETY	$189,889	$250,310	$415,490	$140,760	$78,027	$1,074,476
URBAN FORESTRY	$180,571	$238,027	$395,103	$133,853	$74,199	$1,021,754
DEFERRED MAINTENANCE						
PARTNERSHIP PROGRAM		$41,500		$27,000		$68,500
HARDSCAPE IMPROVEMENTS	$31,000	$85,000	$285,000	$40,000		$441,000
SURFACE TREATMENTS	$513,354	$696,549	$1,026,040	$327,509	$181,548	$2,745,000
BRIDGE MAINTENANCE			$44,614			$44,614
GENERAL FUND DESIGNATIONS	$88,363	$116,480	$193,345	$65,502	$36,310	$500,000
DISTRICT TOTALS	$2,231,603	$2,807,434	$6,427,719	$2,297,983	$1,229,846	$14,994,584

Project Funding - Continued

2013/2014 RdMAP Budget

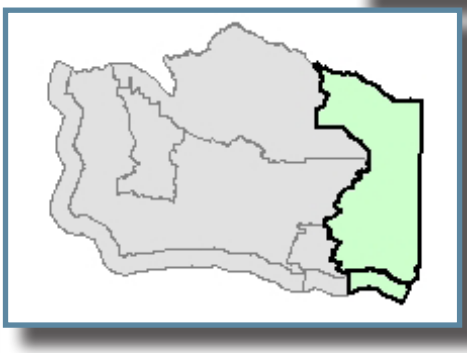


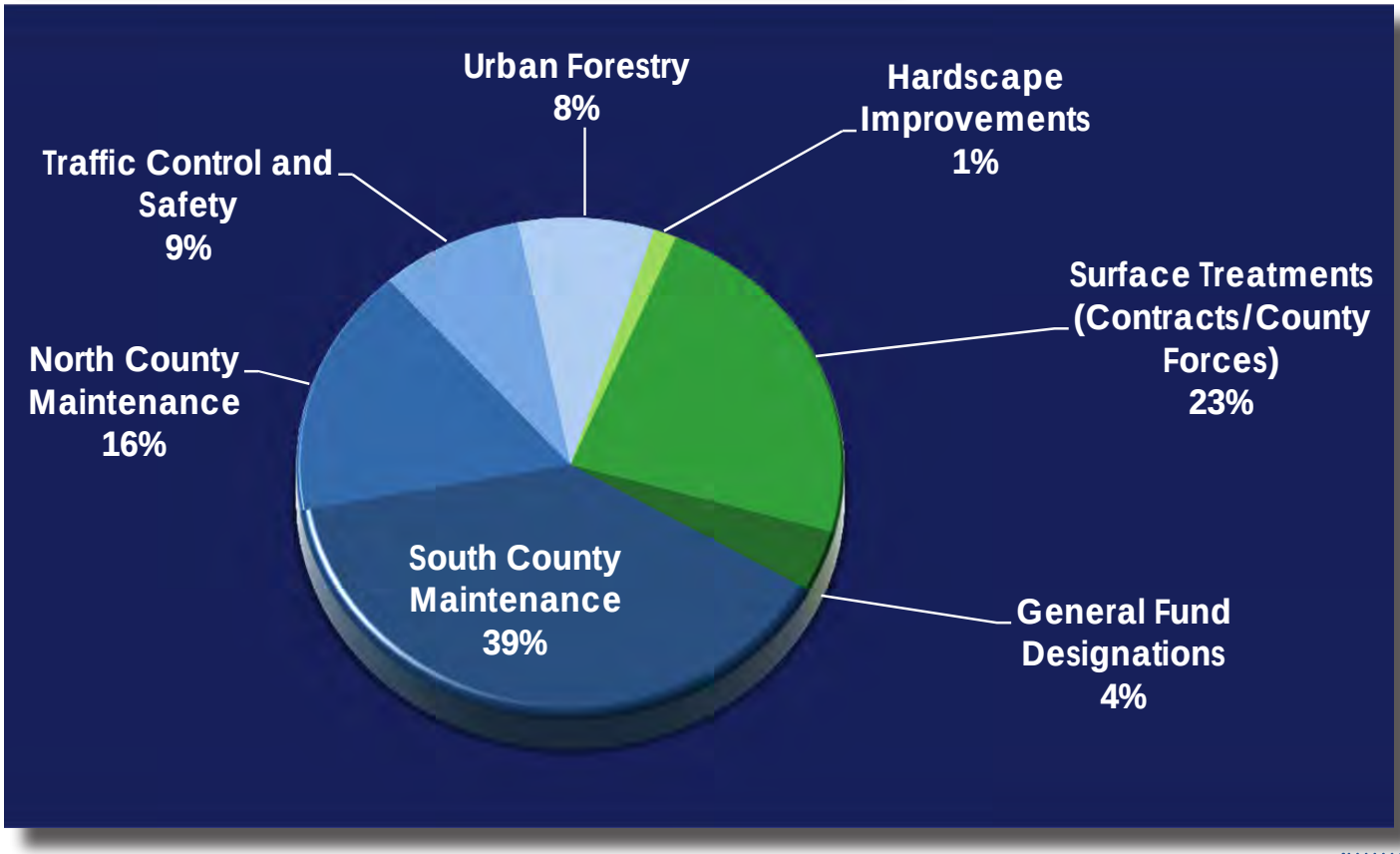
First District

Budget Chart and Allotted Dollars

1

PROGRAM CATEGORY	
CORRECTIVE MAINTENANCE	
SOUTH COUNTY MAINTENANCE	$864,560
NORTH COUNTY MAINTENANCE	$363,866
TRAFFIC CONTROL AND SAFETY	$189,889
URBAN FORESTRY	$180,571
DEFERRED MAINTENANCE	
HARDSCAPE IMPROVEMENTS	$31,000
SURFACE TREATMENTS (CONTRACTS/ COUNTY FORCES)	$513,354
GENERAL FUND DESIGNATIONS	$88,363
DISTRICT TOTAL	$2,231,603





First District

Funded Projects by Location

1

South County

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
A 10840	HOT SPRINGS RD	E. MOUNTAIN RD	RIVEN ROCK RD	MICRO
A 10375	LADERA LN	HWY 192	BELLA VISTA RD	MICRO
A 10810	MESA RD	OLIVE MILL RD	BUTTERFLY LN	MICRO
A 10680	SAN YSIDRO RD	N. JAMESON LN	WYANT RD	MICRO
A 10685	SAN YSIDRO RD	WYANT RD	HWY 192	MICRO
A 10190	TORO CANYON RD	VIA REAL	326 TORO CANYON RD	MICRO
A 10195	TORO CANYON RD	326 TORO CANYON RD	HWY 192	MICRO
A 10160	SENTAR RD	VIA REAL	SERENA AVE	OVERLAY

General Fund Designations

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
A 10820	MIDDLE RD	HOT SPRINGS RD	COAST VILLAGE RD	SCRUB MICRO

North County

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
E 1720	HUBBARD AVE	CEBRIAN AVE	CALIENTE ST	SCRUB MICRO
E 1695	PATO AVE	SISQUOC ST	SR 166	SCRUB MICRO

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: First Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP. The program category description is within the RdMAP. The projects are routine maintenance of County roads in the south coast inland and coastal areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award contracts contained within the FY 2013/2014 RdMAP to the lowest bidders for those projects and close out the projects with a Statement of Final Quantities.

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
_X_ Categorical Exemption {15301(c)}
____ Emergency Project
____ Declared Emergency

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

Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activity related to repair and maintenance activities for existing road 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 an 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: **April 16, 2013**
Distribution: Hearing Support Staff for posting

April 3, 2013
Morgan M. Jones Department Representative Date

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 statue of limitations on legal challenges.

Distribution: Date filed with Planning & Development _____.

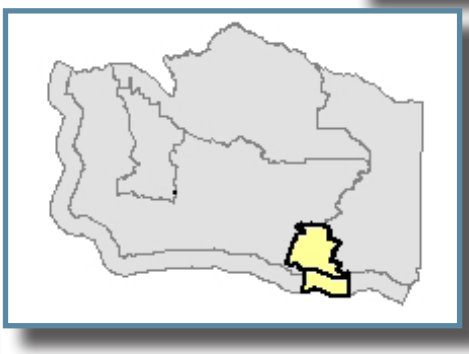
Distribution: Date Filed by County Clerk: _____.

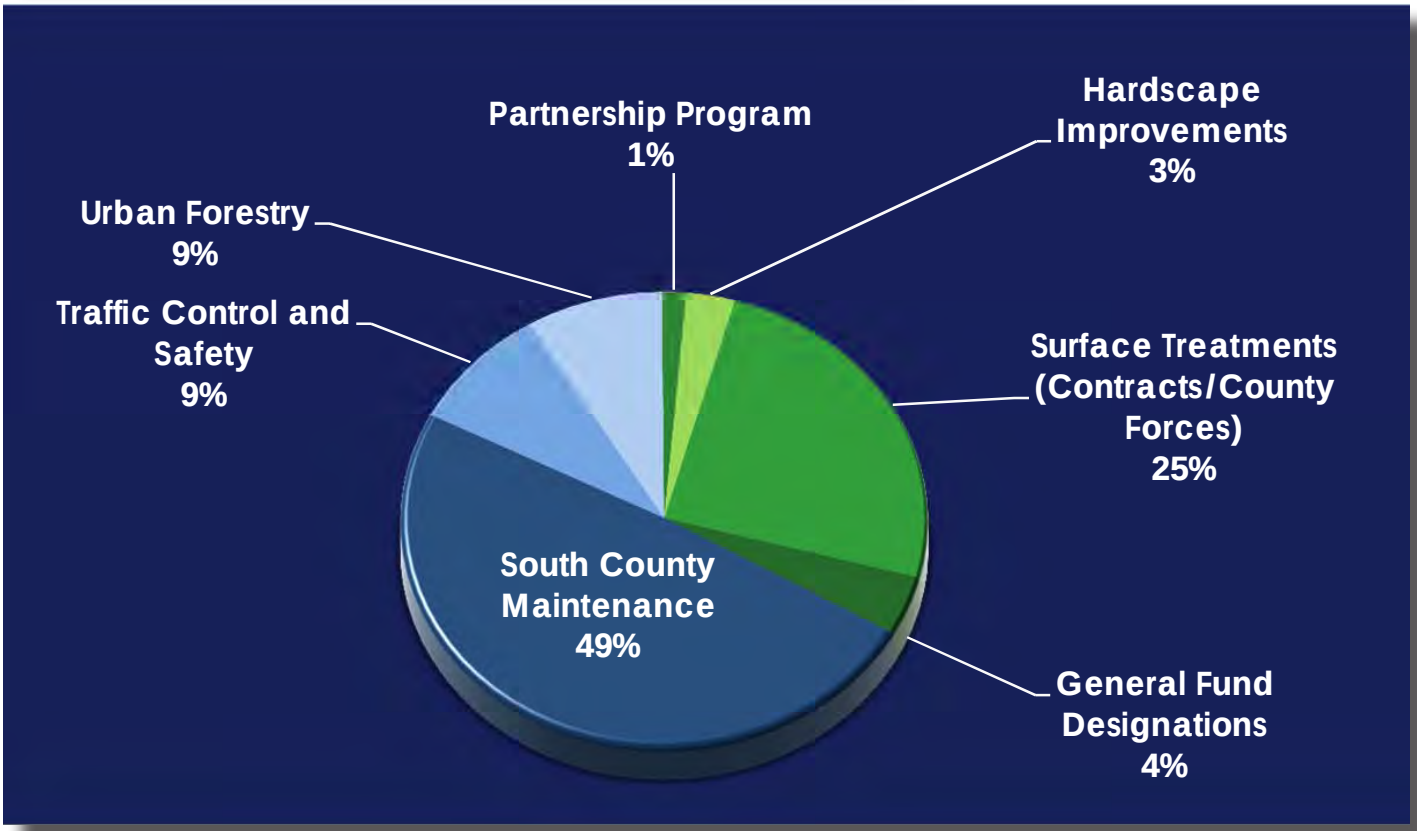
Second District

Budget Chart and Allotted Dollars

2

PROGRAM CATEGORY	
CORRECTIVE MAINTENANCE	
SOUTH COUNTY MAINTENANCE	$1,379,568
TRAFFIC CONTROL AND SAFETY	$250,310
URBAN FORESTRY	$238,027
DEFERRED MAINTENANCE	
PARTNERSHIP PROGRAM	$41,500
HARDSCAPE IMPROVEMENTS	$85,000
SURFACE TREATMENTS (CONTRACTS/ COUNTY FORCES)	$696,549
GENERAL FUND DESIGNATIONS	$116,480
DISTRICT TOTAL	$2,807,434





Second District

Funded Projects by Location

2

South County

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
B 13305	HOLLISTER AVE EB	681' E/O PATTERSON	WALNUT LN	OVERLAY
B 13310	HOLLISTER AVE EB	WALNUT LN	TURNPIKE RD	OVERLAY
B 13315	HOLLISTER AVE WB	TURNPIKE RD	WALNUT LN	OVERLAY
B 13320	HOLLISTER AVE WB	WALNUT LN	CITY LIMIT	OVERLAY

General Fund Designations

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
B 11785	CALLE REAL	OLD MILL RD	EL SUENO RD	SCRUB MICRO
	TATUM PROPERTY SR2S	WEST SIDE	EAST SIDE	WALKWAY
	VARIOUS			ADA CURB RAMPS
	VARIOUS			SCHOOL ZONES

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: Second Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP. The program category description is within the RdMAP. The projects are routine maintenance of County roads in the south coast inland and coastal areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award the contracts for the FY 2013/2014 RdMAP to the lowest bidders for those projects and to close out the projects with a Statement of Final Quantities.

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
_X_ Categorical Exemption {15301(c)}
_____ Emergency Project
_____ Declared Emergency

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

Page 1 of 3 Notice of Exemption 2013/2014 Second Supervisorial District Road Maintenance Annual Plan

Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activity related to repair and maintenance activities for existing road 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 an 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: **April 16, 2013**
Distribution: Hearing Support Staff for posting

Morgan M. Jones Department Representative April 3, 2013 Date

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 statue of limitations on legal challenges.

Distribution: Date filed with Planning & Development _____.

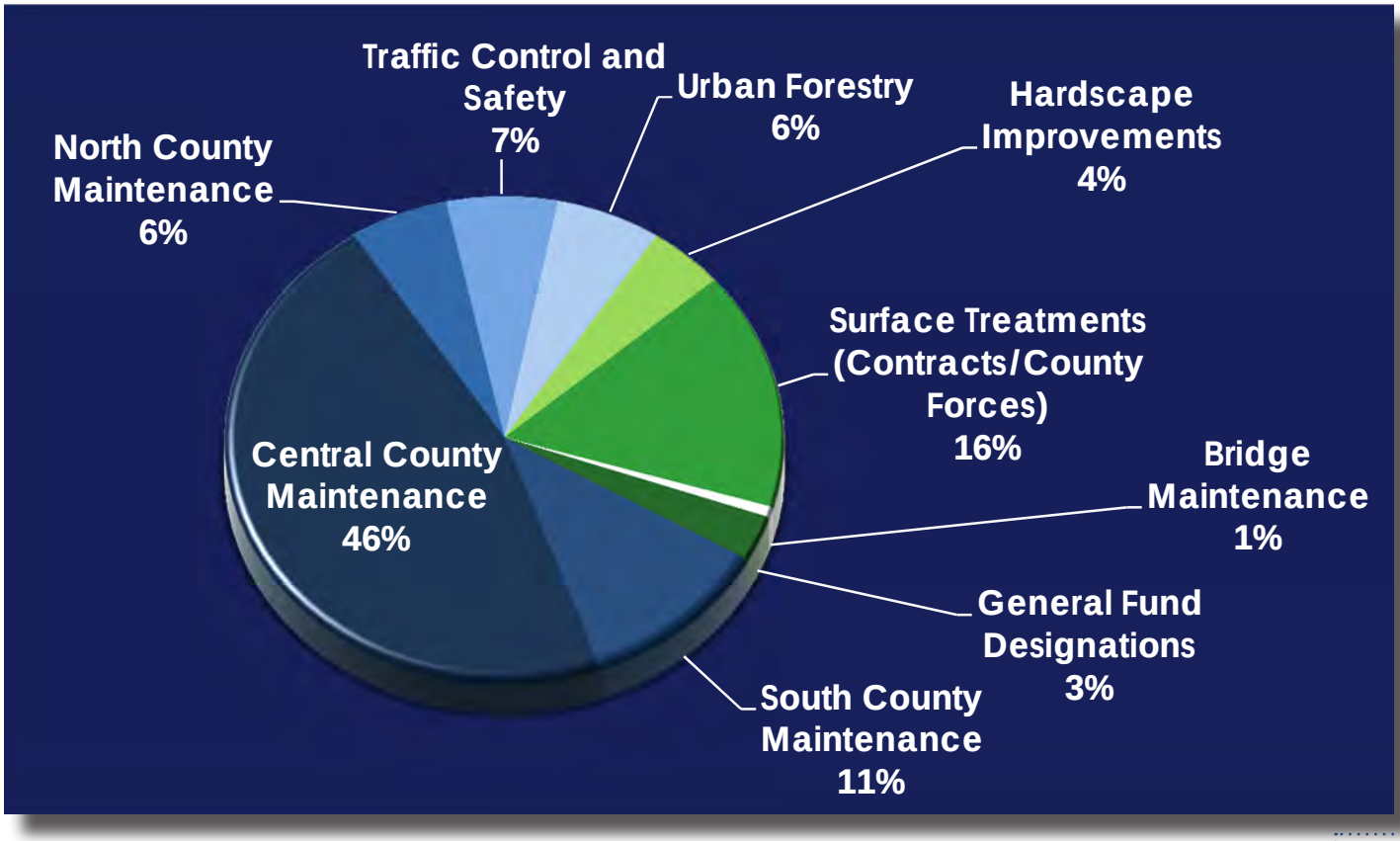
Distribution: Date Filed by County Clerk: _____.

Third District

Budget Chart and Allotted Dollars

3

PROGRAM CATEGORY	
CORRECTIVE MAINTENANCE	
SOUTH COUNTY MAINTENANCE	$716,830
CENTRAL COUNTY MAINTENANCE	$2,979,934
NORTH COUNTY MAINTENANCE	$371,363
TRAFFIC CONTROL AND SAFETY	$415,490
URBAN FORESTRY	$395,103
DEFERRED MAINTENANCE	
HARDSCAPE IMPROVEMENTS	$285,000
SURFACE TREATMENTS (CONTRACTS/ COUNTY FORCES)	$1,026,040
BRIDGE MAINTENANCE	$44,614
GENERAL FUND DESIGNATIONS	$193,345
DISTRICT TOTAL	$6,427,719



Third District

Funded Projects by Location

3

South County

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
B 15095	CAMINO DEL SUR	EL COLIGIO RD	DEL PLAYA DR	MICRO
B 15140	CAMINO LINDO	DEL PLAYA DR	FORTUNA RD	SCRUB MICRO
B 15065	DEL PLAYA DR	E. END	CAMINO PESCADERO	MICRO
B 15085	DEL PLAYA DR	CAMINO MAJORCA	CAMINO PESCADERO	MICRO
B 15055	EL NIDO RD	EL EMABARCADERO	SABADO TARDE RD	SCRUB-MICRO
B 15125	PASADO RD	CAMINO PESCADERO	CAMINO MAJORCA	MICRO

Central County

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
C 6270	COINER ST	HELENA ST	AUGUSTA ST	SCRUB MICRO
D 27310	RUCKER RD	PURISIMA RD	230' N. ONSTOTT RD	SCRUB MICRO
C 32595	EDISON ST	SAGUNTO ST	HWY 246	SAMI
C 30730	SAGUNTO ST	CUESTA RD	EDISON ST	SAMI
C 30740	SAGUNTO ST	EDISON ST	130' E. FARADAY ST	SAMI
C 30750	SAGUNTO ST	130' E. FARADAY ST	MEADOW VALE LN	SAMI

General Funds Designations

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
C30705	CIMARRON DR	CALZADA AVE	WILLOW ST	SCRUB MICRO

Third District - Continued
Funded Projects by Location

3

North County

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
E1020	BLACK RD	670' S/O SANDALWOOD DR	SOUTH 1,827'	SCRUB MICRO

General Funds Designations

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
E390	BROWN RD	HWY 1	1.0 MI E. OF HWY 1	PAVER PATCHING

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: Third Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP . The program category description is within the RdMAP. The projects are routine maintenance of County roads in the south coast inland and coastal areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award the contracts for the FY 2013/2014 RdMAP to the lowest bidders for those projects and close out the projects with a Statement of Final Quantities.

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
_X_ Categorical Exemption {15301(c)}
_____ Emergency Project
_____ Declared Emergency

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

Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activity related to repair and maintenance activities for existing road 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 an 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: **April 16, 2013**
Distribution: Hearing Support Staff for posting

April 3, 2013
Morgan M. Jones Department Representative Date

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 statue of limitations on legal challenges.

Distribution: Date filed with Planning & Development _____.

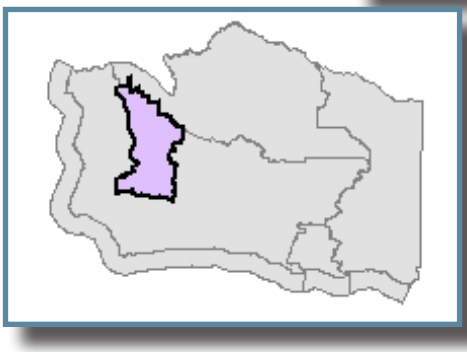
Distribution: Date Filed by County Clerk: _____.

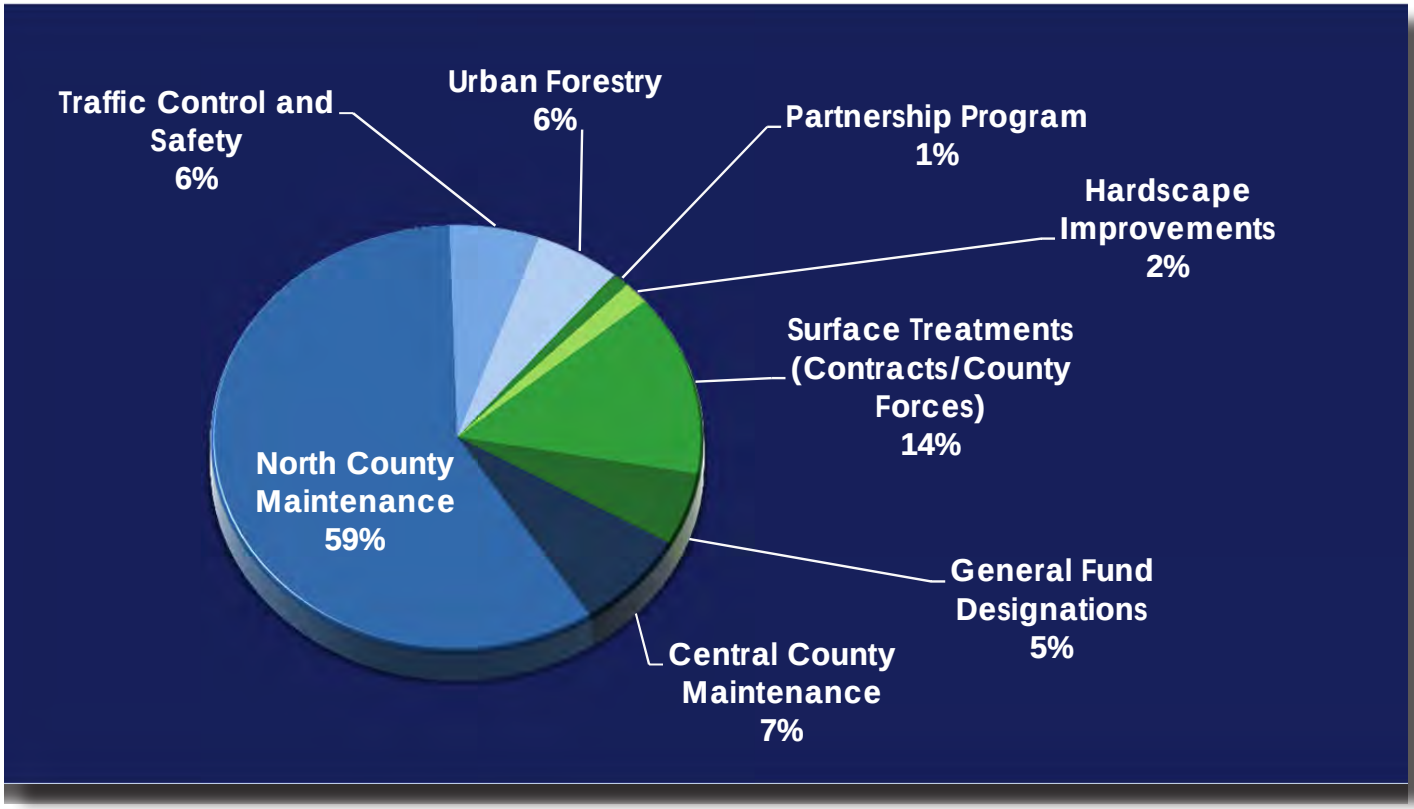
Fourth District

Budget Chart and Allotted Dollars

4

PROGRAM CATEGORY	
CORRECTIVE MAINTENANCE	
CENTRAL COUNTY MAINTENANCE	$178,597
NORTH COUNTY MAINTENANCE	$1,384,761
TRAFFIC CONTROL AND SAFETY	$140,760
URBAN FORESTRY	$133,853
DEFERRED MAINTENANCE	
PARTNERSHIP PROGRAM	$27,000
HARDSCAPE IMPROVEMENTS	$40,000
SURFACE TREATMENTS (CONTRACTS/ COUNTY FORCES)	$327,509
GENERAL FUND DESIGNATIONS	$65,502
DISTRICT TOTAL	$2,297,983





Fourth District

Funded Projects by Location

4

Central County

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
D 25880	PURISIMA RD	2375' W. MISSION GATE RD	1200' W. MISSION GATE RD	SCRUB MICRO

North County

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
E4700	BRADLEY RD N/B	145' N/O AMETHYST DR	FOSTER RD	SCRUB MICRO
E4710	BRADLEY RD S/B	FOSTER RD	145' N/O AMETHYST DR	SCRUB MICRO

General Fund Designations

E5190	SANTA MARIA WAY	BRADLEY RD	HWY 101	MICRO

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: Fourth Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP. The program category description is within the RdMAP. The projects are routine maintenance of County roads in the north County inland area, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award the contracts for the FY 2013/2014 RdMAP to the lowest bidders for those projects and close out the projects with a Statement of Final Quantities.

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
__X__ Categorical Exemption {15301(c)}
_____ Emergency Project
_____ Declared Emergency

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

Page 1 of 3 Notice of Exemption 2013/2014 Fourth Supervisorial District Road Maintenance Annual Plan

Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activity related to repair and maintenance activities for existing road 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 an 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: **April 16, 2013**
Distribution: Hearing Support Staff for posting

Morgan Jones April 3, 2013
Morgan M. Jones Department Representative Date

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 statue of limitations on legal challenges.

Distribution: Date filed with Planning & Development _____.

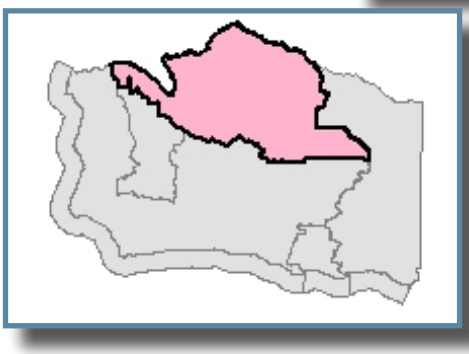
Distribution: Date Filed by County Clerk: _____.

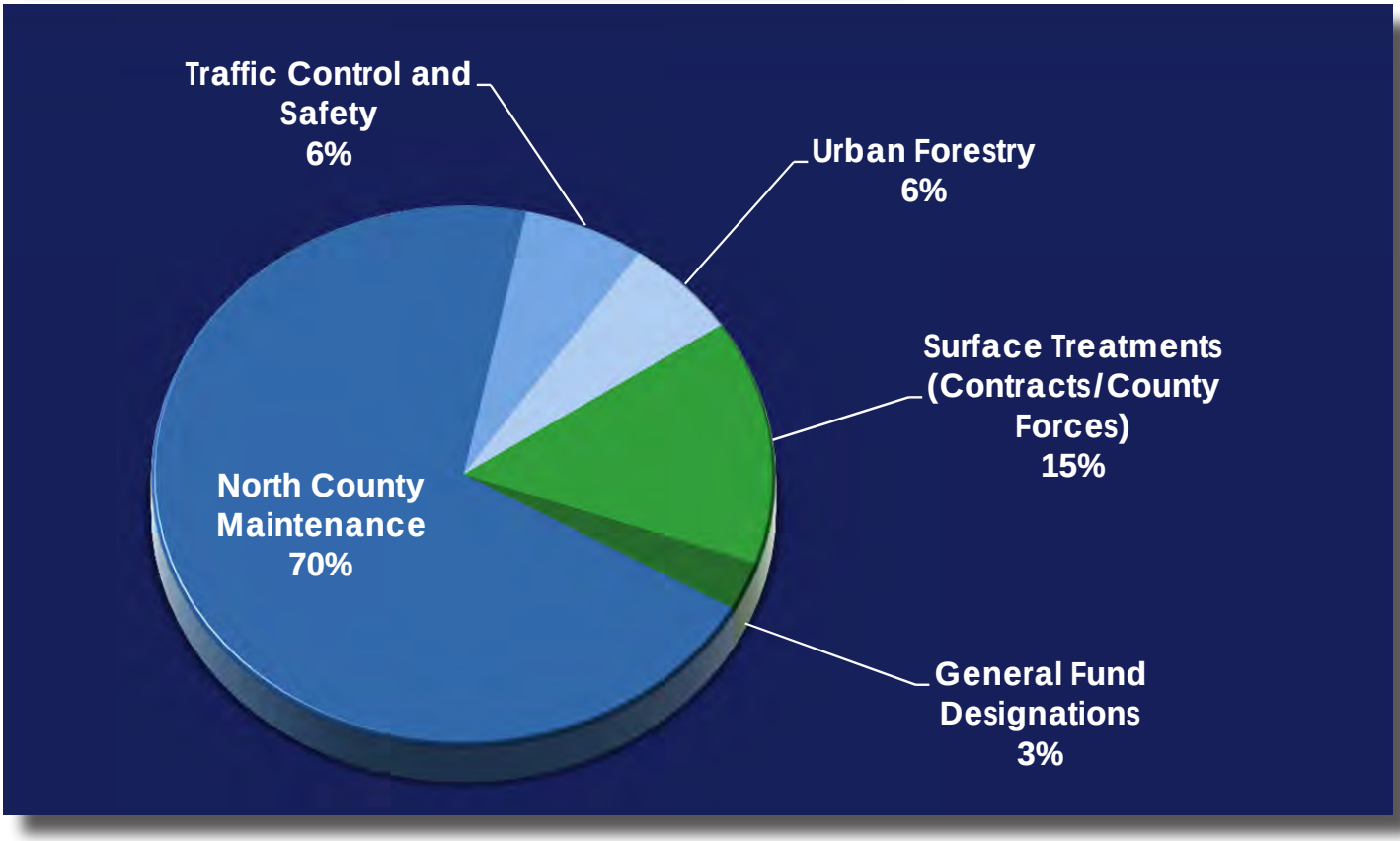
Fifth District

Budget Chart and Allotted Dollars

5

PROGRAM CATEGORY	
CORRECTIVE MAINTENANCE	
NORTH COUNTY MAINTENANCE	$859,762
TRAFFIC CONTROL AND SAFETY	$78,027
URBAN FORESTRY	$74,199
DEFERRED MAINTENANCE	
SURFACE TREATMENTS (CONTRACTS/ COUNTY FORCES)	$181,548
GENERAL FUND DESIGNATIONS	$36,310
DISTRICT TOTAL	$1,229,846





Fifth District

Funded Projects by Location

5

North County

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
E5330	ORCUTT-GAREY RD	DOMINION RD	1.0 M E/O DOMINION RD.	SCRUB MICRO
E5340	ORCUTT-GAREY RD	1.0 M E/O DOMINION RD	EAST 890'	SCRUB MICRO

General Fund Designations

SECTION ID	ROAD NAME	FROM	TO	TREATMENT
E490	BONITA SCHOOL RD	COUNTY BOUNDARY	TOP/LEVEE	ROAD REPAIR

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: Fifth Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP. The program category description is within the RdMAP. The projects are routine maintenance of County roads in the north County inland area, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award the contracts for the FY 2013/2014 RdMAP to the lowest bidders for those projects and close out the projects with a Statement of Final Quantities.

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
__X__ Categorical Exemption {15301(c)}
_____ Emergency Project
_____ Declared Emergency

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

Page 1 of 3 Notice of Exemption 2013/2014 Fifth Supervisorial District Road Maintenance Annual Plan

Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activity related to the repair and maintenance activities for existing road 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 an 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: **April 16, 2013**
Distribution: Hearing Support Staff for posting

April 3, 2012
Morgan M. Jones Department Representative Date

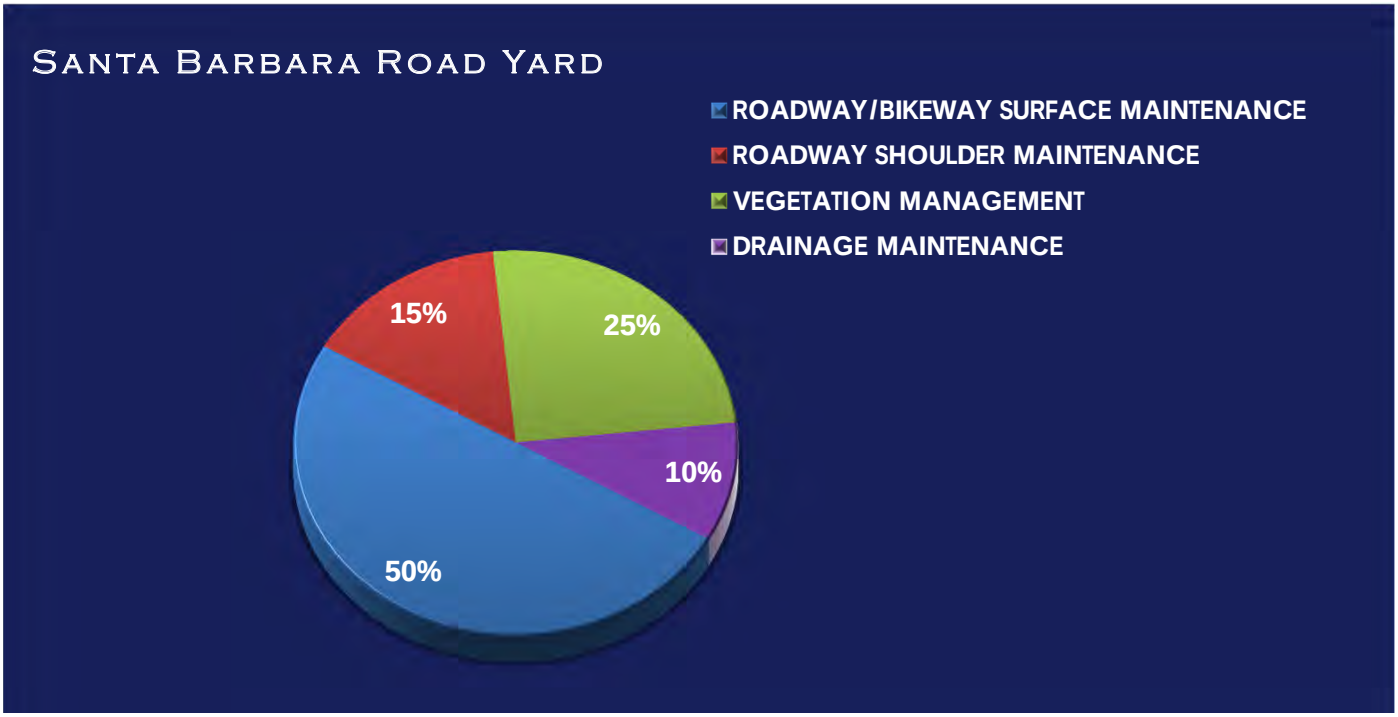
NOTE: A copy of this document must be posted with the County's Planning & Development Department at least 6 days prior to consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin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

Distribution: Date filed with Planning & Development _____.

Distribution: Date Filed by County Clerk: _____.

Santa Barbara Road Yard Work Plans

Maintenance Category/percentage of time



ROADWAY/BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING
1	GIBRALTAR RD	LEVEL WITH BOX
1	LILLIE AVE, SEARS TO EVANS	LEVEL WITH BOX
2	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING
2	HOLLISTER AVE	PATCHING, SWEEPING, CRACK SEALING
2	CATHEDRAL OAKS BLVD	PATCHING, SWEEPING, CRACK SEALING
3	LOCATIONS THROUGHOUT DISTRICT	PREP FOR MEASURE A SURFACE TREATMENT PATCHING, SWEEPING, CRACK SEALING
3	NAPLES ACCESS RD	PAVING
1, 2, 3	LOCATIONS THROUGHOUT DISTRICTS	SCRUB CHIP MICRO PREP - GRIND, LEVEL WITH BOX
1, 2, 3	LOCATIONS THROUGHOUT DISTRICTS	RAMPING

Santa Barbara Road Yard Work Plans - Continued

Roadway Shoulder Maintenance

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

Vegetation - Weed & Brush Removal

DISTRICT	LOCATION	PROPOSED WORK
1	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	CARPINTERIA / SUMMERLAND / MONTECITO	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	BELLA VISTA	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	GIBRALTAR RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	GREENWELL AVE	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	JAMESON LN SOUTH	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	JAMESON LN NORTH	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	MOUNTAIN DR	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	ORTEGA RIDGE RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	ROMERO CANYON RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	VIA REAL	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1	GREENWELL - TORO CANYON RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
2	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
2	SAN MARCOS RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	LOCATIONS THROUGHOUT DISTRICT	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	FRONTAGE RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	REFUGIO RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	FARREN RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	W CAMINO CIELO	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3	STAGECOACH RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
1,3	E CAMINO CIELO	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
2, 3	CATHEDRAL OAKS RD	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP

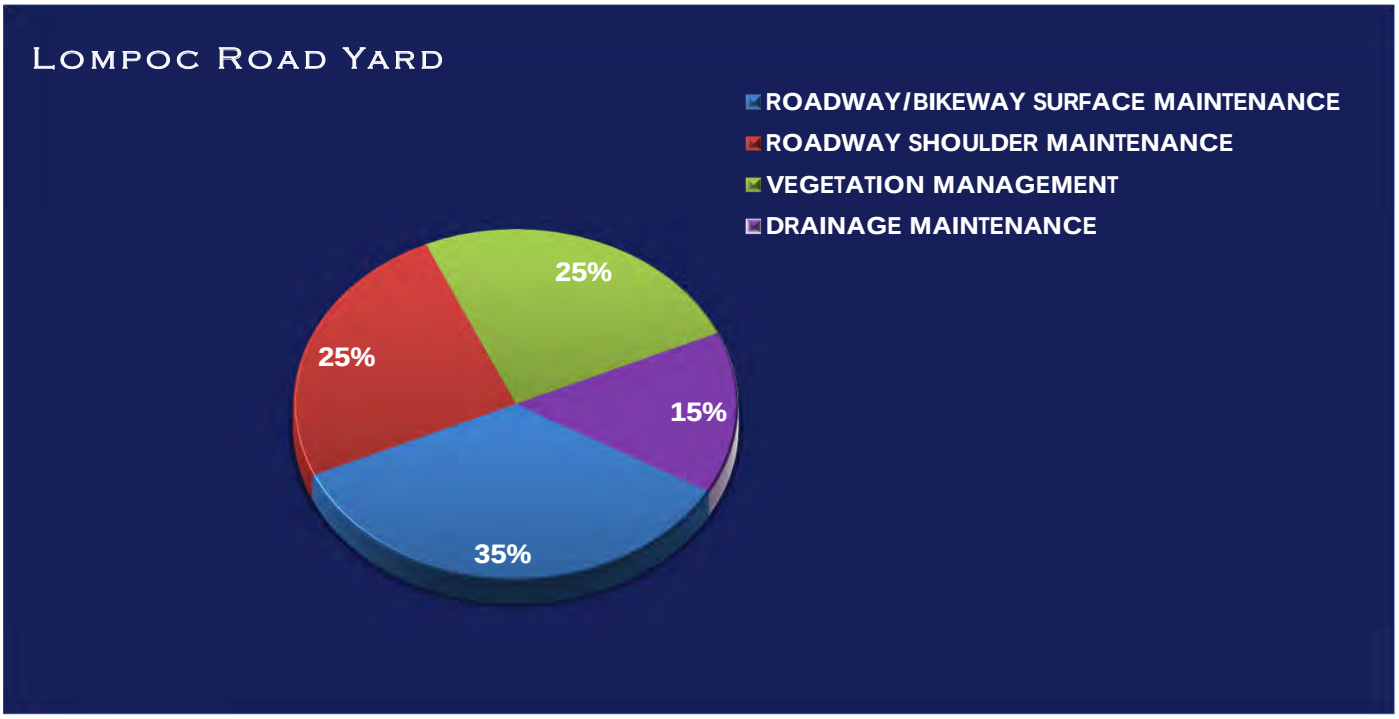
Santa Barbara Road Yard Work Plans - Continued

DRAINAGE/CULVERT MAINTENANCE

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

Lompoc Road Yard Work Plans

Maintenance Category/percentage of time



ROADWAY/BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
3	JALAMA RD MP 1.2 - 2.0	LEVEL COURSE
3	VANDENBERG VILLAGE AREA	INSTALL 14 ADA RAMPS AT VARIOUS INTERSECTIONS
4	SWEENEY RD MP 5.0 - END	LEVEL COURSE
3, 4	LOCATIONS THROUGHOUT DISTRICTS	PREP FOR MEASURE A PATCHING, SWEEPING, CRACK SEALING
3, 4	LOCATIONS THROUGHOUT DISTRICTS	LEVEL COURSE APPROX 3 LANE MILES

ROADWAY SHOULDER MAINTENANCE

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

Lompoc Road Yard Work Plans - Continued

VEGETATION - WEED & BRUSH REMOVAL

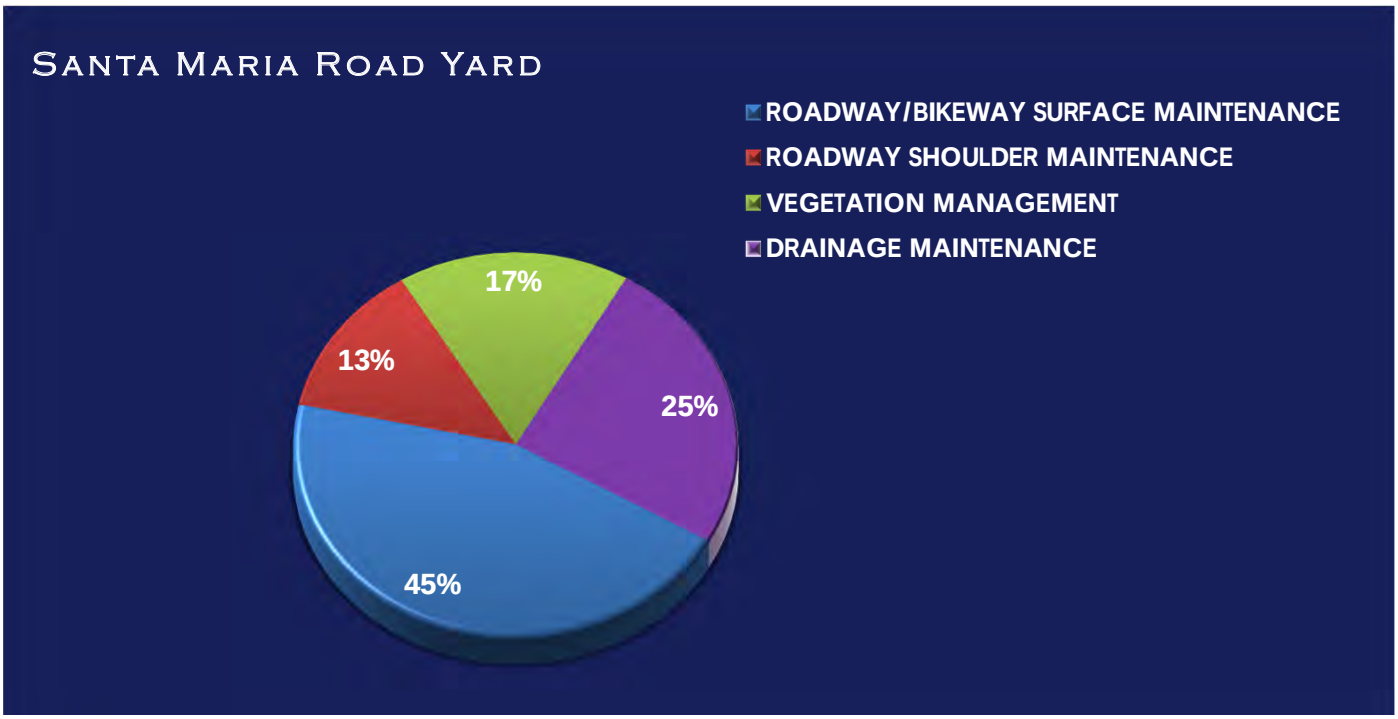
DISTRICT	LOCATION	PROPOSED WORK
3, 4	LOCATIONS THROUGHOUT DISTRICTS	BRUSH CUTTING, WEED ABATEMENT, ROADSIDE CLEAN UP
3, 4	LOCATIONS THROUGHOUT DISTRICTS	BLADE SHOULDERS FOLLOWING MOWING
3, 4	LOCATIONS THROUGHOUT DISTRICTS	TREE TRIMMING, RURAL AREAS

DRAINAGE/CULVERT MAINTENANCE

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

Santa Maria Road Yard Work Plans

Maintenance Category/percentage of time



ROADWAY/BIKEWAY SURFACE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	PREP FOR MEASURE A SURFACE TREATMENTS, PATCHING, SWEEPING, CRACK SEALING, AND WEED ABATEMENT
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	PATCH AND/OR REPAIR POT HOLES AND OTHER PAVEMENT DEFECTS, CRACK SEALING
1	BELL RD., FOOTHILL RD KIRSCHENMANN RD	BLADE-LAY ASPHALT PATCHING.
3	BLACK RD E950	DIG-OUTS, PATCHING AND/OR LEVEL COURSE PAVING
4	LOCATIONS THROUGHOUT DISTRICT	HARDSCAPE REPAIRS, RAMPING, ADA UPGRADES
5	JONES ST E6940	LEVEL COURSE PAVING
5	BONITA SCHOOL RD CROSSING E480	IMPORT DECOMPOSED GRANITE AND MAGNESIUM CHLORIDE, RE-GRADE. BRIDGE JOINT MAINTENANCE

Santa Maria Road Yard Work Plans - Continued

ROADWAY SHOULDER MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	REPAIR SLIDES AND SLIP OUTS, RE-ESTABLISH AND GRADE SHOULDERS
3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	MONITOR AND PICKUP REPP COLLECTION MATERIALS

VEGETATION - WEED & BRUSH REMOVAL

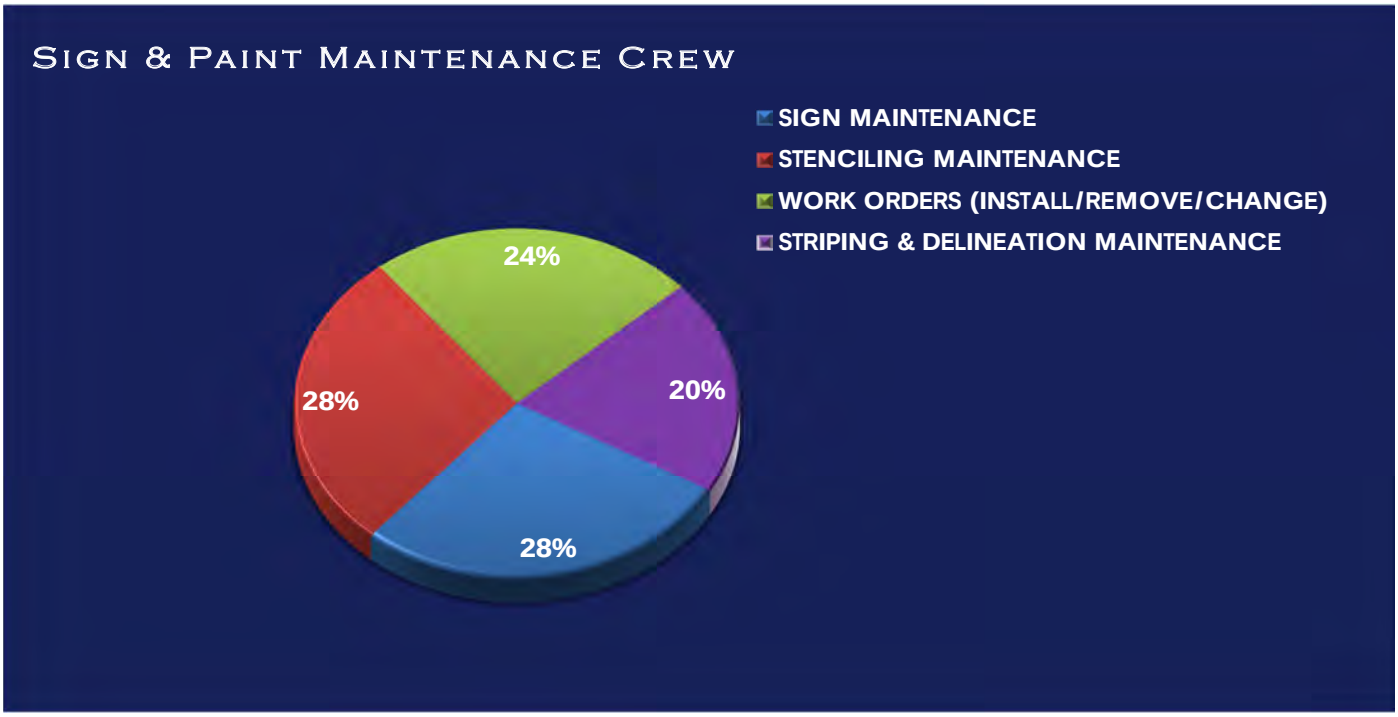
DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	SHOULDER MOWING, BRUSH CUTTING, WEED ABATEMENT, RURAL TREE TRIMMING, AND ROADSIDE CLEAN-UP
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	

DRAINAGE/CULVERT MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	CLEAN AND REPAIR CULVERTS, STORM DRAINS, DROP INLETS, DITCHES, AND BERMS

Sign & Paint Crew Work Plans

Maintenance Category/percentage of time



SIGN MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 2, 3, 4, 5	COUNTY WIDE	REPAIR OR REPLACE DAMAGED, FADED, AND VANDALIZED; REGULATORY, WARNING, GUIDE, PARKING AND STREETNAME SIGNS, AND BARRICADES
1, 2, 3, 4, 5	COUNTY WIDE	UPGRADE NON-CONFORMING SIGNS PER MUTCD
1, 2, 3, 4, 5	COUNTY WIDE	RESPOND DURING AND AFTER-HOURS TO CITIZEN AND LAW ENFORCEMENT SERVICE REQUESTS TO REPAIR DAMAGED AND/OR DOWNED SIGNS AND BARRICADES

STENCILING MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 2, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	REFRESH LEGENDS, LIMIT LINES, CROSS WALKS, AND PAINTED CURBS
1, 2, 3, 4, 5	COUNTY WIDE - SCHOOL ZONES	REFRESH 25% OF THE SCHOOL ZONES
1, 2, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	RESTENCIL IN-HOUSE PATCHING AND LEVEL COURSE PAVING REPAIRS

Sign & Paint Crew Work Plans - Continued

WORK ORDERS

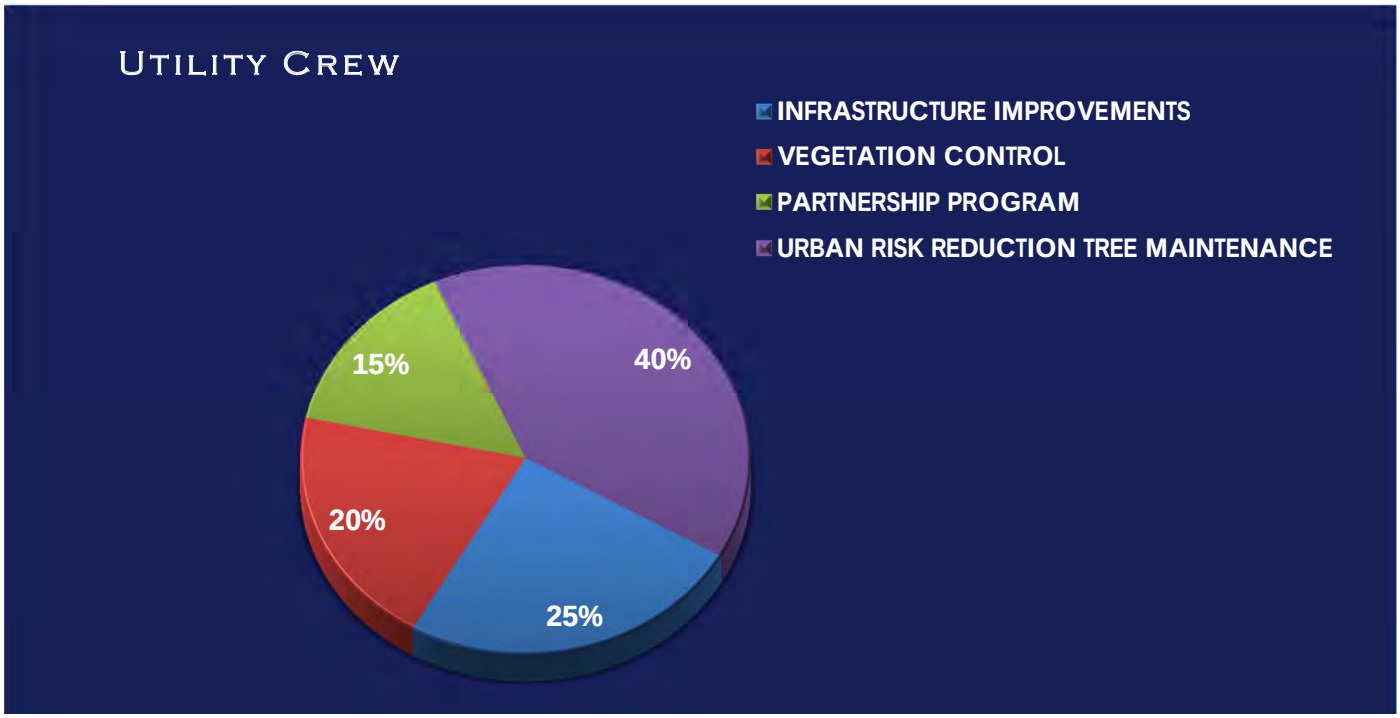
DISTRICT	LOCATION	PROPOSED WORK
1, 2, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	TRAFFIC ENGINEERING GENERATED WORK ORDERS INCLUDING; SPEED ZONE CHANGES, COMPLIANCE UPDATES, AND SPECIAL PROJECTS WHICH MAY AFFECT; STRIPING, STENCILING, CURB PAINT, DELINEATORS, BARRICADES, AND/OR SIGNAGE

STRIPING & DELINEATION MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 2, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	REFRESH LANE AND EDGE LINE STRIPING AND DELINEATION
1, 2, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	RESTRIPE IN-HOUSE PATCHING AND LEVEL COURSE PAVING REPAIRS

Utility Crew Work Plans

Maintenance Category/percentage of time



INFRASTRUCTURE IMPROVEMENTS

DISTRICT	LOCATION	PROPOSED WORK
2	HOLLISTER SCHOOL	INSTALL ADA RAMPS
3	LOCATIONS THROUGHOUT DISTRICT	UPLIFT TRIMMING FOR SCRUB, MICRO OVERLAY
3	ISLA VISTA	INSTALL ADA RAMPS IN ISLA VISTA
4	JOE NIGHTINGALE SCHOOL	ADA RAMP INSTALL
5	LOCATIONS THROUGHOUT DISTRICT	ADA RAMPS INSTALL AND SIDEWALK IMPROVEMENTS
1, 2, 3, 4	LOCATIONS THROUGHOUT DISTRICTS	PREP FOR MEASURE A SURFACE TREATMENT
1, 2, 3, 4	LOCATIONS THROUGHOUT DISTRICTS	UPLIFT TRIMMING (13' MINIMUM),REDUCE RISK TRIMMING

VEGETATION CONTROL

DISTRICT	LOCATION	PROPOSED WORK
1,2,3,4	LOCATIONS THROUGHOUT DISTRICTS	WATER, PLANT, WEED CONTROL

Utility Crew Work Plans - Continued

PARTNERSHIP PROGRAM

DISTRICT	LOCATION	PROPOSED WORK
2,3,4,5	LOCATIONS THROUGHOUT DISTRICTS	CONCRETE WORK AND TREE WORK

URBAN RISK REDUCTION TREE MAINTENANCE

DISTRICT	LOCATION	PROPOSED WORK
1, 2, 3, 4, 5	LOCATIONS THROUGHOUT DISTRICTS	TREE TRIM, REMOVALS, REPLANTS

Appendix

- Board Letter
- Project Initiation Request
- Community Outreach - Door Hanger
- Street Tree Policy
- Revised Arborist Approved street Tree Lists
- ADA Forms

BOARD OF SUPERVISORS
AGENDA LETTER

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

Agenda Number:

Department Name:	Public Works
Department No.:	054
For Agenda Of:	April 16, 2013
Placement:	Admin
Estimated Tme:	15min staff
Continued Item:	No
If Yes, date from:	
Vote Required:	Majority

TO: Board of Supervisors

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

SUBJECT: **Road Maintenance Annual Plan, Fiscal Year 2013/2014, All 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 authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP);

B. Approve the funded projects listed for the Maintenance Program (County Forces) and the Surface Treatment Program (Contracts/County Forces) within the Road Maintenance Annual Plan;

C. Find that the proposed actions are for existing facilities, which consists of the operation, repair, maintenance, or minor alteration of existing public structures, involving negligible or no expansion of use beyond that which currently exists, and that the proposed actions are therefore exempt from CEQA pursuant to 14 CCR 15301(c), and approve the filing of Notices of Exemption (5) on that basis;

D. Authorize the Director of Public Works to advertise the projects contained within the FY 2013/2014 Road Maintenance Annual Plan.

Summary Text:

Every year, the Public Works Department prepares the Road Maintenance Annual Plan (RdMAP) outlining the recommended maintenance work for the upcoming fiscal year. Staff selects projects by analyzing road data using the Street Saver® Pavement Management Program, in conjunction with staff's professional assessments, and considering public input.

The Transportation Division of the Public Works Department is responsible for maintaining and repairing the County transportation system. This system includes over 1,670 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks curb ramps, equestrian trails, traffic signals, and over 14,000 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:

Transportation Funding and 5-year Backlog of Infrastructure Needs

The FY 2013/2014 RdMAP has a total funding of approximately $15.5 million. Maintenance projects are identified by District in the Final Draft RdMAP. Funding sources for the FY 2013/2014 RdMAP includes Measure A Sales Tax, Gas Tax, remaining Prop 1B funds, Local State Transportation Program (LSTP), and General Fund (Maintenance of Effort and $500k with designated projects), as detailed in the fiscal analysis.

The County currently has a 5-year backlog of transportation infrastructure needs totaling approximately $250 million.

Given existing funding levels for maintaining the County's transportation system, local streets and roads will continue to deteriorate. Unless the County secures additional funding, costs to maintain the County's transportation system will continue to rise, while the County's local transportation network deteriorates.

The current Pavement Condition Index of the County's Transportation Infrastructure System is 61, which is considered "at risk." Staff estimates approximately $20 million per year would be required to bring the transportation system up to a 70 PCI ("good" condition). To keep the condition from slipping to "poor" condition would require $12 million annually. If the system is allowed to fall into the "poor" category, it will cost the County twice as much to repair in the future.

On average, the Department spends between $3.0 and $3.5 million on pavement preservation annually, which is not enough to maintain the system at a PCI of 61. The Countywide PCI continues to drop with the current level of funding. The local road system is on the severe slope of the standard pavement deterioration curve, which is causing a substantial decrease in the County's roadway systems PCI. Any reductions in revenues will continue to increase the County's unfunded road maintenance backlog in future years. In addition, oil prices and construction costs have increased. As these costs continue to rise, the County's unfunded backlog will continue to grow more rapidly, and less work will be accomplished as a result.

There are two recent statewide reports that highlight the critical roadway funding issues: the 2012 California Statewide Local Streets and Roads Needs Assessment Report and the 2013 American Society of Civil Engineers California Infrastructure Report Card for Transportation.

The 2012 California Statewide Local Streets and Roads Needs Assessment Report indicates the statewide average PCI deteriorated from a 68 in 2008, to a 66 in 2012, meaning the average local street and road is classified as "At Risk."

If funding remains at the current level, the County's current average PCI of 61 could drop to 43 by 2020. Even more critical – by year 2020, it is estimated the County's unfunded backlog will grow from $250 million to over $500 million unless additional funding sources are identified. Staff will present the Statewide portion of this report to your Board as a separate item on the same day.

The American Society of Civil Engineers (ASCE) periodically rates the States' infrastructures and issues Report Card grades. The 2013 ASCE Report Card for California's Transportation Infrastructure, which includes streets, highways, bridges, rail systems, and transit operations, is a low C-. This is due to existing conditions and lack of adequate funding. $13.9 billion more per year is needed Statewide for ongoing maintenance of existing facilities. To raise Transportation to a "B" Report Card grade, the

ASCE report indicates an additional investment of $36.5 billion annually for 10 years is also needed. The Santa Barbara County road system's average PCI of 61 is the equivalent of a C-, which is consistent with the ASCE Statewide Transportation Report Card grade.

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

The Road Maintenance Annual Plan and Process

On June 28, 1994, your Board approved the first Public Works Road Maintenance Annual Plan (RdMAP) for FY 1994/95, as well as the road maintenance planning process for future RdMAPs. The Transportation Division used this process to develop the final draft of the FY 2013/2014 RdMAP for the County's Transportation Infrastructure System.

Staff began the RdMAP planning process by identifying needs and preparing preliminary project descriptions. Once the preliminary prioritized list was developed, staff conducted public workshops to present the proposed FY 2013/2014 RdMAP to the public and to receive their comments and input. Staff revised the plan after considering the public comments, staff recommendations and supplemented it with environmental surveys and further engineering analysis, where needed. The Department recommends that your Board approve the FY 2013/2014 RdMAP.

The roadways included in the 2013/2014 program are listed in the RdMAP, Surface Treatment Program section (Contract/County Forces) for each District. The concept of Pavement Preservation promotes the principle that pavement life can be significantly extended through periodic seal coating, resurfacing and patching of the existing asphalt surfaces (i.e. providing the right treatment at the right time to the right road.) The RdMAP includes approximately 22 lane miles of County roadways programmed for surface treatment this fiscal year. These lane miles will be treated with micro surfacing, scrub seals, or an asphalt concrete overlay.

Project Approval, CEQA Determination, and Authority to Advertise

Your Board's approval of the projects outlined in the FY 2013/2014 RdMAP and the attached CEQA documents will commence the appeal period, pursuant to CEQA guidelines, Section 15301(c). The Department requests that your Board authorize the Director of Public Works to advertise the funded projects listed for Surface Treatment Program (Contracts/County Forces), and any Tree Partnership Program contracts utilized to accelerate these efforts. Once approved, the Department will advertise the funded projects identified in the FY 2013/2014 RdMAP.

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

Mandates and Service Levels:

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

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

State: LSTP	$	436,719
State: Exchange	$	330,000
State: Gas Tax	$	5,586,057
State: Proposition 1B	$	1,079,365
Other: Measure A SC	$	2,993,782
Other: Measure A NC	$	2,855,061
General Fund	$	500,000
Maintenance of Effort (MOE)	$	1,713,600
Total	$	15,494,584

Narrative:

The FY 2013/2014 RdMAP projects total approximately $15.5 million funded primarily by State Gas Taxes, Measure A, remaining Proposition 1B, State Local Transportation Plan, and General Fund Contribution (Maintenance of Effort and $500k designation). This revenue is programmed within the RdMAP budget for FY 2013/2014. By July 2013, the Santa Barbara County Association of Governments (SBCAG) will publish an indexed adjustment to the General Fund Maintenance of Effort, which will require a budget revision to maintain compliance. This fiscal analysis does not include Capital Improvement Program funding.

Special Instructions:

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

Attachments:

1) Final Draft RdMAP for FY 2013/2014
2) Notice of Exemptions for each Supervisorial District (5)
3) 5- Year Backlog of Transportation Needs by Category

Authored by:

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

County of Santa Barbara Road Deferred Maintenance Backlog						
	Supervisorial District					
Component	First	Second	Third	Fourth	Fifth	Total
Pavement	$ 14,800,000	$ 28,200,000	$ 43,500,000	$ 17,100,000	$ 6,500,000	$ 110,100,000
Hardscape and Trees	$ 3,900,000	$ 13,700,000	$ 5,900,000	$ 13,700,000	$ 2,000,000	$ 39,200,000
Bridges	$ 9,000,000	$ 6,800,000	$ 34,600,000	$ 6,400,000	$ 800,000	$ 57,600,000
Drainage Structures	$ 6,000,000	$ 6,200,000	$ 16,000,000	$ 6,900,000	$ 4,000,000	$ 39,100,000
Traffic Devices	$ 500,000	$ 1,100,000	$ 1,500,000	$ 600,000	$ 300,000	$ 4,000,000
Total	$ 34,200,000	$ 56,000,000	$ 101,500,000	$ 44,700,000	$ 13,600,000	$ 250,000,000

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: First Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP. The program category description is within the RdMAP. The projects are routine maintenance of County roads in the south coast inland and coastal areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award contracts contained within the FY 2013/2014 RdMAP to the lowest bidders for those projects and close out the projects with a Statement of Final Quantities.

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
X Categorical Exemption {15301(c)}
_____ Emergency Project
_____ Declared Emergency

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

Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activity related to repair and maintenance activities for existing road 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 an 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: **April 16, 2013**
Distribution: Hearing Support Staff for posting

April 3, 2013
Morgan M. Jones Department Representative Date

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 statue of limitations on legal challenges.

Distribution: Date filed with Planning & Development _____.

Distribution: Date Filed by County Clerk: _____.

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: Second Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP. The program category description is within the RdMAP. The projects are routine maintenance of County roads in the south coast inland and coastal areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award the contracts for the FY 2013/2014 RdMAP to the lowest bidders for those projects and to close out the projects with a Statement of Final Quantities.

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
_X_ Categorical Exemption {15301(c)}
_____ Emergency Project
_____ Declared Emergency

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

Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activity related to repair and maintenance activities for existing road 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 an 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: **April 16, 2013**
Distribution: Hearing Support Staff for posting

Morgan M. Jones Department Representative April 3, 2013 Date

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 statue of limitations on legal challenges.

Distribution: Date filed with Planning & Development _____.

Distribution: Date Filed by County Clerk: _____.

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: Third Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP . The program category description is within the RdMAP. The projects are routine maintenance of County roads in the south coast inland and coastal areas, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award the contracts for the FY 2013/2014 RdMAP to the lowest bidders for those projects and close out the projects with a Statement of Final Quantities.

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
X Categorical Exemption {15301(c)}
_____ Emergency Project
_____ Declared Emergency

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

Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activity related to repair and maintenance activities for existing road 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.

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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 an 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.**

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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,

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

LOCATION: Fourth Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP. The program category description is within the RdMAP. The projects are routine maintenance of County roads in the north County inland area, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award the contracts for the FY 2013/2014 RdMAP to the lowest bidders for those projects and close out the projects with a Statement of Final Quantities.

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
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Reasons to support exemption findings: Consistent with this exemption, this proposed project involves an activity related to repair and maintenance activities for existing road 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.

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

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The project involves the repair and maintenance an 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.

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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,

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Morgan M. Jones Department Representative April 3, 2013 Date

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

LOCATION: Fifth Supervisorial District

PROJECT TITLE: 2013/2014 Road Maintenance Annual Plan for Maintenance and Surface Treatment Programs

PROJECT DESCRIPTION: The Public Works Department proposes the Board of Supervisors authorize the Chair to adopt the FY 2013/2014 Road Maintenance Annual Plan (RdMAP) and the Surface Treatment Program within the RdMAP. The program category description is within the RdMAP. The projects are routine maintenance of County roads in the north County inland area, consisting of items such as filling of potholes, fog sealing, thin lift overlays and leveling courses. The Public Works Department requests the Board of Supervisors authorize the Director of Public Works to award the contracts for the FY 2013/2014 RdMAP to the lowest bidders for those projects and close out the projects with a Statement of Final Quantities.

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)

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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.

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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: **April 16, 2013**
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PROJECT INITIATION REQUEST (PIR) FORM

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

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

Requested by: _____ Date: _____

Address: _____

City, State, Zip: _____

Phone: _____

Staff Contact: _____

Check Appropiate Boxes To Send to Requestor:	(Y)	(N)
Copy of this Request	☐	☐
Notice of Annual Maintenance Plan Hearing Dates:	☐	☐

Location: (Attach Vicinity map)

_____

_____

_____

Maintenance Area:

SECTION ID NUMBER						AREA CODE			

Description of Work: (Be As Specific As Possible)

_____

_____

_____

_____

_____

Project Referred for Scope Recommendtions 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: _____

DRAWING3 By: Jim Chaney, RA Printed: 5/16/96 05:38 PM

COUNTY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT – TRANSPORTATION DIVISION
NOTICE OF STREET MAINTENANCE TO AREA RESIDENCES AND BUSINESSES

REJUVENATING FOG SEAL – PROJECT # MFSL10

Using your local Measure 'D' tax dollars, The County of Santa Barbara has begun the application of a County-wide Rejuvenating Fog Seal. Work on your roadway is scheduled for _____. Other streets and roads in your neighborhood, and other areas of the County may also scheduled for this application. Rain days will extend the project completion date. Your cooperation will be needed and greatly appreciated during the construction period.

We apologize in advance for any inconvenience this work may cause and ask for your patience and cooperation so that we may complete this preventive maintenance as soon as possible. Work will be performed between the hours of 7:00 AM and 5:00 PM. School zones will be posted between the hours of 9:00 AM and 2:00 PM. Please follow the instructions on these posted signs. The general order of work is as follows:

Posting of "No Parking" Signs 24 hours in advance of the work.

Lane closure of the roadway on the scheduled day of work including street preparation / towing parked cars.

Rejuvinating Fog Seal application and four-hour cure time.

Reopen lane closures to public traffic.

Placement of painted stripes and markings will occur at a later date.

Please look for NO PARKING signs that will be posted 24 hours in advance of each of the above phases of the project. Should you plan on being out of town during this project, it is important to move your vehicle off the street prior to your absence.

Cars will be towed if parked during the no parking dates posted on your street.

South County Project Manager (805) 681-5678
Santa Ynez / Lompoc Area Project Manager (805) 737-7773
North County Project Manager (805) 934-6100

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

*****

MINUTE ORDER

December 12, 2000, in the p. m.

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

Michael F. Brown, Clerk (Allen)

Supervisor Rose in the Chair

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

a) Approve the County of Santa Barbara Street Tree Policies and Regulations;

b) Review and approve the North, Central and South County arborist recommended list of street trees;

c) Direct staff to work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree.

COUNTY ADMINISTRATOR'S RECOMMENDATION: APPROVE

Marshall/Gray

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

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

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

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

12/12/00

SANTA BARBARA COUNTY
BOARD AGENDA LETTER

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

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

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

REPLACEMENT # 1
DATE 12/4/00 TIME 11:47AM

DEC 12 2000

Recommendation(s):

That the Board of Supervisors:

A. Approve the County of Santa Barbara street tree policies and regulations.

B. Review and approve the North, Central and South County arborist recommended list of street trees.

C. Direct staff to work with neighborhood groups throughout the county to select suitable tree species and designate each roadway countywide with a specific tree.

Alignment with Board Strategic Plan:

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

Executive Summary and Discussion:

Background

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

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

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

The Street Tree Policy Process

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

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

Street Tree Policy

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

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

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

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

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

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

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

Mandates and Service Levels:
None.

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

Special Instructions:
None.

11/21/2000

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS – TRANSPORTATION DIVISION

STREET TREE POLICIES AND REGULATIONS

SCOPE/GOAL

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

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

TREE MAINTENANCE

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

Hazard Management

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

Pruning

1) Tree pruning is the responsibility of the County and will normally be performed by the County Transportation Division tree crew, or a commercial tree firm under contract with the County. Pruning will be performed based on a regular schedule, need, or in conjunction with street/sidewalk repair work. The adjacent property owner should notify the County Transportation Division of conditions that require pruning to remedy a hazardous condition.

2) When an adjacent property owner requires special pruning (i.e. for construction) that does not fit into the regularly scheduled pruning by the County and is not a hazardous condition, a permit can be issued for a reputable tree firm to prune the tree(s) at the property owner's expense. All pruning must conform to the County standards and specifications for tree pruning as established by the International Society of Arboriculture.

3) Unauthorized pruning of a County tree in the public road right-of-way by the adjacent property owner or his agent can result in fines that could include the cost of tree replacement if the tree is irreparably damaged.

Tree Health and Survival

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

1) The irrigation of newly planted and established trees is the responsibility of the adjacent property owner. For logistical and practical reasons the watering of trees is best accomplished by the adjacent property owner with the use of a hose or buckets. When new trees are planted the property owner will be instructed as to the water requirements of the new tree. Irrigation is seldom needed once trees are established except for periods of extended drought.

2) Unless the health and life of a tree is in jeopardy from a nutrient deficiency, the County does not fertilize trees. If it is determined by a qualified arborist that a tree's survival is dependant on fertilization, the County would arrange for the necessary treatments to preserve the tree.

3) There is no regular program for insect or disease control by the County. In instances where the health and survival of the tree is in jeopardy, or there is a condition that is determined by experts to be a nuisance or threat to public health, appropriate treatments will be taken by the County. Where the condition is not considered a nuisance or threat to the public or the tree, the County can issue a permit for the property owner to treat the tree with approved methods and materials.

TREE REMOVAL/REPAIRS

1) The County will remove trees that are determined to be dead or structurally unsound. Property owners should notify the County if they notice a tree that appears to be dead or hazardous. The tree will then be inspected and evaluated to determine the appropriate course of action.

2) Trees removed for purposes other than being dead or structurally unsound require a written request by the property owner stating the reasons for removal to the Public Works Transportation Division. A petition signed by eight (8) adjacent property owners must be submitted with the request. County Staff will inspect and evaluate the tree and advise the property owner of the action that will be taken. In the event that one or more of the adjacent property owners objects to the removal, the request will be forwarded to the district Supervisor's office for review and final approval.

3) No tree within the public street right-of-way shall be removed without approval and a permit from the County Transportation Division. All work within the street right-of-way also requires an encroachment permit from the County Permit Office.

4) If a tree must be removed for approved development or construction, or if the County approves a property owner's request to remove a tree for just cause, the cost for removal and replacement of the tree are the responsibility of the property owner. The species, size and placement of the tree shall be designated by the County with the permit.

5) When the County is notified of hazardous public improvements (i.e. sidewalks, curbs/gutters, street surfacing, driveway aprons) caused by tree roots, the condition will be inspected and corrected with asphalt patching or concrete grinding to temporarily remedy the condition until it is scheduled for replacement.
In instances where there is damage to public improvements and the adjacent property owner wants to replace the improvements and tree before the work is scheduled for replacement by the County, the County can issue a permit to the adjacent property owner for the work necessary to repair the improvements at his/her expense. If a tree is removed for these repairs, the property owner is responsible for the cost of replacing the tree and maintaining the tree for the first two (2) years. In locations where the County is not scheduled to make the repairs or where otherwise deemed appropriate by the County, a "Partnership Program" agreement can be entered into between the adjacent property owner and the County whereby the cost of repairs and tree replacement are shared, where 40% of the cost is paid by the adjacent property owner and 60% is paid by the County.

TREE PLANTING

1) The species, size, and placement of trees planted in the street right-of-way is regulated by the County and requires approval and a permit from the Transportation Division. The typical tree planting permit will allow for a minimum of one (1) tree per street frontage. Tree planting in the County road right-of-way requires a permit from the County. Any tree planted by the property owner that is not an approved tree becomes the responsibility of the property owner. Trees planted without County approval and permitting may have to be removed by the adjacent property owner.

2) Street trees removed by the County due to storm damage, disease, accidents or for safety reasons will be replaced by the County. The adjacent property owner will be informed of their care and maintenance responsibilities for the newly planted tree(s) to ensure that the young trees becomes established and survive.

3) Property owners wishing to plant a tree in front of their property must make a written request to the Transportation Division. If the requested location is appropriate for a street tree, the property owner will be advised by the County of the designated tree species for that street and where the tree(s) should be located. The tree species designation will be limited to one species per street or block and will be from the official tree list approved by the Board of Supervisors. The minimum size tree allowed for planting is 15 gallons. Approved root barrier material shall be installed for all trees planted in the road right-of-way unless otherwise specified by the County. There are currently 10 tree species approved for planting in the parkways and medians adjacent to public roads and streets. These trees were carefully selected with the help of a certified arborist to provide the desired appearances and amenities while minimizing the undesirable tree characteristics and maintenance costs. From this list the trees have been designated as officially approved trees for specific streets. *Special planting projects by neighborhoods or organizations are encouraged and will be given assistance by the County in approved tree selection and planting locations.*

4) Adjacent property owners are responsible to water and to maintain the staking of newly planted trees for the first two (2) years. They are also responsible for replacing trees that die during that period. After two (2) years the County will provide pruning, ongoing maintenance, and will replace trees that die.

County of Santa Barbara Public Works Department
Street Tree Policy

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

Tree policy2.xls
11/30/2000 2:22 PM

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

(805) 681-4990
FAX 681-4991

Arborist Approved Tree Planting List
South County

Common Name	Botanical Name
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	Trachyarpus fortunei

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

(805) 681-4990
FAX 681-4991

Arborist Approved Tree Planting List
North County

Common Name	Botanical Name
African Sumac	Rhus lancea
Australian Fan Palm	Livistona australlis
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's Grievances Form

Instructions: Please fill out this form completely, using black ink or typing. Sign and send it to the address at the bottom of the page. This form is available in alternate formats by 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*: Ariana Villegas, ADA Compliance Officer, County of Santa Barbara**
105 East Anapamu, Room 104, Santa Barbara, CA 93101

For Office Use:

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

Department of Public Works, Transportation Division's Request for Accommodation Form

Instructions: Please fill out this form completely, using black ink or typing. Sign and send it to the address at the bottom of the page. This form is available in alternate formats by 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*: Ariana Villegas, ADA Compliance Officer, County of Santa Barbara**
105 East Anapamu, Room 104, Santa Barbara, CA 93101

For Office Use:
File No. _____

Acknowledgments

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

Public Works would also like to acknowledge the following people for their contributions and the many hours they have given to make the nineteenth annual RdMAP a meaningful planning tool:

- **Scott D. McGolpin, P.E.**
  Director, Public Works Department
- **Chris Sneddon**
  Deputy Director, Transportation Division
- **John McGray**
  Road Maintenance Manager
- **Richard Navarro**
  Road Maintenance Superintendent, Santa Barbara
- **Don Mason**
  Road Maintenance Superintendent, Lompoc
- **Kurt Klucker**
  Road Maintenance Superintendent, Santa Maria
- **Gena Valentine Felix**
  Administrative Office Professional III, Transportation Administration