



BOARD OF SUPERVISORS
AGENDA LETTER

Agenda Number:

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

Department Name: Public Works
Department No.: 054
For Agenda Of: April 3, 2018
Placement: Administrative – Set
Hearing (April 3, 2018);
Departmental Hearing
(May 1, 2018)
Estimated Tme: 30 Minutes
Continued Item: No
If Yes, date from:
Vote Required: Majority

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

SUBJECT: Measure A Program of Projects for Fiscal Year 2018/2019, All Supervisorial Districts

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

On April 3, 2018, set a hearing for May 1, 2018 (30 minutes) to consider adoption of the Measure A Five-Year Local Program of Projects for Fiscal Years 2018/2019 through 2022/2023, as follows:

- a) Adopt the attached Resolution for the Measure A Five-Year Local Program of Projects for Fiscal Years 2018/2019 through 2022/2023, for submittal to the Santa Barbara County Local Transportation Authority for acceptance;
- b) Reaffirm the existing distributions of Measure A revenues: 50 percent population and 50 percent lane miles for the South Coast, and 100 percent lane miles for North County;
- c) Reaffirm Resolution 10-101, which establishes priorities and policies for the use of the local portion of the one-half of one percent (1/2%) sales tax for the transportation needs in Santa Barbara County;
- d) Direct staff to prepare Fiscal Year 2018/2019 Road Maintenance Annual Plan based upon approved Measure A distribution formula; and
- e) Find the Measure A Five-Year Local Program of Projects for Fiscal Year 2018/2019 through 2022/2023 is exempt from the provisions of California Environmental Quality Act pursuant to 14 CCR 15301(c) (as the proposed project(s) consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities), and approve the filing of the attached Notice of Exemption on that basis.

Summary Text:

This item is on the agenda to adopt a Resolution for the Measure A Five-Year Program of Projects FY 2018/2019-2022/2023, and to reaffirm Resolution 10-101 as well as existing distributions of Measure A revenues.

Recommendation A

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

Recommendation B

The County receives Measure A revenues separately for the South Coast and for the North County. On April 4, 2017, your Board reaffirmed Measure A fund distribution ratios of 50 percent population and 50 percent lane miles for the South Coast and 100 percent lane miles for North County. These were the same distributions utilized in the previous fiscal year, and no changes are proposed this year.

Recommendation C

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

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

This year, the bulk of Measure A will be used for corrective maintenance and operations as a result of the approximately \$20M of costs associated with the Thomas Fire Debris Flow incident. Although this will increase the amount of deferred maintenance backlog, it is necessary to continue our core mission of correcting immediate safety concerns and ongoing maintenance of roads and access paths for the traveling public. Ten percent (10%) will continue to be used for alternative transportation work in accordance with the Measure A Ordinance.

Recommendation D

The POP programs Measure A and other funding for maintenance needs. If the Measure A POP is approved, staff will return to your Board with the Road Maintenance Annual Plan (RdMAP) for FY 2018/2019 for your approval. With current funding, Measure A will be used for the in-house work plan portion, also known as corrective maintenance/operations, in the RdMAP. The contract work section of the RdMAP will only contain projects funded with other revenue sources.

Recommendation E

Determine that the Measure A POP is exempt from the provisions of CEQA, pursuant to Section 14 CCR 15301(c) as the proposed project(s) consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not

limited to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

Background:

Measure A History and Programming

On November 4, 2008, County of Santa Barbara voters approved Measure A to continue the one-half of one percent (1/2%) local sales tax (formerly Measure D) and Santa Barbara County Transportation Investment Plan. Measure A took effect on April 1, 2010, and will remain in effect for 30 years, with the revenues allocated for transportation improvements.

The Measure A voter-approved investment plan includes dedication of a substantial portion of Measure A to named capital projects such as Highway 101 widening, commuter rail between Ventura and Santa Barbara, various interchange improvements, and increased alternative transportation funding. The remaining funds are split equally between the South Coast and the North County for local roads. As a result, local agencies receive 65% of the total amount of revenue from the North County expenditure plan for local streets and roads, and 52% of the total amount of revenue from the South Coast expenditure plan for local streets and roads.

The voter-approved investment plan for Measure A requires the County to develop two distinct 5-year Programs of Projects for your Board's approval annually: one for Measure A funds on the South Coast, and one for North County Measure A funds. Upon your Board's approval, Public Works will submit the Programs to SBCAG for incorporation into the countywide plan. The approved Measure A Ordinance also states that a Maintenance of Effort (MOE) is required to continue to receive Measure A funds. SBCAG will publish the actual MOE in August, and Public Works will ask your Board to approve a budget revision if the amount is different from what is in the current budget proposal.

Narrative:

Measure A and the Current Status of County Transportation Infrastructure

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

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

This POP is the basis for the Public Works Department's Road Maintenance Annual Plan (RdMAP), identifying corrective maintenance and pavement preservation needs, for which Measure A is one of the County's primary sources of revenue. Corrective maintenance is work our staff performs on a daily basis such as pothole patching, crack sealing, thin lift overlays, sidewalk ramping, tree trimming, and culvert cleaning. Pavement preservation includes both preventive maintenance and rehabilitation work such as overlays, seal coats, and hardscape repairs. Pavement preservation work is the majority of the County's unfunded deferred maintenance backlog.

In April 2017, the California legislature passed Senate Bill 1 (SB 1) resulting in approximately \$1.5 billion per year in new revenue for local streets and roads once fully implemented. In the first year, FY

17/18, estimated revenue for the County was \$2.3M from the Road Maintenance and Rehabilitation Account (RMRA). The estimate for FY 18/19 is \$6.4M. This new source of funding will allow the County to leverage local Measure A and General Fund revenues to address the unfunded backlog.

This year, FY 2018/2019, nearly the entire Measure A allocation is again proposed for corrective maintenance and operations. While SB 1 provides much needed funding for local road maintenance it did not replenish the gas tax funds historically used for the County's corrective maintenance and operations program. In addition, the 2017 and 2018 storm seasons have been hard on County roads. The Division spent approximately \$9M to date on emergency opening and critical restoration work and has an estimated \$11M worth of unfunded permanent restoration work to complete. The County anticipates reimbursement from the Federal Emergency Management Agency (FEMA) and the Federal Highway Administration (FHWA) for portions of this work, but timing and certainty on those reimbursements is unknown.

FY 2018/2019 RdMAP planning assumes the baseline General Fund Designation of \$500k, an estimated \$1.6M from the 18% unallocated revenue growth, and \$6.5M of SB 1 RMRA going toward all deferred maintenance. Over time, SB 1 coupled with local funds could begin to make progress toward addressing the deferred maintenance deficit; however, there is an effort to repeal it with a ballot measure this fall. A repeal of SB 1 would reduce or eliminate the County's ability to address any deferred maintenance including pavement preservation, rehabilitation, and hardscape repairs.

Local Streets and Roads Needs

The County's current overall system Pavement Condition Index (PCI) is 56 (on a scale of 0-100, with 25 or less=failed, and 100=best). This is down two points from last year. The annual backlog of deferred maintenance for FY 2018/2019 is \$316M, an increase of \$32M from FY 2017/2018. Of this, \$151.3M is pavement preservation needs. The remainder is bridges, hardscape and trees, drainage facilities, and traffic operations devices.

Backlog and deferred maintenance discussions often focus on pavement, because the backlog grows exponentially with each year of deferred preservation work. For pavement alone, approximately \$15.8M would be required annually to maintain the system's PCI at its current level, and a much greater amount would be required to improve the PCI and reduce the backlog. In a typical year, the County spends between \$3M and \$5M on pavement preservation. Approximately \$7M in pavement preservation work is planned for FY18/19 assuming successful reimbursement from federal agencies, or additional general fund contributions for work associated with the Thomas Fire Debris Flow Incident. This represents approximately 50 lane miles of work. The other 1,600 lane miles will receive corrective maintenance only, as needed. As a result, it is increasingly challenging to maintain accessibility and mobility for people, goods, and services in our County.

Special Instructions:

1. Clerk of the Board please publish the attached Notice of Public Hearing for the Measure A Program of Projects in the Santa Maria Times and the Santa Barbara News-Press.
2. After the Hearing, please return one copy of the adopted Resolution and a certified stamped Minute Order to Gail Ocheltree, Public Works Transportation Division, x3094.

Attachments:

Attachment A: Resolution for the Measure A Five-year Local Program of Projects for Fiscal Years 2018/2019 to 2022/2023

Attachment B: Resolution 10-101

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

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

Attachment E: Notice of Exemption

Authored by:

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