



RdMAP

ROAD MAINTENANCE ANNUAL PLAN 2018-2019

MAINTENANCE PROGRAMS & ACTIVITIES

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION



**PROVIDING
A CLEAR PATH,
A SMOOTH RIDE,
AND A SAFE TRIP**



**FOR
THE
TRAVELING
PUBLIC**

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INTRODUCTION

The County of Santa Barbara Road Maintenance Annual Plan (RdMAP) is the means by which the Transportation Division accomplishes its mission of **PROVIDING A CLEAR PATH, A SMOOTH RIDE, AND A SAFE TRIP FOR THE TRAVELING PUBLIC.**

This RdMAP is for Fiscal Year July 1, 2018 through June 30, 2019.

Projects proposed in this RdMAP reflect public input and requests, Board of Supervisors' priorities, StreetSaver® Pavement Management Program outputs, and staffs' professional assessment of transportation facilities and roadways. Thanks to community partnerships, local leadership, committed staff, and community support, the Transportation Division is able to offer innovative programs and services. In the coming years, the Division hopes to offer new programs and services as it continues to grow as a trend-setting organization.

Inquiries and comments regarding this plan may be addressed to Transportation Administration, or any local Road Maintenance Office.

Transportation Division Email Contact:

pwroads@cosbpw.net

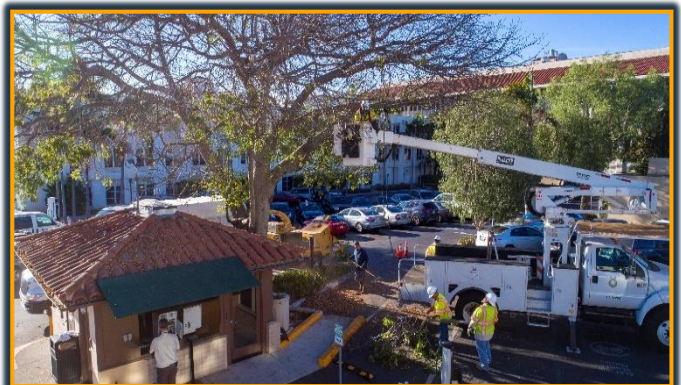
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Public Works designed this RdMAP to provide accurate and authoritative information about its mission, services, and maintenance plans for the upcoming fiscal year. Information presented in this document is subject to change, in which case, staff will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

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

Compiled by: The RdMAP Team
Designed and Edited by: Justin Alipio



ROAD MAINTENANCE YARDS

Santa Barbara Road Yard

4415 Cathedral Oaks Road
Santa Barbara, CA 93110

Randy Carnahan, Superintendent

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rcarnah@cosbpw.net

Lompoc Road Yard

2010 Sweeney Road
Lompoc, CA 93436

Richard Navarro, Superintendent

(805) 737-7773
rnavarr@cosbpw.net

Santa Maria Road Yard

912 W. Foster Road
Santa Maria, CA 93455

Andy O'Brien, Superintendent

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RdMAP PLANNING PROCESS

Planning and implementing the RdMAP is a year-round process. In the fall, when the adopted RdMAP work is underway, planning for the next year begins. Maintenance crews and Superintendents gather the information about needs and priorities based on what they see in the field. With that information and a preliminary budget, the Department creates an initial priority project list. Meanwhile, using asset management systems, engineers create a list to compare with what the Road Yard Superintendents derived. Then, using input from constituents received through the Board offices, requests through the Road Yards, and other public input, the list of projects is refined. Following public workshops, the additional public input is reviewed for incorporation into the plan. Staff then presents the final RdMAP to the Board of Supervisors for approval.



The Transportation Division involves County elected officials and the public throughout the planning process, and uses state-of-the-art technology, which provides invaluable information on the condition of the maintained road system.

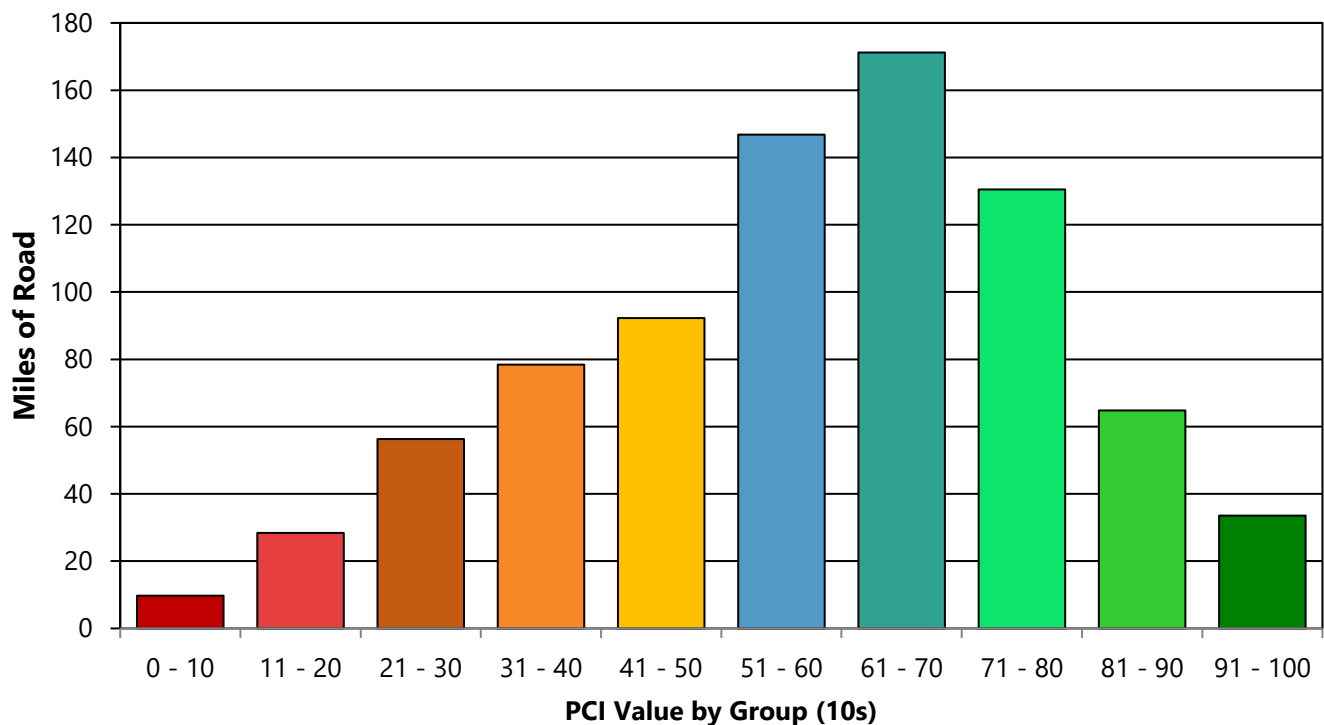


PAVEMENT MANAGEMENT SYSTEM

A Pavement Management System (PMS) offers decision makers a systematic way to gauge pavement conditions and provides steps for using the information to identify and schedule the most cost-effective treatment. It aids the decision-making process by moving away from the traditional “worst first” approach of spending maintenance funds.

The PMS tracks the Pavement Condition Index (PCI), a numerical value on a scale of 0-100 that is intended to indicate the general condition of the roadway. The PCI value is updated by inspections annually on large arterials and tri-annually on all roads.

A PMS is not a black box that churns out answers to every maintenance question, but rather a tool to help determine the most cost-effective maintenance program.



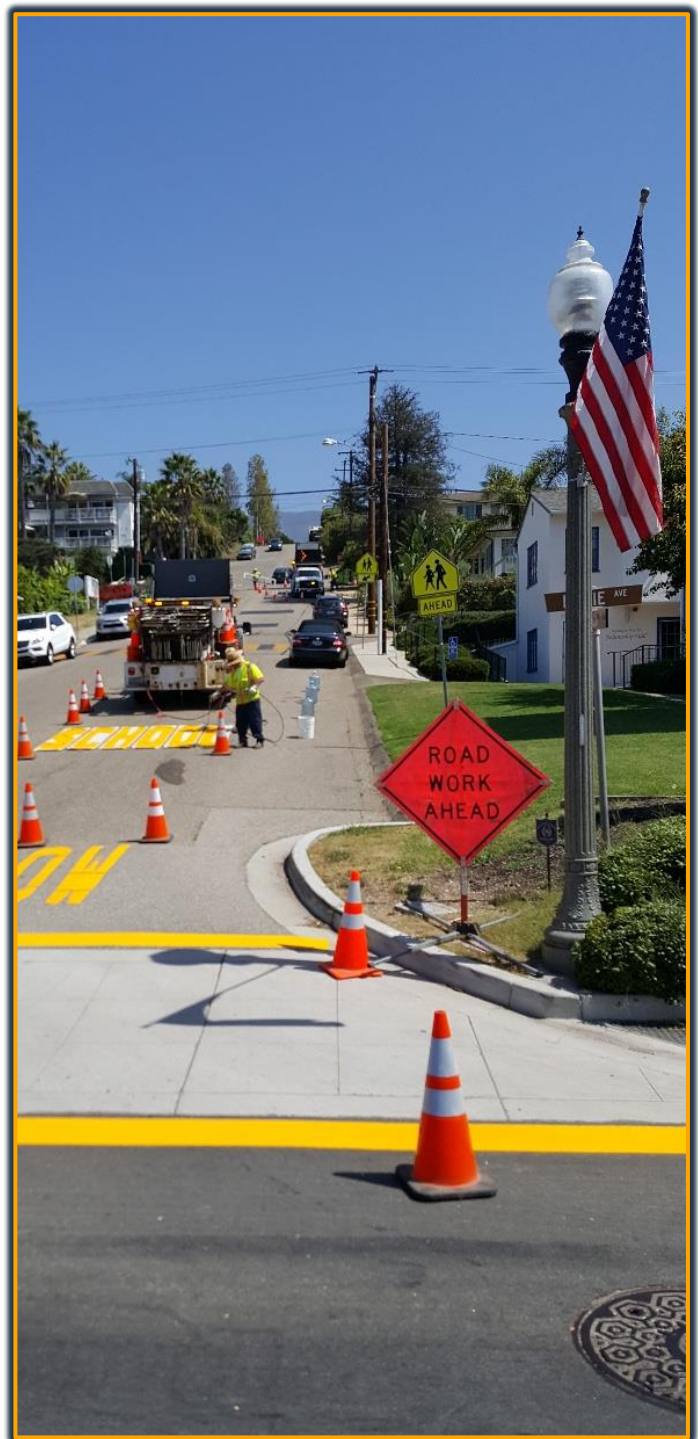
A PMS is a costing tool which enhances professional judgment; it does not replace it. Apart from its obvious benefits, a PMS has an added advantage of helping Public Works and community leaders gain an understanding of the total funding needs for the road pavement system. The goal of a PMS is to maintain the overall network in a condition where preventive maintenance is the primary strategy. A PMS helps local agencies make the most efficient use of public funds, and with adequate funding, can help reduce overall maintenance spending. Public Works designed this year's Surface Treatment Program using these concepts to maximize the County's investment in the road pavement system.

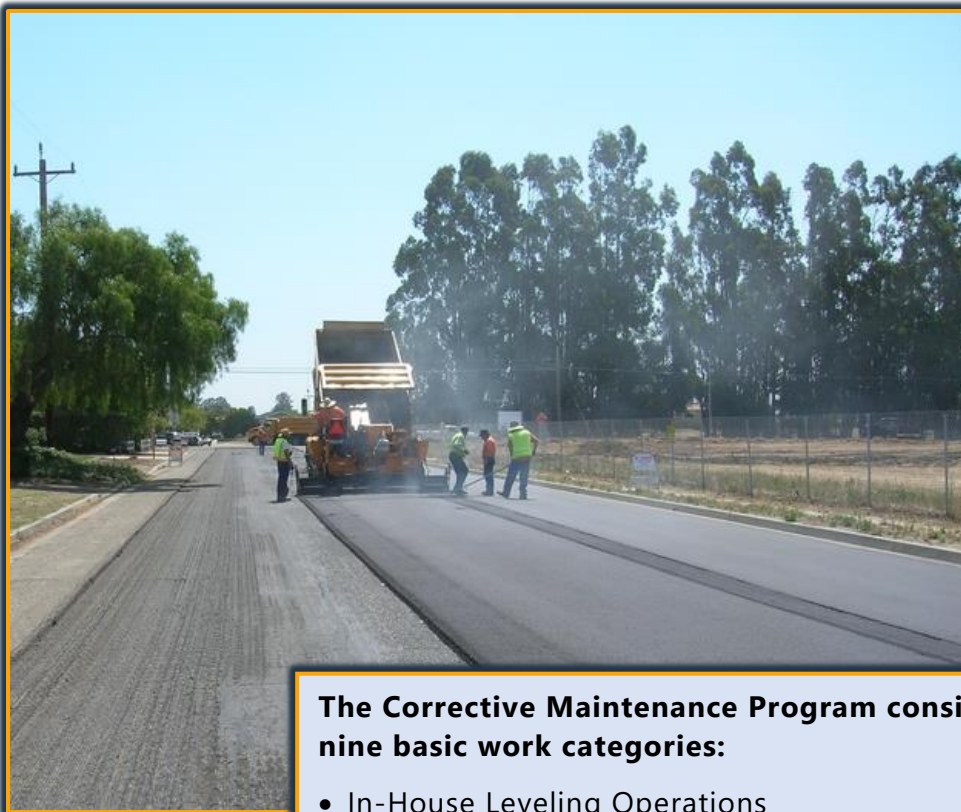
CORRECTIVE MAINTENANCE & OPERATIONS

The Transportation Division responds to the needs of the County-maintained road system. Whether caused by normal wear-and-tear from use, or by a natural disaster, the Division's response will always align with the mission of **PROVIDING A CLEAR PATH, A SMOOTH RIDE, AND A SAFE TRIP FOR THE TRAVELING PUBLIC.**

The three primary Road Maintenance Yards are responsible for all corrective maintenance on County roads. Corrective maintenance is the day-to-day operations performed by County crews to fulfill the Department's commitment to the safety of the traveling public. County maintenance crews also 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, tree trimming, as well as crack sealing, which helps keep moisture from damaging pavement. The most intensive and time-consuming activities are shoulder repairs and brush and weed management. Most corrective maintenance activities are done on a seasonal basis, for instance, culvert cleaning is done in the fall. Staff inspects each County-maintained culvert to ensure functionality just before the winter season.

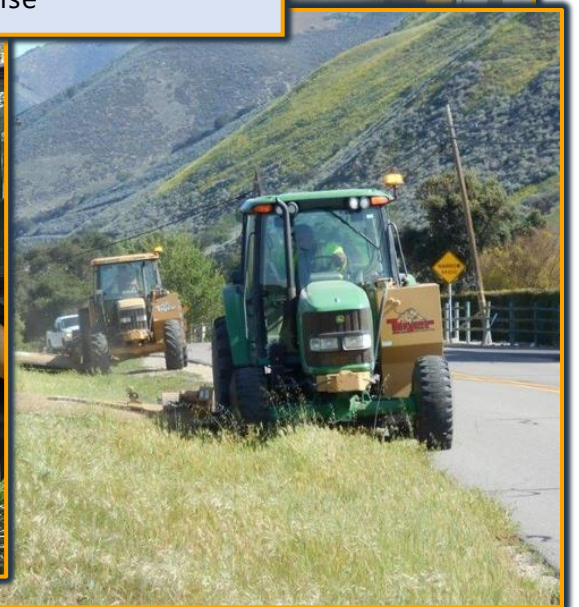
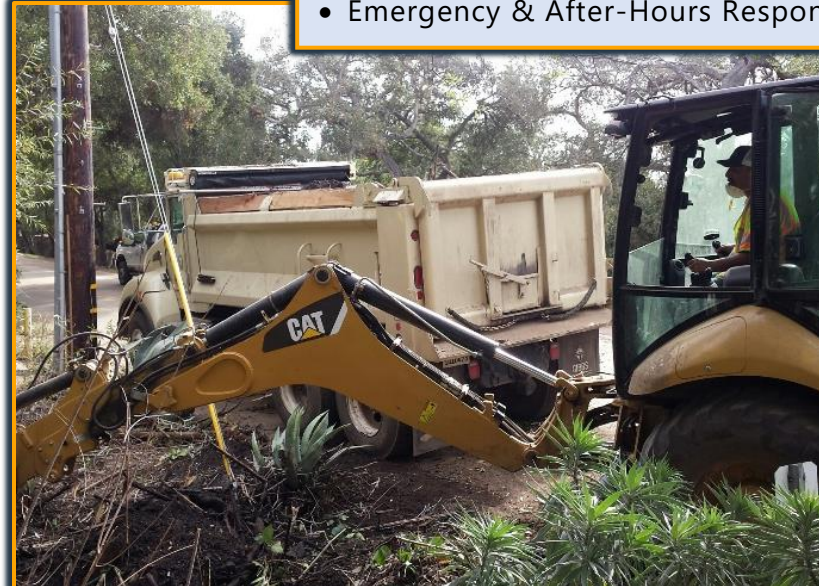
Weather conditions and rainfall directly influence the amount of shoulder repair work. Heavy rainfall results in higher volumes of shoulder repair and vegetation management work.





The Corrective Maintenance Program consists of nine basic work categories:

- In-House Leveling Operations
- Surface Preparation, Repair, & Maintenance
- Road Shoulder Maintenance & Repair
- Vegetation Management
- Culvert & Drainage Maintenance
- Traffic Control & Traffic Safety Device Maintenance
- Service Request & Project Initiation Program
- Urban Forestry
- Emergency & After-Hours Response



IN-HOUSE LEVELING OPERATIONS



For over 20 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 section of pavement, covering the distressed areas of the roadway. Essentially, the in-house leveling operation is a large patch that strengthens pavement distress and improves ride-ability.

SURFACE PREPARATION, REPAIR, & MAINTENANCE

Surface preparation and 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 asphalt settlement 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 a primary concern. The crews perform crack sealing, patching, and leveling to correct as many pavement failures as possible.



ROAD SHOULDER MAINTENANCE & REPAIR

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

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

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



VEGETATION MANAGEMENT

Vegetation Management includes clearing brush, mowing, weed and litter abatement, and rural roadside tree trimming (excluding subdivision trees). Rural mowing activity consumes most of the spring and summer months, and involves as many as six roadside mowing tractors, and up to 15 personnel in the field on a County-wide rotational schedule. Weather patterns and rainfall control 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, for example, mowing is avoided in wildflower areas during the growing season.



County crews perform tree and brush trimming along the roadside in rural areas to maintain clear visibility, and to 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 high heat can cause extensive damage to roadside vegetation and have significant fiscal impacts on this program.

Mowing is the most common way the County addresses the vegetation issue. Wet winters can cause prolific and extended growth rates requiring several mowing cycles to manage. Drier winters tend to cause more of the late-summer annual broadleaf-type weeds to thrive since they don't have as much early grass with which to compete.

CULVERT & DRAINAGE MAINTENANCE

Culvert 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 drainage maintenance is essential to roadway safety and the life of the pavement.



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

TRAFFIC CONTROL & TRAFFIC SAFETY DEVICE MAINTENANCE



Traffic control maintenance conducted by the Countywide Sign and Stripe Crew includes striping, stenciling, curb painting, sign maintenance and repair, traffic signal maintenance and repair, traffic safety marker placement, guardrail maintenance and repair, and other traffic maintenance items. The Sign and Stripe Crew refreshes traffic paint throughout the County, focusing on school zones in the summer, and repair and replace signs as needed in our inventory of over 15,000 signs and 375 signals, flashers, radar signs, and bike path lighting.

Public Works has a Preventive Maintenance Program for the traffic signal equipment, and a 24-hour callout system for emergencies. Staff routinely inspect and update 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, comprised of stakeholders and experts who help find appropriate solutions, with the goal of providing a safe and efficient roadway system for the traveling public in Santa Barbara County.

The Transportation Division also maintains a database of all collisions reported in the unincorporated area of the County as part of the Collision Reduction Program. 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.



SERVICE REQUEST & PROJECT INITIATION PROGRAM

Crews responded to approximately 1,120 service requests in FY 2017-2018

The Transportation Division receives service requests from the public on a daily basis to investigate concerns on the roadway. 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 corrective action immediately 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 Transportation Division keeps a database to track the large volume of PIRs received each year. Once staff investigates a request, it is logged into the database and kept in the backlog for one Fiscal Year. Due to the limited funding available, only a small number of these projects are chosen each year. If a project is not chosen, the constituent must submit a new PIR the following year for it to be considered for funding. This process allows the Department to keep an up-to-date project list that reflects the public's immediate concerns. The public can request a PIR form by contacting the Transportation Division via phone, written request, email, or by attending one of the annual public workshops.

Of the estimated 9,000 street trees in County subdivisions, approximately 65% are species unsuitable for parkways. Damage caused by these trees will cost the County approximately \$39 million.



The Transportation Division maintains approximately 9,000 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, the Urban Forestry crews assist with preparations for road surface treatment applications. Preparing for surface treatments requires various tree pruning methods including crown cleaning, thinning, stump removal, structure pruning, reductions, and raising the tree canopy. Of the approximately 9,000 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 impacts mobility and makes street surface treatments more costly.



To repair all tree-damaged concrete in Santa Barbara County would cost approximately \$39 million dollars. When repairing these curbs, gutters, and sidewalks, Public Works replaces problem trees whenever possible, in accordance with the County Street Tree Policy. 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. When removing County trees is necessary, the Department replants per the Street Tree Policy (see Appendix for approved arborist tree lists).

EMERGENCY & AFTER-HOURS RESPONSE

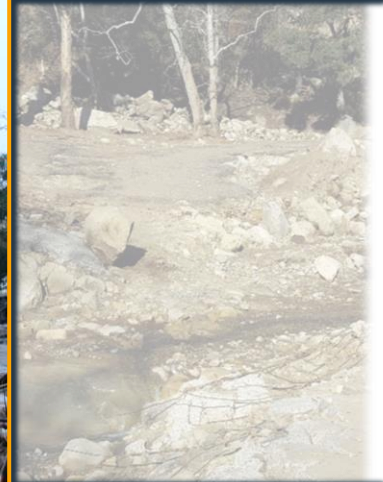
The Transportation Division has a 24-hour emergency call-out system in place when problems occur outside normal working hours, such as weekends and holidays. The Division maintains a call-out list containing names and telephone numbers of Maintenance personnel equipped with County vehicles and tools to respond to after-hours emergencies. This list is kept up-to-date and distributed regularly to County Fire, Sheriff, and Flood Control dispatches, as well as the California Highway Patrol. These can be activated by calling 911.

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 responder 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 work until daylight or until conditions improve. In cases where road closure is necessary, staff will notify residents and make every effort to ensure safe evacuation.



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 road right-of-way.



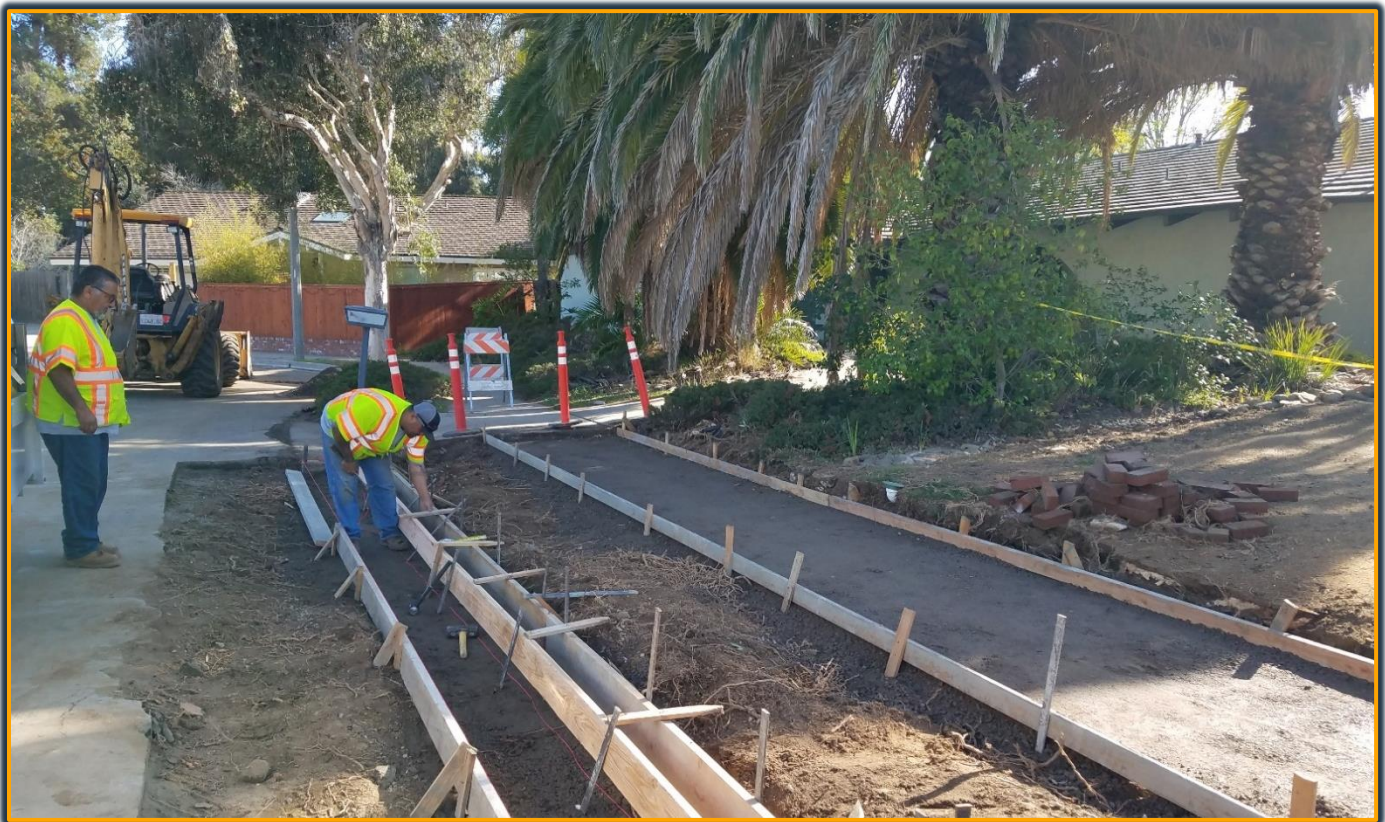


SPECIAL PROGRAMS

PARTNERSHIP PROGRAM

The Partnership Program is an innovative, tax-deductible, 50/50 cost-sharing agreement to assist homeowners throughout the County with concrete repair costs.

The Transportation Division facilitates street tree planting in a variety of ways including working with homeowners through the Partnership Program. Public Works developed the Partnership Program as a tax-deductible, cost-sharing agreement between homeowners and the County for hardscape repairs. Participation in the program requires the homeowner to pay 50% of the repair costs, which can include tree removal and/or hardscape removal and replacement of curb, gutter, and sidewalk, and occasionally driveway aprons.



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

Through the Partnership Program, the Division assisted residents with approximately 700 linear feet of sidewalk and concrete repairs in FY 2017-2018.

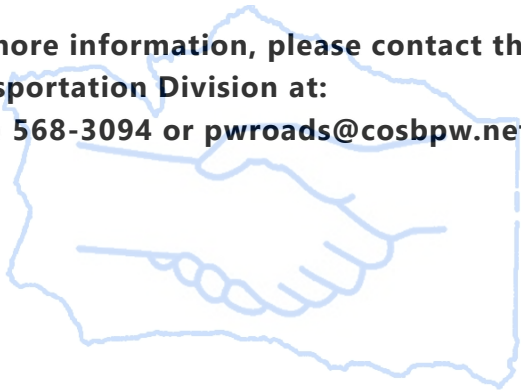
ROADWAY ENHANCEMENT PARTNERSHIP PROGRAM (REPP)

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

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

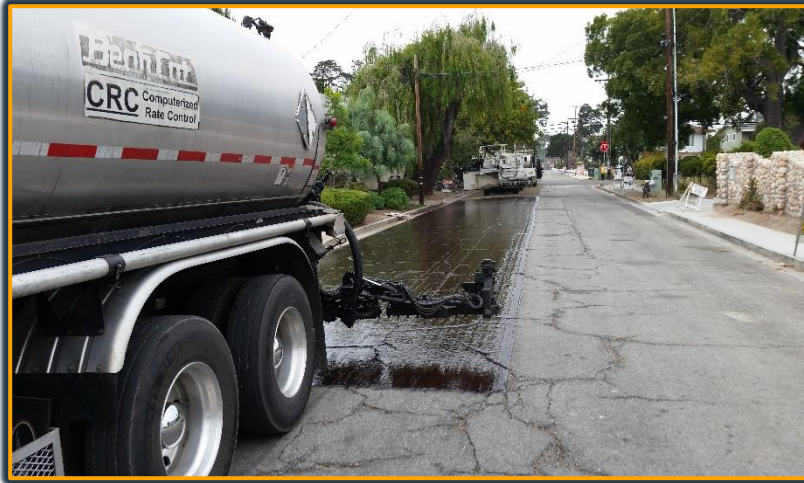
The participants supply all other necessary materials for their projects. The program accepts a broad spectrum of enhancement projects, ranging from tree planting to road paving. The program currently oversees eight enhancement projects, with the majority of effort concentrated on trash pick-up. The program also oversees the maintenance of a community parkway, a street-sweeping program, and vegetation maintenance on a rural road.

For more information, please contact the Transportation Division at:
(805) 568-3094 or pwroads@cosbpw.net



CAPITAL MAINTENANCE

Asphalt pavement begins to deteriorate almost as soon as it is built. A variety of factors contribute to pavement deterioration including, water permeating into the road base, which stresses the pavement; sun and air pollutants, which cause oxidation and hardening; utility companies digging holes and trenches; 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 capital 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 methods, annual maintenance costs are approximately half what they would be if pavement were neglected and allowed to deteriorate. A preventive maintenance program is preferable to a 20-year overlay program for two reasons: improved ride quality and decreased maintenance cost. The County's Capital Maintenance Program combines preventive and rehabilitation work to address pavement preservation and structural capacity, respectively.



Public Works estimates the current backlog of unfunded road maintenance projects for the Santa Barbara County Road System to be approximately **\$315 million**. This includes:

\$151 M, Pavement Preservation

\$73 M, Bridges

\$45 M, Drainage Structures

\$39 M, Hardscape and Street Trees

\$7 M, Traffic Devices

“With regular preventive maintenance, annual maintenance costs are approximately half what they would be if pavements were neglected and allowed to deteriorate.”

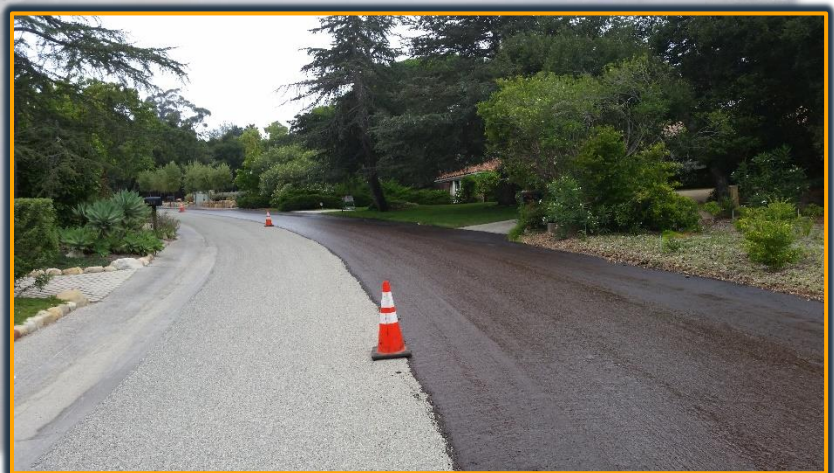


SURFACE TREATMENTS

The annual Surface Treatment Program described in this RdMAP is a 12 to 24 month, two-stage process of concrete repair, if needed, and surface treatment application. The schedule for these stages of work is staggered so concrete repairs and maintenance preparations are completed in one year, and surface treatments can be applied in year two.

Concrete repair is the first stage in which staff conducts field reviews of all streets listed in the RdMAP. Staff marks, measures, and logs all damaged concrete, identifies survey monuments, 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.

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



PREVENTIVE

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

Fog Seal

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

Microsurfacing

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

Cape Seal

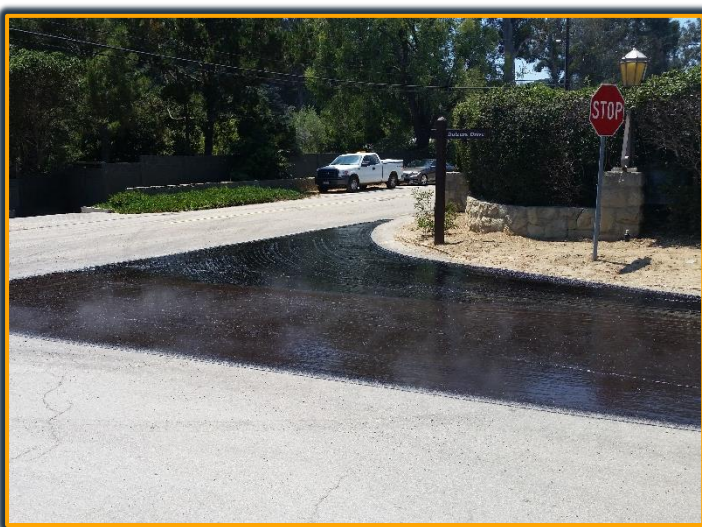
A cape seal is a **three-step** process that includes: **1)** a unique polymer-modified, asphalt-recycling agent applied to a pavement surface; **2)** an even coat of chips or other readily available aggregate applied over the emulsion rolled over with pneumatic tire compactors; and **3)** an overtopped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

REHABILITATION

Rehabilitation is work that addresses deficiencies in the pavement structure or increases its structural capacity.

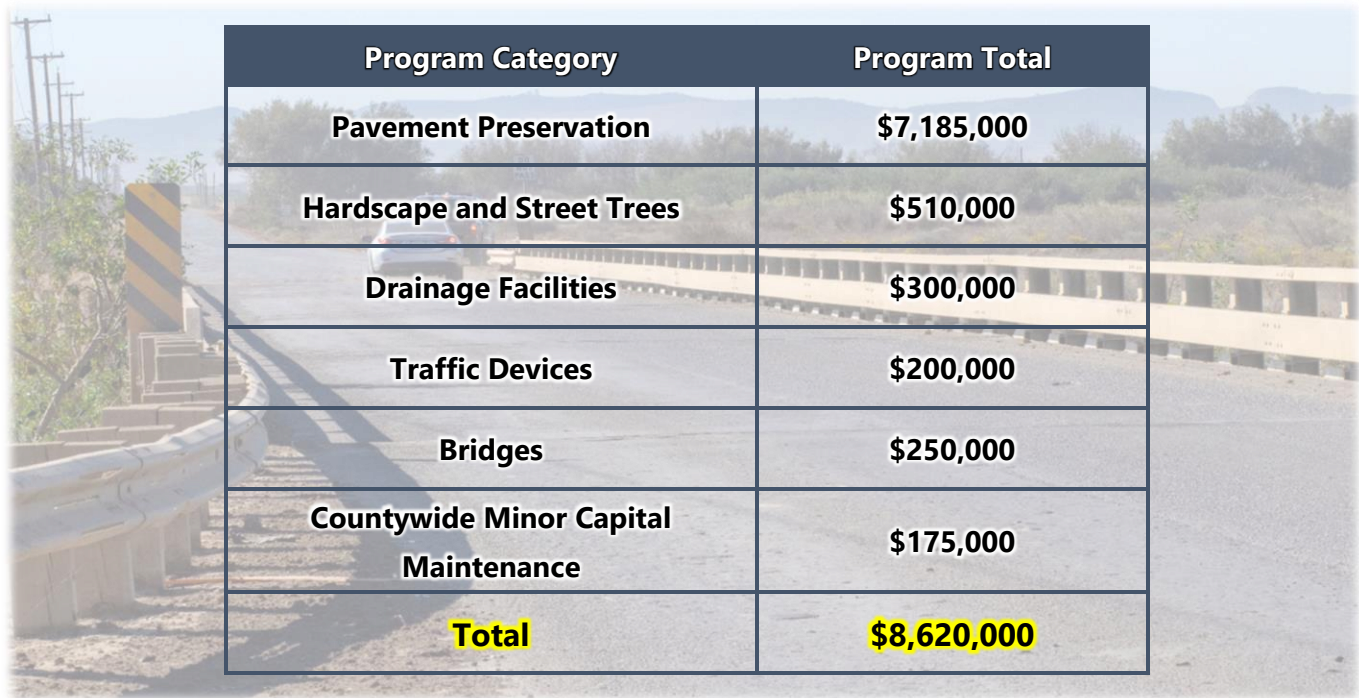
Asphalt Concrete Overlay

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



FUNDING

Operations and contract projects are funded primarily by the Measure A Sales Tax, State Gas Tax, and limited General Fund. FY 2018-2019 RdMAP and Capital Maintenance Projects total approximately \$8.6 million.



Program Category	Program Total
Pavement Preservation	\$7,185,000
Hardscape and Street Trees	\$510,000
Drainage Facilities	\$300,000
Traffic Devices	\$200,000
Bridges	\$250,000
Countywide Minor Capital Maintenance	\$175,000
Total	\$8,620,000

STATE GAS TAX FUNDING

In April 2017, the California legislature passed Senate Bill 1 (SB 1) resulting in approximately \$1.5 billion per year in new revenue for local streets and roads once fully implemented. In the first year, FY 2017-2018, estimated revenue for the County was \$2.3 million from the Road Maintenance and Rehabilitation Account (RMRA). The estimate for FY 2018-2019 is \$6.5 million. This new source of funding will allow the County to leverage local Measure A and General Fund revenues to address the unfunded backlog of deferred maintenance.

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

MEASURE A FUNDING

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

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

The County receives Measure A revenues separately for the South Coast and the North County. The two revenues cannot be combined and must be used within their specified portions of the County. The estimates for FY 2018-2019 are \$3.7 million in South Coast and \$3.4 million in North County. The County currently relies heavily on Measure A to fund essential corrective maintenance activities in these areas as well as to provide local match for federal and state grants.

GENERAL FUND

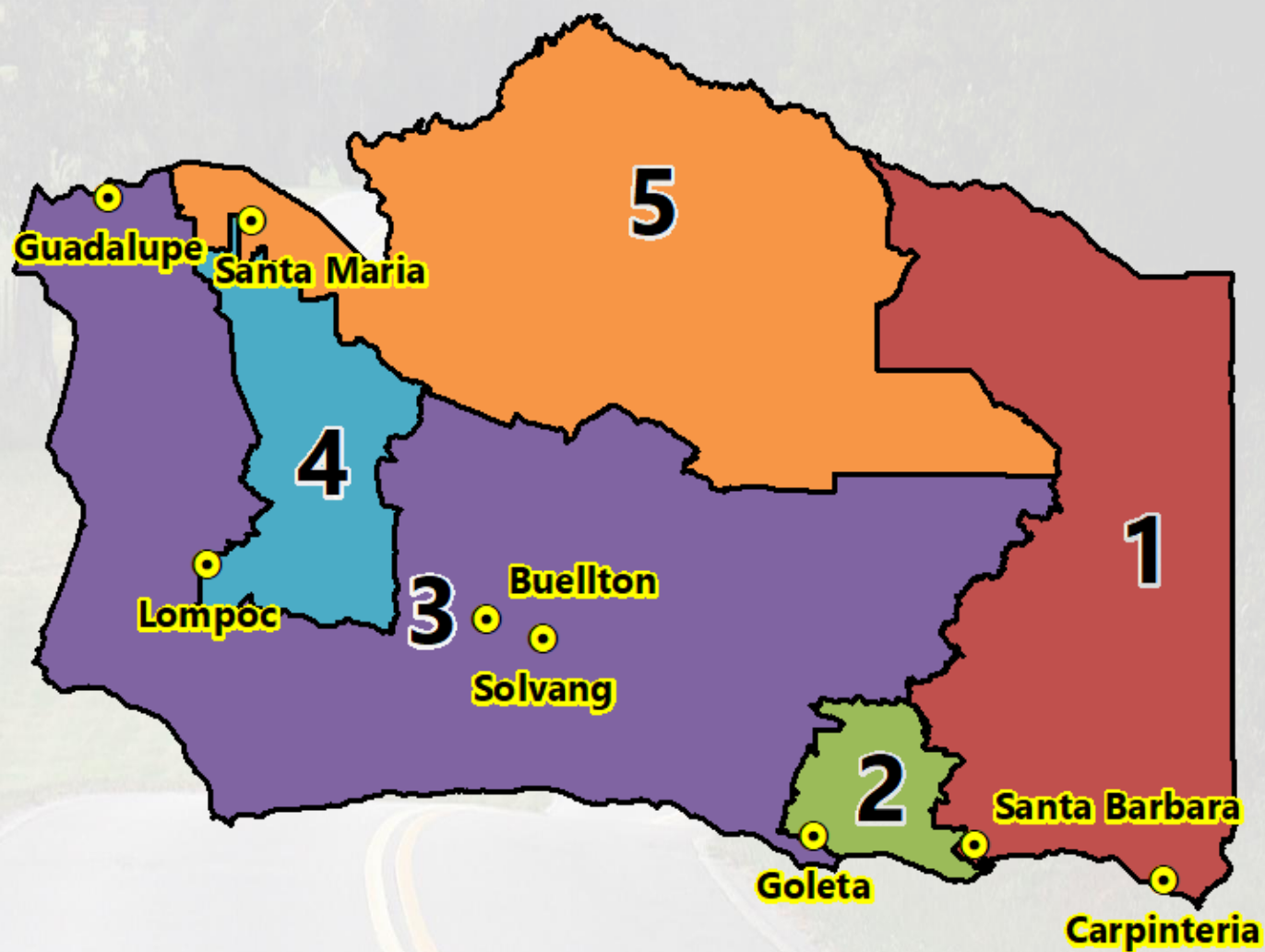
The FY 2018-2019 General Fund contribution to meet the Maintenance of Effort requirement of the Measure A Ordinance and State funds is estimated at \$2.0 million. In addition, the Board of Supervisors allocates varied amounts from year to year dependent on the availability of discretionary funds for deferred maintenance.

In 2014, the Board implemented a plan setting aside 18% of unallocated funding from revenue growth to address deferred maintenance. These funds are distributed between the Parks Department, General Services, and Public Works. The 2018-2019 RdMAP includes \$2.1 million of General Fund contribution for deferred maintenance.

STORM IMPACTS

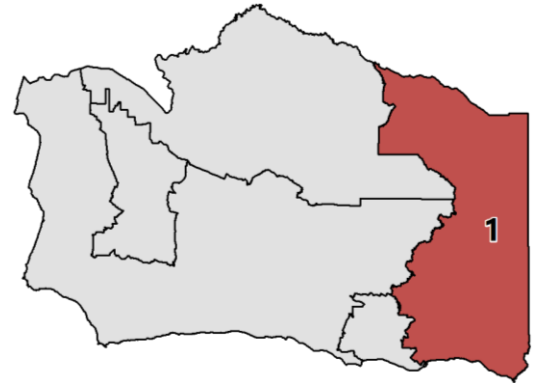
Nature has a constant influence on County infrastructure. Events ranging from winter rains, earthquakes, heavy winds, fires, and most recently debris flows can cause significant damage. If a local, state, or federal disaster is declared, the County is eligible to receive reimbursement from either FEMA and/or FHWA with additional funds from the State for the cost of emergency work and permanent repairs. Initially, the County must use local funds to cover all of the cost, then apply for reimbursement which can take up to 2-3 years to occur. The County also uses local funds for costs federal agencies deem non-eligible. The Thomas Fire Debris Flow Incident in January 2018 required \$6-\$8 million of initial cost to the County for roadway debris removal. There is an estimated \$10-\$12 million of permanent restoration work to repair County roads, bridges, and drainage facilities to pre-storm conditions. While some of these costs will be reimbursed, the effects of such disasters on County road resources are severe.

DISTRICT PROJECT LOCATIONS



DISTRICT 1

Program Category	Amount
Pavement Preservation	\$1,047,040
Hardscape	\$72,760
Bridges	\$9,000
District 1 Total	\$1,128,800



DISTRICT 1 PROPOSED PROJECT LOCATIONS

Section ID	Road Name	From	To	Treatment
A 10695	San Ysidro Ln	Mountain Dr	San Ysidro Rd	Preventive
A 10576	Mimosa Ln	Miramar Av	San Ysidro Rd	Preventive
A 10578	Monte Vista Rd	San Ysidro Rd	Miramar Av	Preventive
A 10575	Miramar Av	San Leandro Ln	Mimosa Ln	Preventive
A 10570	Miramar Av	N Jameson Ln	San Leandro Ln	Preventive
A 10565	Ramona Ln	San Leandro Ln	Miramar Av	Preventive
A 10830	Olive Mill Rd	N Jameson Ln	Hot Springs Rd	Preventive
A 10905	High Rd	Butterfly Ln	Middle Rd	Preventive
E 1710	Sisquoc St	Hubbard Av	Pato Ln	Preventive
E 1730	Escuela St	Hubbard Av	County Park	Preventive
E 1740	Bell Dr	HWY 166	Superior Av	Preventive
E 1680	Alley #58901	Perkins Rd	Cebrian Av	Preventive
E 1580	Johnson St	HWY 166	Washington St	Preventive
E 1570	Cuyama St	Washington St	HWY 166	Preventive
E 1560	Washington St	Wylie St	West End	Preventive
E 1550	Wylie St	HWY 166	Washington St	Preventive
E 1340	El Roblar St	La Panza Av	South End	Preventive
E 1330	La Panza Av	West End	El Roblar St	Preventive
E 1270	Santa Barbara Cyn	Foothill Rd	2.0 mi n/o South End	Preventive
E 1710	Sisquoc St	at Hubbard Av		Hardscape
E 1600	Primero St	at Perkins Rd		Hardscape

DISTRICT 1 COUNTY FORCES – PAVEMENT PRESERVATION TREATMENTS

Road Name	From	To
Foothill Rd	Various road segments along entire length	
Wasioja Rd	SR 166	1.0 mi s/o SR 166
Kirschenmann Rd	SR 166	Solar Farm Project
E Camino Cielo	Gibraltar Rd Dirt Section	1.0 mi w/o of Gibraltar Rd

DISTRICT 2



Program Category	Amount
Pavement Preservation	\$1,211,180
Hardscape	\$84,170
Bridges	\$12,000
District 2 Total	\$1,307,350

DISTRICT 2 PROPOSED PROJECT LOCATIONS

Section ID	Road Name	From	To	Treatment
B 12895	Camino Meleno	North End	Patterson Av	Preventive
B 12875	Camino Palomera	South End	North End	Preventive
B 12870	Camino Cerralvo	Camino Manadero	Camino Meleno	Preventive
B 12880	Camino Andaluz	Camino Ceralvo	South End	Preventive
B 14096	Calle Real EB	880' w/o Patterson Av	Patterson Av	Rehabilitation
B 14095	Calle Real WB	Patterson Av	880' w/o Patterson Av	Rehabilitation
B 13107	N Patterson Av SB	University Dr	City Limits	Rehabilitation
B 13108	N Patterson Av NB	City Limits	University Dr	Rehabilitation
B 13405	Santa Susana Av	Walnut Ln	San Simeon Dr	Hardscape
B 13410	Santa Susana Pl	Santa Susana Av	West End	Hardscape
B 13415	San Julio Av	San Simeon Dr West	San Simeon Dr East	Hardscape
B 12800	Vista Bahia	5236 Vista Bahia	Calle Mastil	Hardscape
B 12815	Calle Anzuelo	Calle Mastil	Vista Bahia	Hardscape
B 12790	Calle Aparejo	University Dr	Vista Bahia	Hardscape
B 12795	Calle Asilo	Calle Aparejo South	Calle Aparejo North	Hardscape
B 12840	Parejo Dr	Calle Baquero	Patterson Av	Hardscape
B 13185	Parejo Dr	Patterson Av	Harvard Ln	Hardscape
B 13190	Parejo Dr	Harvard Ln	Merida Dr	Hardscape
B 12650	San Marcos Rd	Yaple Av	Cathedral Oaks Rd	Preventive
B 12740	Ribera Dr	Cathedral Oaks	120' N Pintura Dr	Preventive
B 12745	Ribera Dr	120' N Pintura Dr	University Dr	Preventive
B 12750	Ribera Dr	University Dr	Matorral Wy	Preventive
B 12055	El Rodeo Rd	Cathedral Oaks	Sierra Madre Rd	Preventive
B 12060	Alto Dr	South End	North End	Preventive
B 12065	Sierra Madre Rd	East End	West End	Preventive

DISTRICT 2 COUNTY FORCES – PAVEMENT PRESERVATION TREATMENTS

Road Name	From	To
Venado Dr	Entire section	
E Camino Cielo	7 mi w/o Gibraltar Rd	8 mi w/o Gibraltar Rd
Stagecoach Rd	Paradise Rd	5100 Stagecoach Rd
Stagecoach Rd	4.0 mi n/o South End	Paradise Rd
Stagecoach Rd	3.01 mi n/o South End	4.0 mi n/o South End
Stagecoach Rd	0.4 mi n/o South End	1.2 mi n/o South End

DISTRICT 3

Program Category	Amount
Pavement Preservation	\$2,899,900
Hardscape	\$255,000
Bridges	\$20,000
District 3 Total	\$3,174,900



DISTRICT 3 PROPOSED PROJECT LOCATIONS

Section ID	Road Name	From	To	Treatment
B 16120	Vereda del Ciervo	Vereda Leyenda	North End	Preventive
B 16115	Vereda Leyenda	Calle Real	North End	Preventive
C 31310	Ranch View Ln	Qual Valley Rd	North End	Rehabilitation
C 30960	Calzada Av	Camino Arroyo St	Manzana St	Rehabilitation
C 30970	Calzada Av	Baseline Av	Pine St	Rehabilitation
C 30980	Calzada Av	Pine St	Camino Arroyo St	Rehabilitation
C 32550	Edison St	Roblar Av	5,580' s/o Roblar Av	Rehabilitation
C 32580	Edison St	770' s/o Baseline Av	150' s/o Lindero St	Rehabilitation
C 32590B	Edison St	Pine St	Sagunto St	Preventive
C 32080	Alamo Pintado Av	Steele St	Grand Av	Rehabilitation
C 32090	Alamo Pintado Av	Grand Av	San Marcos Av	Rehabilitation
C 32092	Alamo Pintado Av	San Marcos Av	HWY 154	Rehabilitation
C 30810	Faraday St	Numancia St	Lindero St	Rehabilitation
E 1090	Olivewood Rd	Sandalwood Dr	North End	Hardscape
E 1080	Elmwood Dr	Pinewood Dr	Olivewood Rd	Hardscape
E 1070	Teakwood Dr	Olivewood Rd	Pinewood Dr	Hardscape
E 1190	Briarwood Rd	Willowwood Dr	Driftwood Dr	Hardscape
E 1220	Driftwood Dr	Briarwood Rd	Sandalwood Dr	Hardscape
3042	Isla Vista	Various locations (Roads TBD)		Hardscape

DISTRICT 3 COUNTY FORCES – PAVEMENT PRESERVATION TREATMENTS

Road Name	From	To
Refugio Rd	Refugio Rd s/o SR 246	Santa Ynez River
Ballard Canyon Rd	Various road segments along entire length	
Steele St	Ballard Canyon Rd	Adjoining sections
Santa Rosa Rd	Various road segments along entire length	
Jalama Rd	Various road segments along entire length	
Calzada Av	Santa Ynez North End	0.9 mi North
Foxen Canyon Rd	Above landfill	Various road segments
Happy Canyon Rd	Various road segments along entire length	
Zaca Station Rd	Various road segments along entire length	
Hapgood Rd	Sweeney Rd East End	Various road segments
W Main St	1 mi e/o of Sand Plant	Park Gate

DISTRICT 4



Program Category	Amount
Pavement Preservation	\$1,413,845
Hardscape	\$98,250
Bridges	\$6,000
District 4 Total	\$1,518,095

DISTRICT 4 PROPOSED PROJECT LOCATIONS

Section ID	Road Name	From	To	Treatment
D 25890	Purisima Rd	3,950' w/o Mission Gate Rd	5,650' w/o Mission Gate Rd	Rehabilitation
E 7925	Foster Rd	HWY 135	Hummel Dr	Rehabilitation
E 7930	Foster Rd	Hummel Dr	Bradley Rd	Rehabilitation
E 9740	Stonebrook Rd	North End	South End	Preventive
E 4770	Tierra Brisas Dr	Bradley Rd	End	Preventive
E 4773	Bellagio Ct	Tierra Brisas Dr	End	Preventive
E 4775	Les Maisons Dr	East End	Del Lago Dr	Preventive
E 4778	Corta Bella Wy	North End	South End	Preventive
E 4780	Les Maisons Dr	Del Lago Dr	North End	Preventive
E 4781	Del Lago Dr	Bradley Rd	Ventana Ct	Preventive
E 4783	Ventana Ct	Del Lago Dr	End	Preventive
E 4785	La Serenta Ct	Mira Loma Dr	End	Preventive
E 4788	Mira Loma Dr	West End	East End	Preventive
E 4020	Orcutt Rd	Foster Rd	310' s/o Foster Rd	Preventive
E 9940	Hummel Dr	Hobbs Ln	Patterson Rd	Preventive
E 7928	Hummel Dr	Foster	Parkview (private) at COP	Hardscape
E 9917	Dancer Av	North End	Sunview Dr	Hardscape
E 9913	Sunview Dr	Hobbs Ln	Mooncrest Ln	Hardscape
E 9915	Mooncrest Ln	Orcutt Rd	1,315' e/o Orcutt Rd	Hardscape

DISTRICT 4 COUNTY FORCES – PAVEMENT PRESERVATION TREATMENTS

Road Name	From	To
Cat Canyon Rd	HWY 101	Gato Ridge

DISTRICT 5

Program Category	Amount
Pavement Preservation	\$612,855
Hardscape	N/A
Bridges	\$3,000
District 5 Total	\$615,855



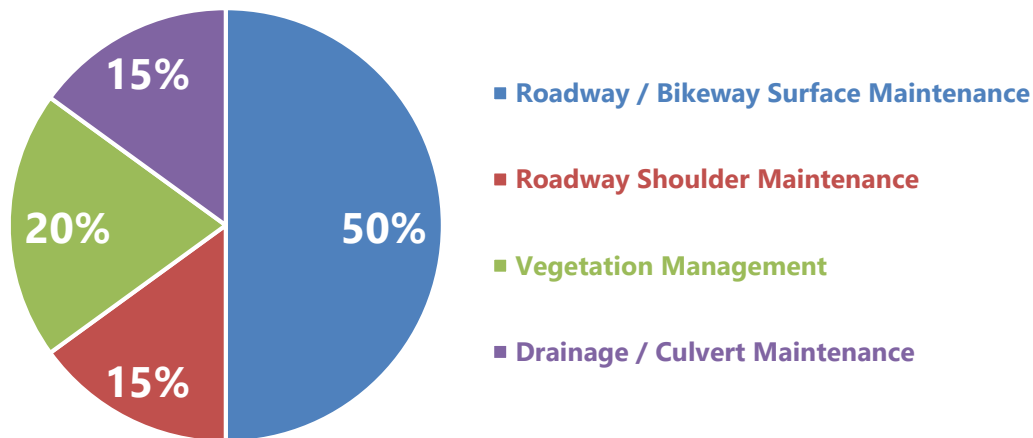
DISTRICT 5 PROPOSED PROJECT LOCATIONS

Section ID	Road Name	From	To	Treatment
E 5210 P	Dominion Rd	1.25 mi n/o Palmer Rd	2.0 mi n/o Palmer Rd	Rehabilitation
E 5220 P	Dominion Rd	2.0 mi n/o Palmer Rd	2.5 mi n/o Palmer Rd	Rehabilitation
E 5330 P	Orcutt Garey Rd	850' e/o Dominion Rd	2,000' e/o Dominion Rd	Preventive

DISTRICT 5 COUNTY FORCES – PAVEMENT PRESERVATION TREATMENTS

Road Name	From	To
Rosemary Rd	Jones St	Stowell Rd
Foxen Canyon Rd	SM Mesa	1.0 mi w/o Fuglar's Point
Bonita Crossing	Various road segments along entire length	

SOUTH COUNTY WORK PLAN



ROADWAY / BIKEWAY SURFACE MAINTENANCE

District	Location	Proposed Work
1, 2, 3	Throughout Districts	Prep for Measure A & SB1 Surface Treatments - Patching, Sweeping, Crack Sealing
1, 2, 3	Throughout Districts	Patch and/or Repair Pot Holes, Berms, Dikes; Crack Sealing; Digout Failed Areas
1, 2, 3	Throughout Districts	Hardscape Repairs; Ramping / Grinding / Cutting, ADA Upgrades, Sidewalk In-Fill
1, 2	Venado Dr, 2.0 mi of E Camino Cielo Rd, 3.3 mi of Stagecoach Rd	In-House Level Course Work

ROADWAY SHOULDER MAINTENANCE

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

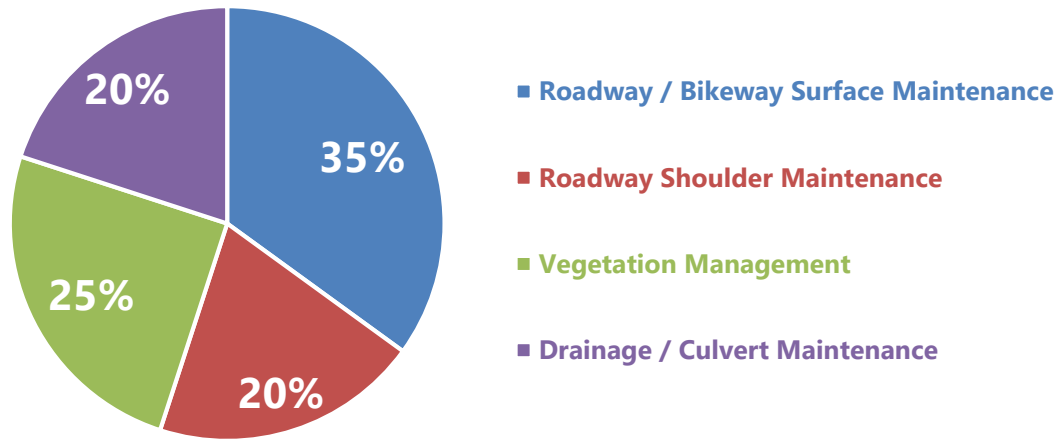
VEGETATION – WEED & BRUSH REMOVAL

District	Location	Proposed Work
1	Gibraltar Rd, Via Real, Toro Cyn Rd, E Camino Cielo Rd	Shoulder Mowing, Brush Cutting, Weed Abatement, Rural Tree Trimming, Roadside Clean-Up
2	Cathedral Oaks Rd, Stagecoach Rd, San Marcos Rd	Shoulder Mowing, Brush Cutting, Weed Abatement, Rural Tree Trimming, Roadside Clean-Up
2, 3	Frontage Rd, W Camino Cielo Rd	Shoulder Mowing, Brush Cutting, Weed Abatement, Rural Tree Trimming, Roadside Clean-Up
3	Refugio Rd, Farren Rd	Shoulder Mowing, Brush Cutting, Weed Abatement, Rural Tree Trimming, Roadside Clean-Up

DRAINAGE / CULVERT MAINTENANCE

District	Location	Proposed Work
1, 2, 3	Throughout Districts	Clean and Repair; Culverts, Storm Drains, Drop In-Lets, Ditches, Berms

CENTRAL COUNTY WORK PLAN



ROADWAY / BIKEWAY SURFACE MAINTENANCE

District	Location	Proposed Work
3, 4	Throughout Districts	Prep for Measure A & SB1 Surface Treatments - Patching, Sweeping, Crack Sealing
3, 4	Throughout Districts	Patch and/or Repair Pot Holes, Berms, Dikes; Crack Sealing; Digout Failed Areas
3, 4	Throughout Districts	Hardscape Repairs; Ramping / Grinding / Cutting, ADA Upgrades, Sidewalk In-Fill
3	Refugio Rd s/o SR 246 to River, Ballard Cyn Rd and Steele St Area, Jalama Rd Sections	In-House Level Course Work

ROADWAY SHOULDER MAINTENANCE

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

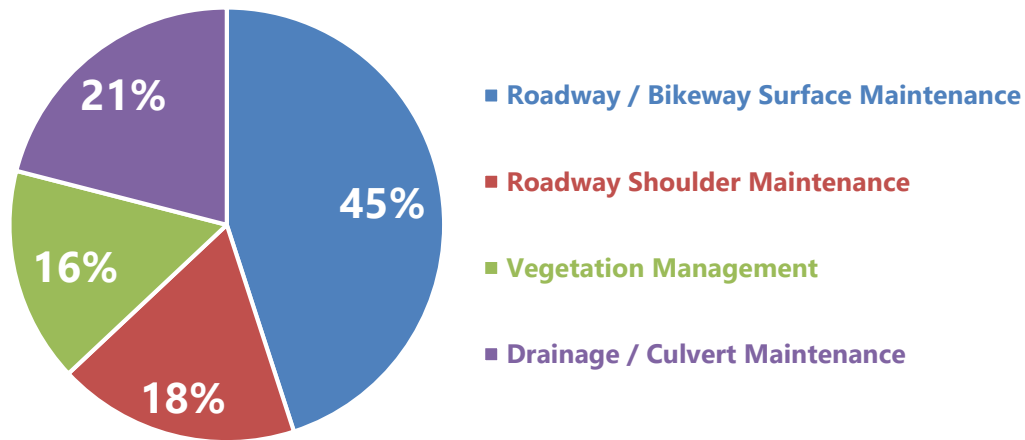
VEGETATION – WEED & BRUSH REMOVAL

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

DRAINAGE / CULVERT MAINTENANCE

District	Location	Proposed Work
3, 4	Throughout Districts	Clean and Repair; Culverts, Storm Drains, Drop In-Lets, Ditches, Berms

NORTH COUNTY WORK PLAN



ROADWAY / BIKEWAY SURFACE MAINTENANCE

District	Location	Proposed Work
1, 3, 4, 5	Throughout Districts	Prep for Measure A & SB1 Surface Treatments - Patching, Sweeping, Crack Sealing
1, 3, 4, 5	Throughout Districts	Patch and/or Repair Pot Holes, Berms, Dikes; Crack Sealing; Digout Failed Areas
1, 3, 4, 5	Throughout District	Hardscape Repairs; Ramping / Grinding / Cutting, ADA Upgrades, Sidewalk In-Fill
1	Wasioja Rd, Foothill Rd, Kirschenmann Rd	Blade-Lay Asphalt Patching, In-House Level Course Paving Work
3	W Main St 17/18 Rehab to Park Gate	In-House Level Course Work
4	Cat Cyn Rd 101 to Gato Ridge	Blade-Lay Asphalt Patching, In-House Level Course Paving Work
5	Rosemary Rd	In-House Level Course Paving Work
5	Foxen Cyn Rd Santa Maria Mesa Rd West	Joint Seam Repair with Hot Applied Mastic
5	Bonita School Rd River Crossing Approaches	Resurface/Regrade with Dg and Mag Chloride

ROADWAY SHOULDER MAINTENANCE

District	Location	Proposed Work
1, 3, 4, 5	Throughout Districts	Surface Treatment Prep; Repair Slides and Slip Outs; Re-Establish and/or Grade Shoulders
3, 4, 5	Throughout Districts	Monitor and Pickup REPP Collection Materials

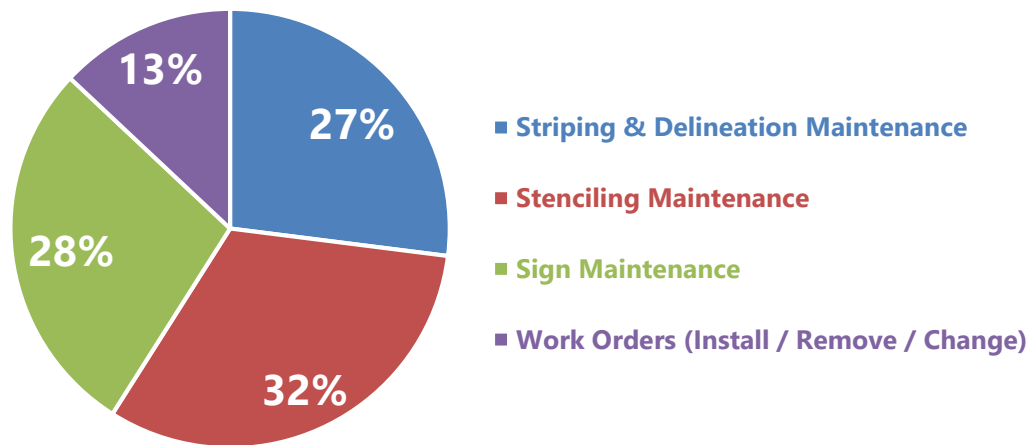
VEGETATION – WEED & BRUSH REMOVAL

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

DRAINAGE / CULVERT MAINTENANCE

District	Location	Proposed Work
1, 3, 4, 5	Throughout Districts	Clean and Repair; Culverts, Storm Drains, Drop Inlets, Ditches, Berms

SIGN & STRIPE CREW WORK PLAN



STRIPING & DELINEATION MAINTENANCE

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

STENCILING MAINTENANCE

District	Location	Proposed Work
All	Countywide	Refresh Legends, Limit Lines, Cross Walks, and Painted Curbs
All	Countywide - School Zones	Target; Refresh 25% of the School Zones
All	Countywide	Restencil In-House Patching, Paving, And Various Surface Treatments

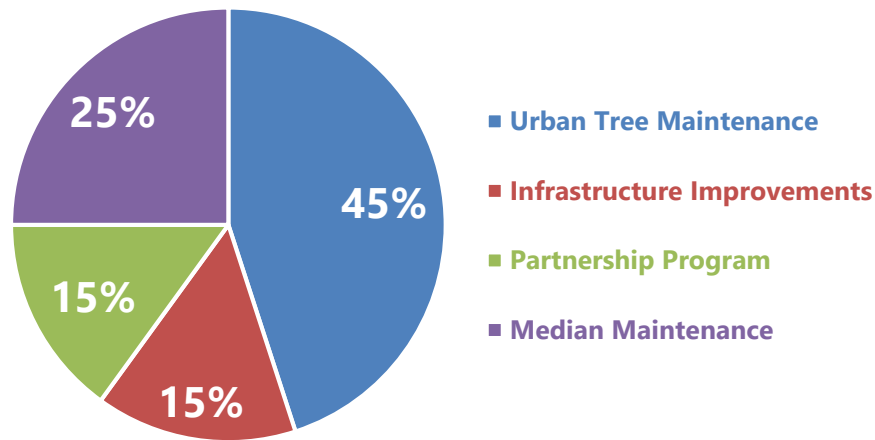
SIGN MAINTENANCE

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

WORK ORDERS (INSTALL / REMOVE / CHANGE)

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

URBAN FORESTRY CREW WORK PLAN



URBAN TREE MAINTENANCE

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

INFRASTRUCTURE IMPROVEMENTS

District	Location	Proposed Work
All	Countywide	Sidewalk and Curb / Gutter Repair, ADA Ramp Repair and Installation
All	Various Locations as Needed	Occasional Small Reimbursable Projects

PARTNERSHIP PROGRAM

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

MEDIAN MAINTENANCE

District	Location	Proposed Work
1, 2, 3, 4	Countywide	Planting, Watering, Trimming, Weed Control

APPENDIX

- A. BOARD LETTER
- B. NOTICE OF EXEMPTION – ALL DISTRICTS
- C. ARBORIST-APPROVED TREE LISTS
- D. SAMPLE PROJECT INITIATION REQUEST FORM
- E. SAMPLE OF ADA REQUEST FOR ACCOMMODATION FORM
- F. SAMPLE OF ADA GRIEVANCES FORM



A. BOARD LETTER



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: May 15, 2018
Placement: Administrative
Estimated Time: N/A
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors

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

SUBJECT: FY 2018/2019 Road Maintenance Annual Plan, All Supervisorial Districts

County Counsel Concurrence:

As to form: Yes

Auditor-Controller Concurrence:

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

- a) Approve and adopt the FY 2018/2019 Road Maintenance Annual Plan;
- b) Approve FY 2018/2019 Road Maintenance Annual Plan projects and Authorize the Director of Public Works to advertise for construction; and
- c) Find the Road Maintenance Annual Plan for Fiscal Year 2018/2019 is exempt from the provisions of California Environmental Quality Act pursuant to 14 CCR 15301(c) (as the proposed project(s) consists of the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities), and approve the filing of the attached Notice of Exemption on that basis.

Summary Text:

This item is on the agenda to adopt the FY 2018/2019 Road Maintenance Annual Plan (RdMAP). Every year, the Public Works Department prepares the RdMAP outlining the recommended maintenance work for the upcoming fiscal year, including both corrective maintenance/operations work plans and capital maintenance.

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

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

Background:

Funding

FY 2018/2019 RdMAP maintenance projects and work plans are identified by District in the Final Draft RdMAP (Attachment A). Operations and contract projects are funded primarily by Measure A Sales Tax, State Gas Tax, new revenues from Senate Bill 1 (SB 1), and General Fund (Maintenance of Effort, \$500k of discretionary funds, and a portion of the 18% of unallocated growth set aside for transportation).

As a result of State revenue reductions for the last three years, the majority of Measure A funding has been allocated to perform corrective maintenance and operations work as approved by your Board in the Measure A Program of Projects on May 1, 2018. This year's RdMAP includes approximately \$6.5 M of funding from SB 1 and \$2.1 M of General Fund for capital maintenance projects.

Backlog

The County's current overall system Pavement Condition Index (PCI) is 56 (on a scale of 0-100, with 25 or less=failed, and 100=best). This is down two points from last year. The annual backlog of deferred maintenance for FY 2018/2019 is \$315 M, an increase of \$31 M from FY 2017/2018. Of this, \$151 M is pavement preservation needs. The remainder is bridges, hardscape and trees, drainage facilities, and traffic operations devices.

Plans and Programs

This year, the RdMAP programs approximately \$7.2 M for pavement preservation and associated hardscape repair, and defers approximately \$8.6 M in pavement preservation. The RdMAP also includes approximately \$1.4 M of work on bridges, additional hardscape, culverts and traffic devices such as guardrail, and defers approximately \$163 M. Your Board adopted a list of projects for FY 2018/19 funded by SB 1 on May 1, 2018 as a requirement of the bill. These roads are also reflected in the FY 2018/19 RdMAP.

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

RdMAP Process

On June 28, 1994, your Board approved the first Public Works RdMAP for FY 1994/1995, as well as the road maintenance planning process for future RdMAPs. The Transportation Division used this process to develop the final draft of the FY 2018/2019 RdMAP for the County's Transportation Infrastructure System.

Planning and implementing the RdMAP is a year-round process. In the fall, when the adopted RdMAP work is underway, planning for the next year begins. Maintenance crews and Superintendents gather the information about needs and priorities based on what they see in the field. With that information and a preliminary budget, the Department creates an initial priority project list. Meanwhile, using asset management systems, engineers create a list to compare with what the Road Yards derived. Then, using input from constituents received through the Board offices, requests through the road yards and other

public input, the list of projects is refined. Finally, public meetings and Board office meetings complete the RdMAP project list presented to your Board today.

Capital Maintenance projects included in the 2018/2019 program are listed in the RdMAP for each District. These road sections will be treated with micro-surfacing, cape seals, or asphalt overlays, depending on their pavement preservation needs. The plan includes hardscape construction associated with these and other roads to improve ADA accessibility, and minor bridge repairs throughout the County. Road Yard Work plans prioritize efficient maintenance for safety, mobility and accessibility with limited resources.

Project Approval, CEQA Determination, and Authority to Advertise

These projects are exempt from the provisions of California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15301(c) as they involve the repair and maintenance of existing road facilities. The Department requests that your Board authorize the Director of Public Works to advertise the funded projects listed for the Surface Treatment Program/Capital Maintenance and any Tree Partnership Program contracts utilized to accelerate these efforts. Once approved, the Department will advertise the funded projects identified in the FY 2018/2019 RdMAP.

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

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

Funding Sources	Operations	Capital Maintenance	TOTAL
State Transportation Funding	\$5,600,000	\$6,500,000	\$12,100,000
Measure A	\$6,100,000	\$50,000	\$6,150,000
General Fund MOE	\$1,969,752		\$1,969,752
General Fund designations		\$500,000	\$500,000
GF 18% policy		\$1,630,000	\$1,630,000
Total	\$13,669,752	\$8,680,000	\$22,349,752

Narrative:

Approximately \$8.7 M of this funding is for Capital Maintenance, the balance is for Maintenance Operations and Corrective Maintenance. This work will be programmed in Funds 0015 and 0016.

Special Instructions:

Please forward a stamped, certified Minute Order approving the recommendations to Gail Ocheltree Public Works - Transportation, 568-3094.

Attachments:

Attachment A: FY 2018/2019 Road Maintenance Annual Plan (RdMAP) FINAL DRAFT

Attachment B: Notice of Exemption

Authored By:

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

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B. NOTICE OF EXEMPTION – ALL DISTRICTS

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

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

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

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

LOCATION: Countywide: All Supervisorial Districts

PROJECT TITLE: FY 2018/2019 Road Maintenance Annual Plan, All Supervisorial Districts

PROJECT DESCRIPTION: Santa Barbara County Public works requests the Board adopt the FY 18/19 Road Maintenance Annual Plan (RDMAP). Every year, the Public Works Department prepares the RdMAP outlining the recommended maintenance work for the upcoming fiscal year, including both maintenance operations work plans and capital maintenance. Public Works' Transportation Division maintains and repairs approximately 1,650 lane miles of roadways and adjacent bike paths, as well as major bridge and culvert structures, curb, gutter, sidewalks curb ramps, traffic signals, and over 9,000 street trees which makes up our Urban Forest. The RdMAP process allows the Department to prioritize needed annual improvements and match this need with limited available funding for road maintenance.

This year, the RdMAP programs approximately \$7.2 M for pavement preservation and associated hardscape repair, and defers approximately \$8.6 M in pavement preservation. The RdMAP also includes approximately \$1.4 M of work on bridges, additional hardscape, culverts and traffic devices such as guard rail. The Board adopted a list of projects for FY 2018/19 funded by SB 10n May 1 as a requirement the bill. These roads are also reflected in the FY 2018/19 RdMAP. Capital maintenance projects included in the 2018/2019 program are listed in the RdMAP for each District. These road sections will be treated with micro-surfacing, cape seals, or asphalt overlays, depending on their pavement preservation needs. The plan includes hardscape construction associated with these and other roads to improve ADA accessibility, and minor bridge repairs throughout the County. Road Yard Work plans prioritize efficient maintenance for safety, mobility and accessibility with limited resources.

Name of Public Agency Approving Project: County of Santa Barbara

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

Exempt Status: (Check one)

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

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

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

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

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

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

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

The project involves the repair and maintenance 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: **May 15, 2018**
Distribution: Hearing Support Staff for posting



Morgan Jones Department Representative Date April 10, 2018

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

RECEIVED

Distribution: Date filed with Planning & Development MAY 01 2018.

SB COUNTY
PLANNING & DEVELOPMENT

Distribution: Date Filed by County Clerk: _____.

C. ARBORIST-APPROVED TREE LISTS

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

<u>Common Name</u>	<u>Botanical Name</u>
American Sweetgum	Liquidambar 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	Albizia julibrissin
Southern Live Oak	Quercus virginiana
Water Gum	Tristanopsis laurina
Windmill Palm	Trachypus fortunei

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

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Page 1 of 2



Arborist Approved Tree Planting List North County



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

(Revised 4-28-2003)

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Page 2 of 2

D. SAMPLE OF PROJECT INITIATION REQUEST FORM

	COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS ROAD MAINTENANCE SECTION Project Request Form																																				
<small>RM-0102 (REV. 5/16/96)</small>																																					
Requested by: _____ Address: _____ City, State, Zip: _____ Phone: _____ Staff Contact: _____	Date: _____ <div style="border: 1px solid black; padding: 5px;">Check Appropriate Boxes <table border="0" style="width: 100%;"><tr><td>To Send to Requestor:</td><td style="text-align: center;">(Y)</td><td style="text-align: center;">(N)</td></tr><tr><td>Copy of this Request</td><td style="text-align: center;"><input type="checkbox"/></td><td style="text-align: center;"><input type="checkbox"/></td></tr><tr><td>Notice of Annual Maintenance</td><td style="text-align: center;"><input type="checkbox"/></td><td style="text-align: center;"><input type="checkbox"/></td></tr><tr><td>Plan Hearing Dates:</td><td style="text-align: center;"><input type="checkbox"/></td><td style="text-align: center;"><input type="checkbox"/></td></tr></table></div>	To Send to Requestor:	(Y)	(N)	Copy of this Request	<input type="checkbox"/>	<input type="checkbox"/>	Notice of Annual Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	Plan Hearing Dates:	<input type="checkbox"/>	<input type="checkbox"/>																								
To Send to Requestor:	(Y)	(N)																																			
Copy of this Request	<input type="checkbox"/>	<input type="checkbox"/>																																			
Notice of Annual Maintenance	<input type="checkbox"/>	<input type="checkbox"/>																																			
Plan Hearing Dates:	<input type="checkbox"/>	<input type="checkbox"/>																																			
Location: (Attach Vicinity map) _____ _____ _____	<div style="border: 1px solid black; padding: 5px;">Maintenance Area: <table border="1" style="width: 100%; border-collapse: collapse;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr><tr><td colspan="5" style="text-align: center;"><small>SECTION ID</small></td><td colspan="5" style="text-align: center;"><small>NUMBER</small></td></tr></table><table border="1" style="width: 100%; border-collapse: collapse;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr><tr><td colspan="4" style="text-align: center;"><small>AREA</small></td><td colspan="4" style="text-align: center;"><small>CODE</small></td></tr></table></div>											<small>SECTION ID</small>					<small>NUMBER</small>													<small>AREA</small>				<small>CODE</small>			
<small>SECTION ID</small>					<small>NUMBER</small>																																
<small>AREA</small>				<small>CODE</small>																																	
Description of Work: (Be As Specific As Possible) _____ _____ _____ _____ _____ _____																																					
Project Referred for Scope Recommendations and Cost Estimate.To: (Check Box) Construction [] Engineering [] Maintenance [] Transportation [] Other [] Recommended Scope of Work: _____ _____ _____																																					
Cost Estimate Of Work Recommended: \$ _____																																					
Preliminary Environmental Review: (CEQA/Permits) _____ _____ _____																																					
Pictures: (Attach on Separate Sheet and Label) _____ _____																																					
Superintendent's Signature: _____	Date: _____																																				
<small>DRAWING3 By: Jim Chaney, RA</small>																																					
<small>Printed: 5/16/96 05:38 PM</small> 																																					

E. SAMPLE OF ADA REQUEST FOR ACCOMMODATION FORM

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

Department of Public Works - Transportation Division Request for Accommodation Form

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

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

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

For Office Use:
File No. _____

Date Received _____

Received By: _____

F. SAMPLE OF ADA GRIEVANCES FORM

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

Department of Public Works - Transportation Division Grievances Form

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

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

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

For Office Use:
File No. _____

Date Received _____

Received By: _____