



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 6, 2021
Placement: Administrative
Estimated Tme: n/a
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Director: Scott D. McGolpin, Public Works Director, 568-3010
Contact Info: Chris Sneddon, Deputy Director, Transportation, 568-3064
SUBJECT: Measure A Program of Projects for Fiscal Years 2021/2022 – 2025/2026, All Supervisorial Districts

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

- a) Adopt the attached Resolution for the Measure A Five-Year Local Program of Projects for Fiscal Years 2021/2022 through 2025/2026, 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 ½ cent sales tax for the transportation needs in Santa Barbara County;
- d) Direct staff to prepare Fiscal Year 2021/2022 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 2021/2022 through 2025/2026 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 Measure A Program of Projects and associated documents, in order to meet Local Streets and Roads funding eligibility requirements of the Measure A Ordinance.

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 7, 2020, your Board reaffirmed Measure A fund distribution ratios of 50 percent population and 50 percent lane miles for the South Coast and 100 percent lane miles for North County. These were the same distributions utilized in the previous fiscal year and no changes are proposed this year.

Recommendation C

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

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

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 2021/2022 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 the Highway 101 widening, commuter rail between Ventura and Santa Barbara, and various interchange improvements. The remaining funds are split equally between the South Coast and the North County for local roads. 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. As part of the program, a minimum of 10% of Measure A must be used for alternative transportation.

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 their regional plan. The Measure A Ordinance also states that a Maintenance of Effort (MOE) is required to continue to receive Measure A funds. MOE funds are local agency discretionary revenues used for transportation (operations and corrective maintenance) prior to the adoption of Measure A, plus inflation. SBCAG provided an MOE requirement estimate earlier this year and will publish the actual MOE amount in August.

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 County owned and maintained transportation assets and programs:

- 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.

The Measure A Program of Projects, RdMAP, and State Road Maintenance and Rehabilitation Account (RMRA) project list combine to define Transportation's maintenance work plans for the year. As in years past, the majority of Measure A allocation is proposed for corrective maintenance, repairs, and operations. This, along with State Highway User Tax Account (HUTA) and General Fund Maintenance of Effort (MOE) combine to fund these types of repairs and operations. State RMRA (SB 1), along with General Funds from the 18% Unallocated Growth for Maintenance are used to address the unfunded backlog, and to leverage for grants and capital projects.

The approved Measure A Program of Projects informs the Public Works Department's Road Maintenance Annual Plan (RdMAP), which includes ongoing cyclical maintenance as well as corrective and preservation projects. 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.

Local Streets and Roads Needs

The annual backlog of deferred maintenance for FY 2021/2022 is \$304M. Asset categories included in the calculation are pavement, bridges, hardscape and trees, drainage facilities, and traffic operations devices:

County Asset	Backlog (\$M)
Pavement	\$144.8
Hardscape & Urban Forest	\$45.3
Bridges	\$54.9
Drainage System	\$50.1
Traffic	\$8.9

Of this deferred maintenance backlog, almost 50% is pavement (\$145M). The County’s current overall system Pavement Condition Index (PCI) is 56 on a scale of 0-100 (below 25 is failed, 100 is like new condition). This year the pavement backlog did not increase as much as in many previous years. Notably, the County invested \$10M in funding from a Southern California Edison settlement in the Montecito area in addition to recent increases in deferred maintenance funding available through RMRA and General Fund.

The remainder of the \$304M backlog includes work deferred on bridges, hardscape and trees, drainage facilities, and traffic operations devices. This year, bridge needs have decreased by approximately \$20M, due to projects being funded and overall health rating increases resulting from a new inspection protocol focusing on fewer condition rating factors than previously. All other categories have increased by 15-26% according to asset management estimates.

For pavement alone, approximately \$14.5M 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. This year, the County is investing \$10.1M in pavement preservation. This represents approximately 95 lane miles of work on the County’s 1650 lane miles of pavement. County forces maintain the other 1,555 (94%) lane miles of County Roads, which equates to over 40 lane miles per Maintenance Worker. As support for maintenance operations and following the “fix it first” philosophy, Measure A provides critical support for maintaining the health of the County’s maintained road system.

Fiscal and Facilities Impacts:

The Measure A Five-Year Local Program of Projects includes over \$38M dedicated to maintaining the County’s Transportation Infrastructure and services over the five year period. Of this amount, the South Coast is estimated to receive \$20,380,000 and the North County is estimated to receive \$18,475,000 over the five-year period. \$6M of these funds will be budgeted in operations. The remainder will be used for transit, alternative transportation, and matching funds for capital projects.

Special Instructions:

Please return one copy of the adopted Resolution and a certified stamped Minute Order to Gail Ocheltree, Public Works Transportation Division, x83094.

Attachments:

Attachment A: Resolution for the Measure A Five-year Local Program of Projects for Fiscal Years 2021/2022 through 2025/2026

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