FY 2018-19
BUDGET WORKSHOP

Public Works Department

Scott D. McGolpin
Department Director

- Administration & Support
- Transportation
- Surveyor
- Water Resources
- Resource Recovery & Waste Management
KEY CHALLENGES/EMERGING ISSUES

• Disaster Recovery balanced with on-going Public Works responsibilities

• Long term Countywide infrastructure funding/Transportation Funding and continued decline of PCI/Fulfillment of the 18% plan

• Commitment to quality of life and public safety for the communities we serve
## SUMMARY

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating</td>
<td>$123,360,400</td>
</tr>
<tr>
<td>Capital</td>
<td>$29,412,500</td>
</tr>
<tr>
<td>General Fund</td>
<td>$3,023,700, 2%</td>
</tr>
<tr>
<td>FTEs</td>
<td>281.25</td>
</tr>
<tr>
<td>Use of One-Time for Ongoing Operations</td>
<td>$2,306,400, 2%</td>
</tr>
<tr>
<td>Service Level Reductions</td>
<td>$0</td>
</tr>
<tr>
<td>Restoration Requests</td>
<td>$0</td>
</tr>
<tr>
<td>Expansion Requests</td>
<td>$13,730,000 (includes $2,820,000 to reach Public Works Share of fully funded 18% Plan)</td>
</tr>
</tbody>
</table>
CAPITAL PROJECTS DETAIL

Major Public Works Capital Projects $55.8M
(Major Projects $29.4M, plus Transportation of $26.4M)

• Resource Recovery Capital Projects, $11.7
  • Laguna Sanitation Improvements
  • Transfer Station Storm Drain Improvements
  • Landfill and Transfer Station Improvements
  • Structures and Structure Improvements

• Flood Control Capital Projects, $14.3
  • Basin and Creek Improvements
  • Mission Creek Channel Widening
  • South Coast Debris Location
  • Storm Related Capital Repairs
C\textsc{apital \textsc{p}rojects \textsc{d}etail (cont.)}

\begin{itemize}
\item Public Works Capital Equipment, $2.5M
  \begin{itemize}
  \item Resource Recovery $895,000, Transportation Equipment/Trucks/Vehicles $900,000, Laguna Sanitation $476,000, and Flood Control $185,000
  \end{itemize}
\item Transportation Capital Projects $26.4M
  \begin{itemize}
  \item Capital Maintenance $13.4M
    \begin{itemize}
    \item Pavement Preservation, Seal Coats, Overlays, Rehabilitation
    \item Hardscape Repairs, Sidewalks, Bike Paths, Medians
    \item Other, Traffic Safety, Slide Repair, Bridge Maintenance
    \end{itemize}
  \end{itemize}
  Capital Improvements $13M
  \begin{itemize}
  \item Bridge Replacements & Improvements
  \item Expanded Infrastructure
  \end{itemize}
\end{itemize}
FY 2018-19 SOURCE OF FUNDS

- **Charges for Services;** $57,387,200; 33%
- **Taxes;** $23,281,700; 13%
- **Intergovernmental;** $44,450,600; 26%
- **Use of Money & Property, Franchise;** $3,698,400; 2%
- **General Fund Contribution,** $3,023,700; 2%
- **Licenses, Permits, Franchise;** $1,180,300; 1%
- **Other Financing Sources;** $5,359,600; 3%
- **Decreases to Fund Balances;** $33,364,100; 19%
- **Intrafund Expenditure Transfers (-);** $362,500; 0%
- **Miscellaneous Revenue;** $1,458,200; 1%
FY 2018-19 USE OF OPERATING FUNDS

- Administration & Support; $4,724,600; 4%
- Transportation; $51,706,500; 42%
- Water Resources/Flood Control; $26,196,600; 21%
- Resource Recovery & Waste Mgmt; $39,735,200; 32%
- Surveyor; $997,500; 1%
Operating Revenue | 5-Year Summary
GFC | 5-YEAR SUMMARY

<table>
<thead>
<tr>
<th>Year</th>
<th>GFC Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-15</td>
<td>$3.08</td>
</tr>
<tr>
<td>2015-16</td>
<td>$3.11</td>
</tr>
<tr>
<td>2016-17</td>
<td>$3.13</td>
</tr>
<tr>
<td>2017-18</td>
<td>$3.02</td>
</tr>
<tr>
<td>2018-19</td>
<td>$3.02</td>
</tr>
</tbody>
</table>
FY 2017-18 ANTICIPATED ACCOMPLISHMENTS

Managed a coordinated Public Works departmental response to the Thomas Debris Flow Disaster

- Cleared and prepared 11 Debris Basins after Thomas Fire
- Responded to debris flow by assisting search & rescue to access roadways, drainages, compromised facilities, installed temporary bridge repairs, and beginning work on over $15M in permanent restoration
- Removed and processed 500,000 CY of debris in the first 60 days
- Coordinated land survey efforts with the private sector surveyors in the areas affected in Montecito
- Produced and published high quality public information in a timely manner
FY 2017-18 ANTICIPATED ACCOMPLISHMENTS (cont.)

- Continued leadership with Cachuma member units and tracking remaining water
- Completed San Jose Creek Bike Path & Goleta Beach Bridge
- Updated and standardized departmental Internal Controls to complement changes that need to be made in FIN
- Prepared a revised design for the Tajiguas Resource Recovery Project (TRRP)
- Conducted leadership training for all managers and supervisors in Public Works
FY 2018-19 OBJECTIVES

Thomas Debris Flow

• Maximize cost reimbursement from FEMA, FHWA, and Cal OES for repairs to damaged roadways, bridges, and culverts

• Develop a Debris Staging / Disposal plan as an essential element of the Public Works Department ability to respond to emergencies

• Repair all damaged debris basins and submit Hazard Mitigation Grants for projects to enhance system performance

• Continue managing the right of way surveys in the areas affected by the Montecito Debris Flow
FY 2018-19 OBJECTIVES (cont.)

• Expand transportation in-house capabilities to address deferred maintenance while still achieving the core mission of corrective maintenance

• Restore Transportation reserves to levels that support capital project implementation and 60 day operating reserves

• Complete the design, prepare bid package and pursue funding for the Laguna County Sanitation District wastewater treatment plant upgrade

• Implement the TRRP
## PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>2015-16 ACTUAL</th>
<th>2016-17 ACTUAL</th>
<th>2017-18 EST. ACTUAL</th>
<th>2018-19 RECOMMENDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of departmental Employee Performance Reviews (EPRs) completed by the due date</td>
<td>83% 220 / 265</td>
<td>85% 240 / 282</td>
<td>87% 245 / 282</td>
<td>100% 282 / 282</td>
</tr>
<tr>
<td>Average Pavement Condition Index (PCI) for the County Maintained Road System (Target=70)</td>
<td>59</td>
<td>58</td>
<td>56</td>
<td>70</td>
</tr>
<tr>
<td>Transportation percentage of service requests responded to within 48 hours (Target/standard=95%)</td>
<td>99% 1,081 / 1,092</td>
<td>99% 1,280 / 1,295</td>
<td>99% 1,521 / 1,531</td>
<td>95% 950 / 1,000</td>
</tr>
<tr>
<td>Percentage of Record of Surveys &amp; Corner Records reviewed within 20 days per Government Code requirements</td>
<td>52% 155 / 301</td>
<td>47% 74 / 156</td>
<td>76% 182 / 239</td>
<td>81% 195 / 240</td>
</tr>
</tbody>
</table>
## PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>2015-16 ACTUAL</th>
<th>2016-17 ACTUAL</th>
<th>2017-18 EST. ACTUAL</th>
<th>2018-19 RECOMMENDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of planned flood control maintenance projects completed (Target=95%)</td>
<td>100% 37 / 37</td>
<td>100% 33 / 33</td>
<td>98% 39 / 40</td>
<td>95% 33 / 35</td>
</tr>
<tr>
<td>Percentage of flood control maintenance requests responded to within 48 hours (Target/standard=95%)</td>
<td>99% 320 / 323</td>
<td>98% 160 / 163</td>
<td>90% 198 / 220</td>
<td>95% 142 / 150</td>
</tr>
<tr>
<td>Percentage of waste diversion/recycling as calculated by Cal Recycle (Target=75% by 2020)</td>
<td>72%</td>
<td>72%</td>
<td>72%</td>
<td>72%</td>
</tr>
<tr>
<td>Achieve 1,000 pounds/sq ft compaction at the Tajiguas Landfill to maximize capacity</td>
<td>1,000</td>
<td>965</td>
<td>1,020</td>
<td>1,000</td>
</tr>
</tbody>
</table>
RENEW ’22 | FY 2018-19 IMPLEMENTATION

**Actions or evaluations that are already underway**

- Reconfigure Annual Road Maintenance Plan to continue managing expenditures to revenues while adding efficiencies

**Proposals that are consistent with existing BOS policy or direction**

- Combine Flood Control and Project Clean Water Plan Check into a single point of review and approvals, eliminating redundant processes
- Water Agency/Groundwater Measurements transferred to Groundwater Sustainability Agencies, now allowed through new State regulations

**Ideas that involve a change in BOS policy or direction**

- Transfer sidewalk maintenance to adjacent property owners to reduce liability and cost to County
- Remove forest service roads from the County-maintained road system and return to the Forest Service
Transfer Sidewalk Maintenance to Adjacent Property Owners

Property owners would be responsible for maintenance of adjacent sidewalk

Pros
• Reduces cost to County, estimated at $200,000 to $400,000 per year
• Reduces liability to County

Cons
• Although this has been implemented in other jurisdictions, it may be difficult to gain public support
• Will require a significant amount of administrative coordination to implement

Next Step
• Public meetings to gather community input. Full implementation would require adoption of an ordinance.
Remove Forest Service Roads from the County-Maintained Road System

Help rebalance revenue generated to maintain roads with the cost to maintain them

Pros
• These are the highest cost-per-mile roads to maintain in the system. Removing them would help spread our annual maintenance dollars further saving on average $200,000 per year
• Reduce liability to the County from these mountainous roads

Cons
• Citizens that live along these roads may not support action to take these roads out of County system

Next Step
• Meet with the Forest Service to discuss ways to explore financial alternatives to maintain roads as a combined effort between the County and the Forest Service
Future Rebalancing Measures to be Explored

- Create a digital map submittal and review system in Surveyor's Office
- Consolidate Flood Control Maintenance forces by closing Lompoc yard
- Preventive Maintenance on Arterials and Major Collectors only
- Explore alternative funding methods for communities who want preventive maintenance.
- Cease new traffic operational changes or updates (no parking restrictions, speed zone studies, etc.)
- Close roads or lanes damaged from storms, collapsing old culverts, and other damage if there is detour available
- Stop proactively maintaining our urban forest and only respond to claims and callouts
## FY 2017-18 18% Maintenance Funding Accomplishments

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>820678 JOC</td>
<td>Purisima Rehab</td>
</tr>
<tr>
<td>820714</td>
<td>Ray Road Recycle</td>
</tr>
<tr>
<td>820678 N</td>
<td>North County Rehab</td>
</tr>
<tr>
<td>820686 A</td>
<td>San Lucas Hardscape</td>
</tr>
<tr>
<td>820686 B</td>
<td>San Juan Hardscape</td>
</tr>
<tr>
<td>820678 S</td>
<td>South County Rehab</td>
</tr>
<tr>
<td>820682</td>
<td>Countywide Preventive</td>
</tr>
<tr>
<td>820706</td>
<td>San Marcos Hardscape</td>
</tr>
<tr>
<td>820692</td>
<td>Isla Vista Hardscape (Trigo &amp; Ramps)</td>
</tr>
<tr>
<td>862403</td>
<td>West Main Street Improvements</td>
</tr>
</tbody>
</table>
FY 2018-19 18% Maintenance Funding Projection Shortfall

18% Maintenance Funding Projection from 2014
Public Works Allocations

- FY 15/16: 1.6
- FY 16/17: 2.3 (if 50% share of 2014 projection continues in the future)
- FY 17/18: 3.2
- FY 18/19: 4.5

If 50% share of 2014 projection continues in the future:

- FY 16/17: 2.5
- FY 17/18: 3.2
- FY 18/19: 1.6

Actual Allocated to Public Works:

- FY 16/17: 2.5
- FY 17/18: 3.2
- FY 18/19: 1.6
<table>
<thead>
<tr>
<th>Dist.</th>
<th>RoadName</th>
<th>From</th>
<th>To</th>
<th>Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>San Ysidro Ln</td>
<td>Mountain Dr</td>
<td>San Ysidro Rd</td>
<td>Cape Seal</td>
</tr>
<tr>
<td>2</td>
<td>San Ysidro Ln</td>
<td>Mission Dr</td>
<td>San Ysidro Rd</td>
<td>Cape Seal</td>
</tr>
<tr>
<td>3</td>
<td>Miramar Ave</td>
<td>San Ysidro Rd</td>
<td>Miramar Ave</td>
<td>Cape Seal</td>
</tr>
<tr>
<td>4</td>
<td>Miramar Ave</td>
<td>San Lazaro Ln</td>
<td>Miramar Ave</td>
<td>Cape Seal</td>
</tr>
<tr>
<td>5</td>
<td>Oliver Mill Rd</td>
<td>M. Jameson Ln</td>
<td>Hot Springs Rd</td>
<td>Cape Seal</td>
</tr>
<tr>
<td>6</td>
<td>High Rd</td>
<td>Butterfly Ln</td>
<td>Middle Rd</td>
<td>Cape Seal</td>
</tr>
<tr>
<td>7</td>
<td>Corriera St</td>
<td>Patterson Ave</td>
<td>Pat Ln</td>
<td>Cape Seal</td>
</tr>
<tr>
<td>8</td>
<td>Sisquoc St</td>
<td>Hubbard Ave</td>
<td>County Park</td>
<td>Cape Seal</td>
</tr>
</tbody>
</table>

$5.1M

$2.8M

18% Maintenance Funding Plan Shortfall (Public Works share)
## RESTORATION / EXPANSION REQUESTS

<table>
<thead>
<tr>
<th>DESCRIPTION OF REQUEST</th>
<th>AMOUNT (GFC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding for pavement preservation, allowing the County to reduce its liability exposure and provide for safer streets and ensure a conduit for economic development. The total amount to maintain a PCI of 56 is $15.8M. The budget submitted includes road maintenance funding that reduces the need by $5.07M from SB1, the 18% Maintenance Funding Plan of $1.63M, and $500 thousand in General Fund Contribution. The 18% Maintenance Funding Plan had been anticipated to increase from $3.2M in FY17/18 to $4.5M in FY18/19 but was reduced to only $1.63M per direction from CEO. The remaining unfunded amount is $8.61M. The 18% Plan shortfall of $2.82M is included in this BAD.</td>
<td>$8,610,000 (one-time)</td>
</tr>
<tr>
<td>The winter storms of 2017 caused significant damage during two separate storms. The result of these events was considerable damage to the County’s Maintained Road System. Current estimates to repair this damage are $4.73 million.</td>
<td>$1,370,000 (one-time)</td>
</tr>
<tr>
<td>The Thomas Fire Debris Flow caused significant damage. The costs of debris removal for emergency road opening, and clearing for search and rescue, utility re-establishment and repopulation are believed to be at least $7.5 million for our Transportation Division. Although reimbursement from Federal and State sources should be 93.75%, in reality with flood related disasters, a portion of reimbursement is typically denied and the actual reimbursement ends up closer to 50%. We are seeking $3.75 million from Strategic Reserve to cover the remaining unfunded portion of costs.</td>
<td>$3,750,000 (one-time)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$13,730,000</strong></td>
</tr>
</tbody>
</table>
SUMMARY

• Department-wide response to Thomas Debris Flow Event, balancing recovery efforts, with on-going Public Works responsibilities

• Address deferred maintenance needs for public infrastructure with limited revenue streams

• Deliver planned capital projects to improve the quality and safety of the communities we serve for a strong future
Thank You