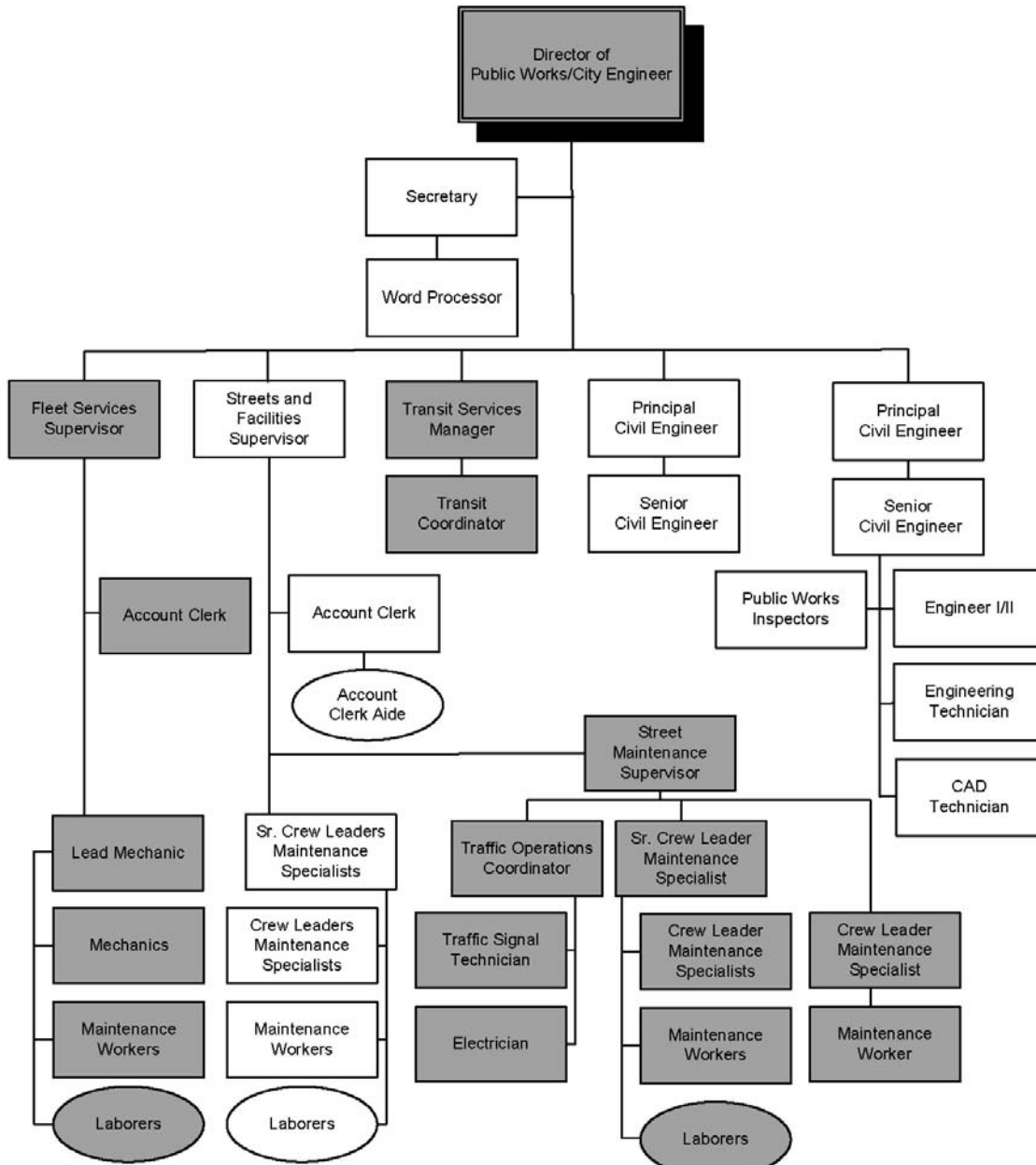


STREET MAINTENANCE



The above organizational chart depicts full-time and part-time employees only



PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Street Maintenance

PROGRAM: Streets Services
FUND: Measure A

	Actual 2012-13	Adopted 2013-14	Year-End Estimated 2013-14	Proposed 2014-15	Proposed 2015-16
<u>PROGRAM EXPENSES/REVENUES</u>					
Salaries & Benefits	\$ 1,223,530	\$ 1,744,040	\$ 1,351,430	\$ 1,880,930	\$ 1,919,250
Services & Supplies	908,660	946,890	738,790	978,310	972,190
Total Operating Cost	2,132,190	2,690,930	2,090,220	2,859,240	2,891,440
Capital	603,620	548,750	2,137,100	650,000	725,000
Debt Service					
Transfers	1,169,470	1,169,470	1,300,000	1,173,200	1,173,200
Total Cost	\$ 3,905,280	\$ 4,409,150	\$ 5,527,320	\$ 4,682,440	\$ 4,789,640

SUMMARY OF SERVICE PROGRAMS

Street Maintenance	\$ 3,905,280	\$ 4,409,150	\$ 5,527,320	\$ 4,682,440	\$ 4,789,640
Total Service Programs	\$ 3,905,280	\$ 4,409,150	\$ 5,527,320	\$ 4,682,440	\$ 4,789,640

SUMMARY OF POSITIONS

FULL-TIME

Account Clerk II	1	1	1	1	1
Crew Leader/Maintenance Specialist	3	3	3	3	3
Electrician I/II	1	1	1	1	1
Maintenance Worker I/II	6	6	6	6	6
Sr. Crew Leader/Maintenance Spec.	1	1	1	1	1
Street Maintenance Supervisor	1	1	1	1	1
Traffic Operations Coordinator	1	1	1	1	1
Traffic Signal Technician	1	1	1	1	1
TOTAL	15	15	15	15	15

PART-TIME

Account Clerk Aide	1	1	1	1	1
Laborer III	7	7	7	7	7
TOTAL	8	8	8	8	8

GRAND TOTAL

	23	23	23	23	23
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TEMPORARY (FTE)

Assistant Clerk - Office	0.5	0.5	0.5	0.5	0.5
TOTAL TEMPORARY (FTE)	0.5	0.5	0.5	0.5	0.5

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
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PROGRAM DESCRIPTION

The Street Maintenance Division provides managerial oversight for the City's travel-way maintenance program. The goal is to provide a safe and well-maintained street system for the purpose of pedestrian and vehicle traffic within the City limits. The program consists of several subprograms that address particular maintenance needs in each area to assure a safe and well-maintained travel-way system.

SUBPROGRAMS AND THEIR OBJECTIVES

Flexible Pavement Maintenance Program

The Flexible Pavement (asphalt) Maintenance Program addresses three basic elements of roadway maintenance. The general pavement element addresses small areas (100 to 1,000 square-feet) of roadway in need of sub-grade, base or surface maintenance. The pothole element, which is typically driven by rainfall and customer complaints, addresses smaller areas (one to 20 square-feet) and is maintained by asphalt patching. A telephone hotline is available so the public may report potholes that may be unknown to City maintenance staff. The overlay and chip seal element provides the preventive maintenance necessary to maximize roadway life, and is performed by outside contract services.

Street Light Maintenance Program

The Street Light Maintenance Program supports street light services in the areas of: general maintenance, system upgrades, inspections design, and damage caused by vehicular accidents. The need for general maintenance is predominantly generated by public calls and the public's use of the street light hotline, which is checked each morning during the work week. Additionally, staff performs street light checks twice a month, in high traffic commercial areas. System upgrades are developed, designed, and scheduled and include: street light pole replacement, fixture upgrades, and service modifications. The inspection element involves the inspections of newly installed street lights and services points, typically driven by new development. The design element addresses street light system design for new lighting systems in areas of new development and areas where existing lighting will be improved. Staff addresses accidents involving street lights 24 hours-a-day, seven days-a-week.

Traffic Signal Maintenance Program

The Traffic Signal Maintenance Program provides maintenance services to the City's traffic signal system. The program includes: preventive maintenance; component failure service; and system upgrades. Monthly visual inspections are performed as a preventive measure. In addition to these checks, a preventive maintenance schedule provides that each of the City's 46 traffic signals are checked quarterly for proper operation, providing each traffic signal with a detailed inspection and preventive maintenance. Each traffic signal cabinet's conflict monitor is evaluated semi-annually. Component failures rarely occur; therefore, these are addressed on an as-needed basis. System upgrades include: light-emitting diode (LED) retrofits, preemption installations, blue-light enforcer technology, countdown pedestrian heads, speed feedback signs, pedestrian crossing warning beacons, and signal coordination to recommended corridors within the City. The City pays for electrical power costs of 37 Caltrans traffic signals, but does not perform maintenance of these installations.

Pavement Marking Program

The Pavement Marking Program provides maintenance of roadway delineation, striping, stenciling and curb painting. The striping element addresses all painted roadway striping that separates the roadway's direction of travel and defines the width of roadway lanes traveling in the same direction. The stenciling element provides for: clear and legible speed limits, school and pedestrian crossings, stops, yields, turn arrows, and railroad crossing pavement markings. The curb painting element defines areas that have parking restrictions, such as no stopping/no parking, loading/unloading, and limited time parking.

Sign Maintenance Program

The Sign Maintenance Program addresses maintenance, installation and removal of all regulatory, warning, guide and street name signs under the purview of the City to include: guide signs, bike route, airport, hospital, and

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
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street name signs, and other signage. Examples of the various sign categories include: regulatory, stop, speed, no parking, warning, yield, school zone, and road narrows signage.

Concrete Maintenance Program

The Concrete Maintenance Program provides for the maintenance of sidewalks, curbs and gutters. These service needs are typically driven by tree root damage, age of surface, or mandated changes, as in handicap ramps. Each maintenance element, replacement or grinding is scheduled in those areas that demonstrate the greatest need. The replacement process involves immediate marking of hazards, temporary patching to mitigate hazards, removal of damaged concrete, and replacement with new concrete. Concrete grinding is performed on a limited basis and involves grinding concrete elevation differences of less than one inch. These maintenance tasks are performed by City staff, as well as outside contract services. A telephone hotline is available so the public may report areas of concrete damage.

Weed Abatement Program

The Weed Abatement Program is structured to address private property and City right-of-way abatement needs within the City. This program aids in fire protection, mitigates health threats from pest vectors, and addresses visual nuisances. The private property element is an annual program, whereby staff performs a survey of undeveloped properties to determine abatement need, and contacts property owners to advise the property owner of the need for abatement on their property. The private element is performed by outside contract services, supervised by City staff, and reimbursed through property assessments. The rights-of-way element addresses the abatement needs of areas under the maintenance responsibility of the City: road shoulders, medians, and islands. The rights-of way element is performed by City staff.

Alley Maintenance Program

The Alley Maintenance Program addresses annual alley grading, typically prior to the rainy season, and annual weed control. Both services, as well as trash cleanup, are performed on an as-needed basis, typically by request of residents.

PERFORMANCE/WORKLOAD MEASURES	ACTUAL 2010-12	ESTIMATED 2012-14	PROJECTED 2014-16
DEMAND/WORKLOAD			
Street Light Maintenance			
Total City-Owned Street Lights	6,604	6,604	6,700
Total PG&E-Owned Street Lights	118	118	108
Street Light Maintenance Hours	3,709	3,771	3,000
Traffic Signal Maintenance			
Total City-Owned Traffic Signals	46	46	47
Traffic Signal Maintenance Hours	3,543	4,665	4,700
Sign Maintenance Hours	3,673	3,435	3,554
Pavement Marking Maintenance Hours	6,149	7,646	6,898
Flexible Pavement Maintenance			
Center Line Miles	223	225	226
General Maintenance Hours	9,892	9,309	9,600
Overlay/Chip Preparation Hours	8,765	5,202	6,984
Concrete Project Maintenance Hours	6,974	8,784	7,879
Weed Abatement Rights-of-Way Hours	1,836	1,970	1,903
Alley Maintenance			
General Maintenance Hours	695	1,975	1,335
Grading Hours	1,126	1,250	1,188
Weed Abatement Maintenance Hours	313	356	335

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
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FUND: Measure A

PERFORMANCE/WORKLOAD MEASURES	ACTUAL 2010-12	ESTIMATED 2012-14	PROJECTED 2014-16
EFFECTIVENESS/EFFICIENCIES			
Traffic Signal Synchronization Hours	44	155	65
Pothole Maintenance Hours	2,029	1,133	1,581
Weed Abatement: Privately Owned Lots Abated	33	30	30
Concrete Request Maintenance Hours	7,520	12,244	9,882

GOALS AND OBJECTIVES

- Improve traffic safety by completing the Blosser Road/Main Street (State Highway 166) Right Turn Lane project, which will construct a northbound left-hand turn lane, right-hand turn lane, and two through lanes at the south leg of the intersection.
- Complete pedestrian safety improvements, consisting of a pedestrian refuge island with the existing flashing beacon, near Santa Maria High School at Stowell Road and Entrada Way.
- Complete traffic safety enhancements at Depot/Fesler/Railroad, and install a new pavement surface on North Depot Street from Main to Fesler.
- Complete annual roadway maintenance projects such as chip seal, overlays, and reconstructions as recommended by the City's Pavement Management System.
- Improve public rights-of-way by repairing sidewalks, adding ADA (Americans with Disabilities Act) -accessible ramps, and improving roadways by completing annual concrete repair projects.

NOTEWORTHY BUDGET HIGHLIGHTS

- The City completed the retrofit of approximately 6,000 street lights with new LED fixtures in 2013. The results are improved lighting, better color rendition for law enforcement, and significant energy savings. The energy savings will be redirected to pay off the capital costs of the street light retrofit project. The payoff period is approximately eight years, following which these savings will be applied to other street maintenance priorities.
- Measure A requires the City to dedicate 15 percent of Measure A funding toward alternative transportation expenditures. Alternative transportation expenditures include bicycle and pedestrian facilities to Safe Routes to School improvements. The 2014-16 Street Maintenance budget includes expenditure levels in multiple line items to satisfy this requirement. The total estimated requirement for alternative transportation expenditures for 2014-15 equals \$704,634 and reflects such expenditures as ADA curb ramps, sidewalk repairs, and new sidewalk improvements. However, the requirement must be met over a five-year period, and is not enforced on any single year. The Street Maintenance budget matches the Measure A revenue estimate for 2014-16. Consequently, the loss of these two revenue sources forced the City to defer local preventive maintenance projects for the past several years. The 2014-16 budget includes a reassignment of TDA (Transportation Development Act) Local Transportation Fund revenues to local preventive maintenance roadway projects.
- The continued negative effects of the economic recession have reduced State revenues used to fund transportation grant programs, such as State Transportation Improvement Plan and Regional Surface Transportation Program funding. Furthermore, pursuant to the Santa Barbara County Association of Governments Board action, any funding received from these sources will be used to finance the State Highway 101 HOV Widening Project south of the City of Santa Barbara.

2014-16 BUDGET

CITY OF SANTA MARIA



Santa Maria's first street lights lit up in May 1904 when the Santa Maria Electric Light and Power Company turned on the electricity. Starting in 1960, the City used low pressure sodium vapor lights. Vapor lights were the most economical, but cast a yellowish glow. In 2013, the City advanced to light emitting diodes (LED) lights for thousands of street lights. The results are improved lighting, better color rendition for law enforcement, and significant energy savings. The energy savings will be redirected to pay off the capital costs of the street light retrofit project. The payoff period is approximately eight years. After the payoff period, savings will be applied to other street maintenance priorities.