

**COUNTY OF SAN DIEGO  
BOARD OF SUPERVISORS - LAND USE  
WEDNESDAY, APRIL 22, 2026**

**MINUTE ORDER NO. 10**

**SUBJECT: AN UPDATE TO THE IMPROVEMENT OF COUNTY ROADS PAVEMENT CONDITION INDEX OF 70, THE FUTURE ALLOCATION OF SB1 FUNDING TO DPW INFRASTRUCTURE MAINTENANCE PROJECTS AND RELATED CEQA FINDINGS (DISTRICTS: ALL)**

**OVERVIEW**

Today, staff is pleased to present a comprehensive report on the significant progress achieved in fulfilling the Board's strategic objectives for County Road system maintenance, culminating in the recognition of one of the most well-maintained road networks in the State. This milestone represents the result of a sustained investment exceeding half a billion dollars over the past decade, reflecting the County's unwavering commitment to infrastructure excellence and the well-being of the communities it serves.

In addition, staff is presenting a forward-looking, long-term maintenance and investment plan for the Board's consideration and approval. This plan is designed to uphold and build upon this exceptional standard of maintenance while strategically directing resources toward critical public infrastructure assets, including bridges, culverts, asset management, and drainage facilities - ensuring the County's infrastructure remains resilient, safe, and serviceable.

The County of San Diego's (County) Department of Public Works (DPW) is responsible for maintaining a range of road assets, including nearly 2,000 centerline miles of road, 208 National Bridge Inventory bridges, approximately 19,000 culverts, 223 traffic signals, and 39,827 traffic signs. On April 6, 2017, the State Legislature passed Senate Bill 1 (SB1), the Road Repair & Accountability Act of 2017, which allocated an estimated \$7.5 billion of State gas tax revenue to be distributed to California counties over the next decade to be used to address road maintenance activities.

In response to this legislation, on May 2, 2017 (11) the Board of Supervisors (Board) directed DPW staff to use the new SB1 funding to develop a road resurfacing program to achieve an average pavement condition index (PCI), an industry-standard road rating system, of 70 for County-maintained roads. Roads with a PCI of 70 and above are in very good condition. Since 2017, DPW has invested over \$500 million for road resurfacing and has resurfaced over 778 centerline miles of roads, replaced over 230 culverts, upgraded over 1,700 curb ramps to be compliant with the Americans with Disabilities Act (ADA), and has upgraded 145 intersections and 57 traffic signals.

Today, staff are reporting that DPW has achieved the Board's goal of an average of PCI 70 for the County's maintained roads. As shown in the table below, staff will continue the use of approximately 75% of SB1 funding for resurfacing projects to maintain a PCI of 70 on County-maintained road and the remaining 25% to address critical infrastructure projects that are eligible for SB1 funds, including updating DPW's existing asset management system. Updating the asset management system and related processes will allow staff to more accurately verify and maintain asset inventories, including assessing asset conditions. With improved data, the County can reassess asset needs and evaluate

maintenance programs more holistically. This will strengthen confidence in managing asset lifecycles, reduce liability, and ensure that assets and programs remain resilient and aligned with community needs.

<b>Asset</b>	<b>Approximate SB1 Distribution</b>
Resurfacing to maintain 70 PCI	75%
Drainage	15%
Guardrails	2%
Bridges	3%
Asset Management	5%
<b>Total</b>	<b>100%</b>

The Road Maintenance and Rehabilitation Program was created by the State to address deferred maintenance on the state highway system and the local street and road system. The program mandates that the funds made available shall be for expenditure on basic road maintenance and road rehabilitation projects, pedestrian and bicycle safety projects, drainage and stormwater capture projects, and other critical road safety projects.

Infrastructure needs that are eligible under State and Highway Code 2030 will allow DPW to address other critical drainage, pavement and traffic assets such as drainage channels and culverts, curbs, ramps, sidewalks, guardrails, bridges and street signage, to advance the County’s commitment to maintaining a safe, reliable, and resilient public infrastructure system in the unincorporated areas. These projects will provide substantial community benefits by enhancing public safety, improving mobility, and ensuring the long-term performance of essential facilities relied upon by residents, businesses, and visitors.

Today’s request is for the Board to direct staff to continue using SB1 funding for maintenance projects permitted under SCH 2030, while maintaining an average road condition of an average PCI of 70 for County maintained roads.

**RECOMMENDATION(S)**  
**CHIEF ADMINISTRATIVE OFFICER**

1. Find that the proposed action is not a project pursuant to Sections 15060 and 15378 of the California Environmental Quality Act (CEQA) Guidelines because it consists of general policy direction and fiscal planning related to the continued use of existing Senate Bill 1 (SB1) funding and the maintenance of County roads, and does not involve approval of any specific construction activity or a commitment to a definite course of action that would result in a direct or reasonably foreseeable physical change in the environment.
  
2. Direct the Chief Administrative Officer to prioritize the use of SB1 funds to maintain the County maintained road system in a state of good repair, including sustaining an average Pavement Condition Index (PCI) of 70, and to use any remaining available or received roadway-related funding, including funds from the Road Repair and Accountability Act of 2017, for road maintenance, rehabilitation, safety improvements, and asset management activities in accordance with Streets and Highways Code Section 2030 and other applicable laws and regulations.

## **EQUITY IMPACT STATEMENT**

The Department of Public Works (DPW) uses a standardized, data-driven process each year to develop a list of roads requiring maintenance, ensuring the selection is proportionally balanced across County districts based on total centerline miles. As part of our general approach and established procedure, DPW prioritizes equity by incorporating the most recent data from CalEnviroScreen (4.0) and the Healthy Places Index (3.0) GIS layers. These projects deliver significant benefits for residents, including upgrades to Americans with Disabilities Act compliant pedestrian ramps and drainage improvements that enhance access and mobility for non-motorized road users. Road resurfacing also supports reliable transit access, enabling cars and buses to travel more safely and efficiently to underserved communities and connecting workers to job centers. In addition, County of San Diego construction contracts are publicly advertised and competitively bid, supporting transparency and stimulating the local economy.

## **SUSTAINABILITY IMPACT STATEMENT**

The maintenance of San Diego County's County-maintained road system and other critical infrastructure has benefits to sustainability in terms of the economy, environment, social, health, and well-being. The repairs prevent more costly maintenance treatments in the future, thereby supporting economic sustainability. Through a comprehensive infrastructure management system, rehabilitation activities use 25% recycled asphalt from old, deteriorated facilities, saving thousands of tons of aggregate each year and supporting the County's sustainability goal to reduce pollution and waste through recycling. Well-maintained infrastructure allows vehicle owners and community members to use fewer resources for transportation, maintenance, and operation providing social sustainability benefits. Systemwide improvements, such as rehabilitating culverts, curbs, gutters, bridges, and similar assets contribute to the County's sustainability goals to improve water quality and extend the useful life of facilities, by protecting County-maintained infrastructure from costly and resource-intensive repairs. The installation of Americans with Disabilities Act compliant pedestrian ramps proposed in this action supports walkability, public access, and contributes to County sustainability goals to protect the health and well-being of everyone in the region, reduce greenhouse emissions, and transition to a green, carbon-free economy.

## **FISCAL IMPACT**

There is no fiscal impact associated with today's request to continue using SB1 funding for maintenance projects permitted under SCH 2030, while maintaining an average PCI of 70. The total road resurfacing program cost included in the Fiscal Year 2025-26 Operational Plan for Department of Public Works, Road Fund, is \$73,023,808. The funding sources are State SB1 gas tax revenue (\$62,953,444), Road Fund fund balance (\$2,181,000), TransNet (\$6,200,000), City of Escondido revenue agreement (\$288,516), City of San Diego revenue agreement (\$268,186), City of San Marcos revenue agreement (\$53,042), and PRD Zones' available prior year fund balance (\$1,079,620). There will be no change in net General Fund cost and no additional staff years.

## **BUSINESS IMPACT STATEMENT**

The maintenance of public infrastructure, including roads, bridges, culverts, storm drains, and other essential facilities, is critical to daily life and the regional economy. Additionally, well-maintained transportation corridors support efficient movement of goods and services, reduce travel times, and enhance mobility for commuters, businesses, and emergency responders. Properly functioning drainage systems convey stormwater safely away from County roadways to downstream treatment areas, reducing flood risk, improving water quality, and protecting adjacent properties. Regular, proactive maintenance also strengthens responsible asset management by identifying and addressing deterioration

early, extending the life of infrastructure, minimizing unexpected failures, and reducing long-term capital costs associated with reconstruction or replacement, ensuring public funds are used cost effectively. Additionally, County of San Diego construction contracts are publicly advertised, competitively bid, and contribute to the regional economy, with all workers on public works projects receiving prevailing wages set by the California Department of Industrial Relations and in accordance with the County's Working Families Ordinance, according to the type of work and location of the project.

**ACTION:**

ON MOTION of Supervisor Desmond, seconded by Supervisor Anderson, the Board of Supervisors took action as recommended.

AYES: Aguirre, Anderson, Lawson-Remer, Montgomery Steppe, Desmond

State of California)  
County of San Diego)

I hereby certify that the foregoing is a full, true and correct copy of the Original entered in the Minutes of the Board of Supervisors.

ANDREW POTTER  
Clerk of the Board of Supervisors



**Signed**  
by Andrew Potter