



COUNTY OF SAN DIEGO

LAND USE AGENDA ITEM

BOARD OF SUPERVISORS

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First District

JOEL ANDERSON
Second District

TERRA LAWSON-REMER
Third District

MONICA MONTGOMERY STEPPE
Fourth District

JIM DESMOND
Fifth District

DATE: June 10, 2026

05

TO: Board of Supervisors

SUBJECT

ADOPT A RESOLUTION APPROVING A LIST OF PROJECTS PROPOSED TO BE FUNDED BY SENATE BILL 1 FOR FISCAL YEAR 2026-27 AND RELATED CEQA EXEMPTION (DISTRICTS: ALL)

OVERVIEW

The Department of Public Works (DPW) is responsible for maintaining a range of roadway assets in unincorporated San Diego County (County), including 266 bridges, over 19,000 culverts, 223 traffic signals, 39,827 traffic signs, 56 miles of guardrails, and nearly 2,000 centerline miles of roads, among other roadway structures. Centerline miles measure total road length, regardless of lane count or width. On April 28, 2017, the Road Repair and Accountability Act of 2017 or Senate Bill 1 (SB1) was signed into law, which provides new State revenues to local jurisdictions dedicated for use on roads so that counties and cities can address the shortfall of funding needed to maintain local roadway assets.

To be eligible to receive SB1 funding, the Board of Supervisors (Board) must annually adopt a resolution approving proposed project locations and submit it to the California Transportation Commission (CTC) by July 1st. The use of SB1 revenue is governed by Streets & Highways Code (SHC) 2030, which restricts use to road maintenance, rehabilitation, and safety projects, among others. On April 22, 2026 (10), the Board directed DPW to use SB1 funding to keep County-maintained roads in good condition. This includes maintaining an average Pavement Condition Index (PCI) of 70 for these roads and using SB1 funds for other roadway maintenance needs that are eligible under Streets and Highways Code Section (SHC) 2030.

In Fiscal Year (FY) 2026-27, DPW estimates it will receive \$67.7 million in SB1 funding. DPW is planning to use this funding for maintenance in five primary program areas, including resurfacing, drainage, guardrails, bridges and asset management. While these program areas and associated project lists guide planning efforts, the County retains flexibility to fund other road maintenance projects if priorities change in accordance with SHC 2030. The assets identified for maintenance under these programs are within the unincorporated areas of San Diego County. The highest priority maintenance needs in each of these program areas have been identified through a data-driven prioritization process that includes community feedback to maximize resources for the public's benefit and are included in the FY 2026-27 SB1 funding proposal. A description of the

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five program areas identified for maintenance and the specific project locations are identified in Attachment A, Exhibits A1 through A4, which are on file through the Clerk of the Board.

- **Resurfacing Program (\$51M).** The resurfacing program is planned to receive approximately \$51 million for road resurfacing and the associated drainage culverts, Americans with Disabilities Act pedestrian ramps, and other repairs and upgrades that are proposed, similar to past fiscal years. DPW has identified 90.32 centerline miles for resurfacing. These roads were proportionally balanced based on the total centerline miles in each County District and reviewed to ensure fair representation of underserved communities, which account for 54% of the roads included. The maintenance of roadways prevents more costly maintenance needs in the future. The number of miles planned to be resurfaced by County District are as follows:

District	1	2	3	4	5
Resurfacing Miles	4.12	41.80	4.07	6.42	33.91

- **Drainage Program (\$10M).** The drainage program is planned to receive approximately \$10 million for the maintenance of roadway drainage infrastructure. DPW has identified 152 culverts for repair or replacement; approximately 51 culverts are planned to be constructed in 2027 with the FY 2026-27 SB1 funding; and the remaining 101 culverts require a longer design duration due to greater complexity and are planned for construction with future SB1 funds. Maintaining culverts will enhance safety by promoting effective drainage away from roadways and minimizing flooding. The number of culverts planned to be repaired or replaced by County District are as follows:

District	1	2	3	4	5
Number Culverts	4	61	1	12	74

- **Bridge Program (\$2.2M).** The bridge program is planned to receive approximately \$2.2 million for the maintenance of bridges. Approximately 282 bridge structures have been identified for routine evaluation and maintenance. A load rating evaluation will be conducted for approximately 259 bridges to ensure bridges are not damaged due to overloading. The remaining 23 bridge structures will receive minor structural repairs and vegetation and sediment removal to ensure efficient drainage and protect them from more costly future repairs. The number of bridges planned to be serviced by County District are as follows:

District	1	2	3	4	5
Number Bridges	4	118	12	22	126

- **Guardrail Program (\$1M).** The guardrail program is planned to receive \$1 million for the installation of three new guardrails and maintenance of ten existing ones. New guardrails will be installed at three locations to improve motorist safety in these areas. Eight existing guardrail locations will be upgraded to the latest California Department of

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Transportation (Caltrans) standards. These changes will enhance safety by preventing motorists from unintentionally leaving the roadway and reducing the severity of a crash.

- **Asset Management (\$3.5M).** As part of the road maintenance and rehabilitation projects, approximately \$3.5 million is planned for the development of an enhanced Asset Management Program for assets across the unincorporated area. This Program recognizes the importance of prioritizing the accuracy and functionality of asset data as a means of helping identify and schedule maintenance and rehabilitation work. Proper prioritization of work will also improve asset lifecycle management, reduce risk, improve safety, and ensure infrastructure remains resilient and aligned with community needs.

This request seeks Board adoption of a resolution approving the FY 2026-27 SB1-funded project list for submission to CTC. DPW will begin design work, identify potential construction conflicts, and refine costs for the projects and will return to the Board to request approval for advertising and awarding multiple construction contracts for the respective projects. The projects being constructed with the FY 2026-27 SB1 funding are anticipated to start construction near the end of 2026 and finish in summer 2028.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15301 of the California Environmental Quality Act (CEQA) Guidelines that the proposed project is categorically exempt from CEQA review because it involves the maintenance of existing public roads involving no or negligible expansion of existing use.
2. Adopt a resolution entitled: RESOLUTION OF THE SAN DIEGO COUNTY BOARD OF SUPERVISORS APPROVING A LIST OF PROJECTS PROPOSED TO BE FUNDED BY SB1 FOR FISCAL YEAR 2026-27.

EQUITY IMPACT STATEMENT

The Department of Public Works (DPW) uses a standardized, data-driven process each year to develop lists of roadway assets that require maintenance with a focus on proportionally balancing improvements across communities and Supervisorial districts. DPW prioritizes equity by incorporating the most recent data from CalEnviroScreen (4.0) and the Healthy Places Index (3.0) GIS layers into the evaluation process. 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. Roadway asset maintenance also supports reliable transit access, enabling cars and buses to travel more safely and efficiently to underserved communities connecting workers to job centers. In addition, County of San Diego construction contracts support small-local businesses and are publicly advertised and competitively bid supporting transparency and stimulating the local economy.

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SUSTAINABILITY IMPACT STATEMENT

Maintaining San Diego County (County) roadway assets has benefits to sustainability in terms of the economy, environment, social, health, and well-being and prevents more costly maintenance treatments in the future, thereby supporting fiscal sustainability. Asphalt concrete rehabilitation activities use up to 25% recycled asphalt from old, deteriorated roads, saving thousands of tons of aggregate each year and supporting the County's sustainability goal to reduce pollution and waste through recycling. Well-maintained roads and bridges allow vehicle owners to use fewer resources for vehicle maintenance and operation providing social sustainability benefits. Drainage improvements, such as rehabilitating channels, culverts, curbs, and gutters contribute to the County's sustainability goals to improve water quality and extend the useful life of County-maintained roadway assets by protecting them from costly and resource-intensive repairs. Guardrail improvements include the use of recyclable steel materials that support recycling efforts into the future and promote the County's solid waste diversion goals in the Climate Action Plan. The installation of Americans with Disabilities Act compliant pedestrian ramps proposed in this action supports walkability, mass transit 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 recommendation to adopt a resolution approving a list of projects proposed to be funded by Senate Bill 1 (SB1) Road Maintenance and Rehabilitation Account for Fiscal Year (FY) 2026-27. Funds for this request are included in the FY 2026-27 CAO Recommended Operational Plan in the Department of Public Works, Road Fund. If approved, this request will result in costs and revenue of \$67.7 million in FY 2026-27. The funding source is State of California SB1 Road Maintenance and Rehabilitation Account gas tax revenue, which will be used to fund design and construction, including contingencies. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

The maintenance of public infrastructure, such as roads, bridges, culverts, storm drains, and other essential roadway assets, play a critical role in supporting daily life and the regional economy by enabling the efficient transit of goods and services, reducing travel times, and improving the overall mobility of commuters, businesses, and emergency responders. Regular and proactive maintenance is a key component of responsible asset management and can extend the useful life of roadway assets and minimize unexpected failures and public inconvenience. County of San Diego construction contracts include provisions in the Working Families Ordinance, support small-local businesses, and are publicly advertised and competitively bid stimulating the local economy. All workers employed on public works projects must be paid prevailing wages determined by the California Department of Industrial Relations, according to the type of work and location of the project.

ADVISORY BOARD STATEMENT

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Department of Public Works has engaged with all community planning and sponsor groups to understand their priorities and incorporate feedback for maintenance projects within their respective communities.

BACKGROUND

The Department of Public Works (DPW) is responsible for maintaining a range of roadway assets in unincorporated San Diego County (County), including 262 bridges, over 19,000 culverts, 223 traffic signals, 39,827 traffic signs, 56 miles of guardrails, and nearly 2,000 centerline miles of roads, among other roadway structures. Centerline miles measure total road length, regardless of lane count or width. County-maintained roads make up one of the County’s largest assets. The condition of these roads is measured using an industry standard rating system known as the Pavement Condition Index (PCI), which ranges from 0 (failed) to 100 (perfect). Industry standards consider roads in “good” condition when they score between 50-70 PCI, with 70 being optimal for cost-effective maintenance.

The County's average road condition declined significantly from 2012 to 2016, with the PCI dropping from 70 in 2012 to 60 in 2016. This deterioration resulted from reduced maintenance due to several factors: rising construction costs, declining state funding, and decreased gas tax revenue as more fuel-efficient vehicles became common. To address this funding gap, the Road Repair and Accountability Act of 2017 or Senate Bill 1 (SB1) was signed into law on April 28, 2017, to provide new revenues so that counties and cities can address the shortfall of funding needed to maintain local streets and roads. These revenues provide needed funding to improve the overall condition of local streets and roads and protect them from deterioration and costly future repairs. Revenues collected by the State of California are distributed to counties and cities based on a formula that contains various factors, including population, registered vehicles, and road miles maintained. The SB1 revenues are split 50/50 between the State and counties/cities. The use of SB1 revenue is governed by Streets & Highways Code (SHC) 2030, which restricts use to road maintenance, rehabilitation, and safety projects, among others.

On May 2, 2017 (11), the Board of Supervisors (Board) directed staff to use this funding to develop a program to achieve an average PCI of 70 for roads within the County maintained road system (CMRS). Since 2017, DPW has prioritized the use of over \$500 million of SB1 funding for resurfacing projects, programmed the resurfacing of over 1,000 miles and completed the resurfacing of over 800 miles of roads, or about 40% of the CMRS. As a result of this effort, DPW achieved the Board directed goal of an average PCI of 70 in the CMRS while also upgrading hundreds of drainage culverts, Americans with Disabilities Act pedestrian ramps and other associated repairs and upgrades.

On April 22, 2026 (10), the Board of Supervisors (Board) directed DPW to maintain the CMRS in a state of good repair including using SB1 funding to maintain an average PCI of 70 for the CMRS and to maintain other roadway assets that are eligible under SHC 2030. In FY 2026-27, DPW estimates it will receive \$67.7 million in SB1 funding. To receive these funds, the Board must annually adopt a resolution with proposed road resurfacing projects and submit it to the California Transportation Commission (CTC) by July 1, 2026. Once the resolution and project list are

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approved by the CTC, SB1 funds are distributed monthly by the State Controller. Funds for these requests are included in the FY 2026-27 Chief Administrative Officer's Recommended Operational Plan.

For FY 2026-27, DPW is planning to use this funding for maintenance in five primary program areas, including resurfacing, drainage, guardrails, bridges and roadway asset management. The assets identified for maintenance under these programs are within the unincorporated areas of San Diego County and are a necessary component of maintaining the CMRS. The highest priority maintenance needs in each of these program areas have been identified and included in the FY 2026-27 SB1 funding proposal. The funding levels identified for the five program areas in FY 2026-27 include the following.

- Resurfacing - \$51 million
- Culverts - \$10 million
- Bridges - \$2.2 million
- Guardrails - \$1 million
- Roadway Asset Management - \$3.5 million

This request seeks Board adoption of a resolution approving the FY 2026-27 SB1-funded project list for submission to the CTC. DPW will begin design work, conflict identification, and refine costs for the projects and will return to the Board later to request approval for advertising and awarding multiple construction contracts for the respective projects. The projects being constructed with the FY 2026-27 SB1 funding are anticipated to start construction near the end of 2026 and finish in summer 2028.

Resurfacing Program

The County maintains nearly 2,000 centerline miles of roads. Centerline miles measure total road length, regardless of lane count or width. The CMRS is one of the County's largest assets and provides significant benefits to residents, visitors, businesses and others. Proper road maintenance has been shown to lower vehicle maintenance costs and improve fuel economy for road users. It also facilitates the transit of goods and services to support the local economy, eases movement to jobs, schools, shopping and medical centers, and supports numerous other emergency and government services.

The resurfacing program is planned to receive approximately \$51 million to maintain and improve roads in the CMRS, including the associated drainage culverts, Americans with Disabilities Act pedestrian ramps and other associated assets, similar to past fiscal years. For FY 2026-27, DPW has identified 90.32 centerline miles for resurfacing, detailed in Attachment A, Exhibit A1. These locations were selected through a data-driven prioritization process to maximize resources for the public's benefit. The prioritization process considers data from pavement management software, operational needs identified by physical inspections, and recommendations from the community.

The County's computerized pavement management system maintains detailed condition information on individual roads in the CMRS based on specialized video surveys. The last survey

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was conducted in March 2025, where pavement condition data was collected using downward-facing cameras and laser technology. DPW's operational priorities are identified by DPW's Road maintenance staff and are based on real-time knowledge that includes changes in traffic patterns, resident and community feedback, and road deterioration due to localized conditions, among others. DPW staff consider the highest road maintenance priorities that demonstrate a need for resurfacing to maximize resources for the public's benefit. The road list was proportionally balanced based on the total centerline miles in each Supervisorial District and reviewed to ensure fair representation of underserved communities, which account for 54% of the roads included.

Drainage Program

The County maintains over 19,000 drainage culverts. Culverts convey water beneath or away from roadways, enhancing safety for motorists, minimizing contaminants and health hazards such as sediment and mosquitos in our water ways. Culverts also protect roadways from flooding, costly damage and public inconvenience.

The drainage program is planned to receive approximately \$10 million for the maintenance of roadway drainage infrastructure. For FY 2026-27, DPW has identified 152 culverts for maintenance as detailed in Attachment A, Exhibit A2. Approximately 51 culverts have been identified for in-kind replacement with corrugated metal pipes (CMP). The design and construction process for in-kind replacement of CMP is relatively quick and is planned to occur in 2027 with the FY 2026-27 SB1 funding allocation. The remaining 101 culverts are being upgraded to reinforced concrete pipe (RCP), which requires a longer design duration due to the level of detail and precision necessary to ensure utilities do not conflict with the new thicker RCP pipe material. As a result, the 101 culverts being upgraded to RCP are planned for construction using future SB1 funds following design and utility coordination.

Bridge Program

The County maintains approximately 266 bridge structures and 524 high-capacity culverts. These structures allow the safe crossing of vehicles and pedestrians over roads, trails, waterways and other obstacles. They provide cost-effective connectivity, minimize environmental disturbance, decrease travel time, and ensure goods, services and emergency vehicles can move across waterways during periods of heavy rainfall and flooding. Routine inspections are conducted to identify structures that require maintenance or repair. Maintenance and repair activities are prioritized based on structural integrity, safety, and how conditions could adversely impact the service life of the structure.

The bridge program is planned to receive approximately \$2.2M for the maintenance of bridge structures. For FY 2026-27, DPW has identified 282 bridge structures for maintenance as detailed in Attachment A, Exhibit A3. Approximately 259 bridges will receive a load rating evaluation that will determine the maximum safe load that the bridge can support under current conditions. As structures age, conditions can change that necessitate reevaluation to avoid potential damage and the associated costly repairs. The remaining 23 bridges will receive routine maintenance that may include vegetation and sediment removal and other minor structural repairs. Removing vegetation and sediment from waterways removes potential drainage blockages that can accelerate erosion or

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cause flooding that can damage bridges. Other minor structural repairs may include the patching of decking materials, painting or other minor repairs that will extend the life of the structure, improve safety, and avoid more costly future repairs.

Guardrail Program

The County is responsible for the maintenance and operation of more than 56 miles of guardrails. Guardrails are installed along the edge of the roadway and can redirect an errant vehicle back on to the roadway, can slow the vehicle down and completely stop it, or in certain circumstances can slow the vehicle down and then let it proceed on the roadway. Research and studies have found that improving roadside guardrails or barriers is one of the most effective measures to reduce and mitigate vehicle crash severity in situations where vehicles unintentionally leave the roadway.

The guardrail program is planned to receive approximately \$1 million for the maintenance of metal beam guardrail structures. For FY 2026-27, DPW has identified three locations that have been prioritized for the installation of new guardrails and eight locations where guardrails have been identified for upgrades to current standards as detailed in Attachment A, Exhibit A4. Guardrail locations were prioritized based on traffic volume, speed limit, nearby hazards or utilities, guardrail condition, slope severity, and traffic patterns.

Roadway Asset Management

DPW is responsible for maintaining tens of thousands of roadway assets. Identifying, cataloging, and tracking the condition of these assets is crucial in determining how and when road maintenance funding is allocated. To enhance existing asset management efforts, DPW is embarking on a comprehensive initiative that is designed to modernize how assets are tracked, evaluated, and maintained. This Asset Management Program (Program) will focus on migrating more than 20 existing asset categories into a new single Asset Management System (AMS) that will improve the accuracy and functionality of asset data as a means of helping identify and schedule maintenance and rehabilitation work.

The Program will include a County-wide condition assessment that will reconcile and update the condition data of all roadway assets through field reviews, video surveys, and artificial intelligence-powered analysis. A new AMS will be procured to better integrate asset data with DPW's Geographic Information System (GIS) and strengthen the prioritization process and resource allocation for asset maintenance. In parallel, DPW will develop condition guidebooks for all assets to standardize condition assessment processes. Once complete, the Program will provide significant enhancements to inventory accuracy, condition assessments, and aid in the overall maintenance of public assets. This will improve asset lifecycle management, reduce risk, improve safety, and ensure infrastructure remains resilient and aligned with community needs. While these project lists guide planning and maintenance priorities, the County retains flexibility to fund other road maintenance and rehabilitation projects under Streets and Highways Code section 2030. Any changes to projects will be reported to the CTC in annual expenditure reports.

ENVIRONMENTAL STATEMENT

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Section 15301(c) of the California Environmental Quality Act (CEQA) Guidelines exempts from CEQA review 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 existing or former use.” This exemption includes the maintenance of existing highways, streets, sidewalks, gutters, bicycle, and pedestrian trails. The key consideration in determining whether this exemption applies is whether the project involves “negligible or no expansion of existing or former use.” This action consists of approving a list of projects proposed to be funded by Senate Bill 1 for Fiscal Year 2026-27. These projects include asphalt concrete and slurry seal road resurfacing, culverts, guardrails, pedestrian ramps, bridges, and other maintenance work within existing County-maintained roadways. The projects include activities that are necessary to ensure existing right-of-way facilities continue to function as designed. Therefore, the projects are categorically exempt in accordance with Section 15301 of the CEQA Guidelines because they involve the maintenance of existing public roads involving no or negligible expansion of existing use.

LINKAGE TO THE COUNTY OF SAN DIEGO STRATEGIC PLAN

Today’s recommendations support the Sustainability, Community, and Equity Strategic Initiatives in the County of San Diego’s 2026-2031 Strategic Plan. Sustainability is supported with construction practices that utilize enhanced recycling efforts and accessibility improvements that promote walkability and mass transit. Communities are strengthened with robust maintenance practices that enhance safety and mobility. Equity is achieved by focusing on maintenance and accessibility enhancements in underserved communities and for persons with disabilities.

Respectfully submitted,



DAHVIA LYNCH
Deputy Chief Administrative Officer

ATTACHMENT(S)

Attachment A - Resolution of the San Diego County Board of Supervisors Approving a List of Projects Proposed to be Funded by SB1 for Fiscal Year 2026-27

- Exhibit A1. SB1 Project List for Fiscal Year 2026-27 Road Resurfacing Program
- Exhibit A2. SB1 Project List for Fiscal Year 2026-27 Drainage Culvert Program
- Exhibit A3. SB1 Project List for Fiscal Year 2026-27 Bridge Program
- Exhibit A4. SB1 Project List for Fiscal Year 2026-27 Guardrail Program