

Minutes of the Veneta City Council Work Session

February 9, 2015

Present: Sandra Larson, Tim Brooker; Thomas Cotter, Victoria Hedenstrom, and Thomas Laing

Others: Ric Ingham, City Administrator; Shauna Hartz, Finance Director; Kay Bork, Community Services Director; Kyle Schauer, Public Works Director; Darci Henneman, Assistant City Recorder, Lindsay Hammond, Pavement Services, Inc., and Joan Mariner, Fern Ridge Review

1. CALL TO ORDER

Chair Larson called the City Council Work Session to order at 6:02 p.m.

2. PAVEMENT CONDITION SURVEY & EVALUATION REPORT

a. Agenda Item Summary

Schauer reviewed his agenda item summary. He said this report isn't about bringing City streets up to standards but about preserving the existing surfaces.

In response to a question from Mayor Larson, Schauer said existing sidewalks were included in the study.

In response to questions from Thomas Cotter, Schauer said the study only looked at roadways. He said the study tells us what it costs to bring the existing roads to City standard and doesn't include road reconstruction, widening streets, or improvements like sidewalks, curbs and gutters. Schauer said the study points out what roads we need to focus on.

In response to a question from Tim Brooker, Schauer said the overall intent is to bring the roadways to a usable and acceptable level.

b. Executive Summary of the Pavement Condition Survey and Evaluation of Veneta's City Street System-Pavement Services, Inc. January 23, 2015

Schauer said Pavement Services, Inc. (PSI) produced the Pavement Management Report to establish a pavement management system and baseline condition for City streets. The report includes surface condition descriptions, current treatment programs and costs, treatment plans based on several funding scenarios, and provides a formulated multi-year maintenance and repair project list. Schauer reviewed the Executive Summary and introduced Lindsay Hammond of Pavement Services, Inc.

c. Power Point Presentation

Ms. Hammond thanked the Council for giving her the opportunity to make a power point presentation. She said her company conducted the street study of 21.5 miles of asphalt paved roads which took about a week. She said they also completed a visual survey of sidewalks; measuring widths, location, and condition. She said using the visual condition information, a budget, cost analysis, and funding analysis needed to elevate our street network was developed. She said a rough estimate to replace the existing pavement surfaces is about \$26,000,000. Ms. Hammond reviewed her power point presentation.

In response to a question from Victoria Hedenstrom, Ms. Hammond said many agencies will use a seven color scale graph but for simplicity, she used a five color scale. She said we need to pay attention to the lower level roads that are not so far gone that repairs are futile.

Ms. Hammond said for the most part our City streets are in good condition except the main connectors. She said approximately 4% of our streets need reconstruction. She said there is no official standard used to survey sidewalks. She said all sidewalks were surveyed and the majority of the sidewalks were in good condition; a few cracks or trip hazards were identified which are usually caused by tree roots. She said we had very few sidewalks in fair condition.

Ms. Hammond reviewed four budget scenarios for 2015-2020. She recommended we select budget scenario 2 to maintain the current Pavement Condition Index (PCI) at a cost of \$447,000 per year. Ms. Hammond reviewed the analysis results and the project recommendations based on a budget of \$325,000.

In response to a question from Mayor Larson, Ms. Hammond said a slurry seal is a surface treatment consisting of an asphalt and sand emulsion. She said it's applied to the entire surface to keep the aggregate from popping off the asphalt which extends the life of the surface.

Schauer said continued treatment will keep our roads at 75% which is ideal. He said once the road gets beyond repair, these treatments are futile. He said preservation is key so that our streets don't deteriorate to that degree.

In response to a question from Thomas Cotter, Schauer said the City contracts out road repairs, including applying the slurry seal treatment.

In response to a question from Thomas Cotter, Ms. Hammond said budget scenario 2 covers existing material replacement but does not include pavement overlay, ADA improvements or adding sidewalk curbs and gutters. She said the numbers came from current Veneta bid tabs and Eugene's bid tabs from the past couple of years.

In response to a question from Thomas Laing, Ms. Hammond said slurry seal application is 30 cents per sq. ft.

In response to a question from Tim Brooker, Ms. Hammond said depending on traffic, the slurry seal lasts around five years. She said it will reduce the acceleration rate of deterioration so it can potentially increase the life of the road.

Schauer said our roads are in constant decline and we're trying to interrupt the decline. He said the majority of our streets are residential and don't take a lot of load. He said most of the load is on the two highways which are not ours to maintain. He said our connectors; Eighth St., Hunter, East Bolton, and Perkins show the most decline.

In response to a question from Mayor Larson, Schauer said scenario 2 addresses the City's backlog maintenance and includes applying slurry seals, which is preventative. He said unfunded maintenance includes patching and major work activities.

In response to a question from Mayor Larson, Ms. Hammond said if the City wanted to repair and maintain everything that needed it, it would cost 3.2 million dollars. But if maintenance is done over time, we would have to consider continual deterioration of our roads.

Ingham said the study talks about our current backlog and preservation. He said Ms. Hammond recommends we go with scenario 2 which will allow us to get the projects done at the lowest cost. He said it doesn't factor other variables we may be faced with.

In response to a question from Thomas Laing, Ms. Hammond said the cost is based on numbers from the last two years. She said there's no way we can predict how oil prices will

affect the cost. She said we're only talking about material costs and not administrative or engineering costs which can be 15% to 25%. She said her figures are present day dollars for material costs.

Ms. Hammond said most budget scenarios had a timeline of 10 to 15 years. She said if we were to keep the current budget, the backlog continues to go down until 2025. She said in 2025 the backlog becomes so expensive we can't afford to do the repair, so if we increase the budget, we can chip away at the backlog.

Schauer said every dollar we spend today can potentially save us 3-5 dollars.

Ms. Hammond said the City is in a great place because we have many newer streets. She said that puts the City in a good position to focus on older pavements that are getting to that critical point and to also work on those reconstruction projects that will need more money.

In response to a question from Thomas Cotter, Ingham said because these projects are all maintenance related they would be paid from the street fund. The typical budget is \$350,000; however, more is needed to work on the backlog. The source of the approximately \$250,000 is unknown.

In response to a question from Victoria Hedenstrom, Ingham said \$325,000 doesn't cover costs to PCI to obtain a rating of 83.

In response to a question from Victoria Hedenstrom, Hartz said the current street budget consists of \$130,000 for personnel and \$260,000 for materials and services.

In response to a question from Victoria Hedenstrom, Ingham said we should be spending about \$325,000 per year to preserve our streets but that is not the current practice.

Tim Brooker said we still need to add another \$300,000 per year for six years. He said we would need about \$500,000 a year just to maintain today's streets, including the backlog, so by 2023 the backlog would be eliminated.

In response to a question from Mayor Larson, Ms. Hammond said the project list is based on spending \$325,000 per year to maintain current streets.

Ms. Hammond said there's still money for covering pot holes and other maintenance costs to keep the poor streets drivable and the goods street in good condition.

In response to a question from Victoria Hedenstrom, Ms. Hammond said the roads in red are overlay projects and are less expensive now because the road structure is still good. She said we can resurface those roads before they become a tear out and refill.

In response to a question from Mayor Larson, Ms. Hammond said at some point we will be done with the backlog so everything will just need maintaining.

In response to a question from Thomas Cotter, Ingham said staff needs Council direction to create a six year pavement and rehabilitation plan that would include Eighth St. He said a large capital project like Eighth St. will be captured in the Transportation System Plan (TSP). He said the big projects will likely require a sidewalk LID and will include curb and gutters which should be done at the same time. He said stormwater damages the roads more than anything else and the only way to address that is to put stormwater infrastructure in at the same time. He said we need to lay out a series of steps over a 10 year period.

In response to a question from Thomas Cotter, Hartz said a portion of the money allocated from the state needs to pay for bike/pedestrian paths.

Ingham said franchise fees can be dedicated to build bike paths and we have the discretion to put funds in that direction but we would rather focus on roads.

In response to a question from Mayor Larson, Hartz said a portion of the funds we collect are set aside for bike/pedestrian path projects – like a savings account.

Schauer said depending on the classification of the road, many bike paths are included.

In response to a question from Victoria Hedenstrom, Ingham said large developers contribute to roads and multi-purpose paths as well as for improvements to Highway 126. He said Transportation SDCs are allocated through our transportation plan and they have to be consistent for everyone.

Ingham said Ms. Hammond’s original report was 95 pages and is available for review. He said he felt scenario 2 is the right fit, however developing a comprehensive plan, including funding sources, is the next step. The next step in the discussion is deciding how we are going to complete these repairs and how are we going to pay for it over the next six years.

In response to a question from Mayor Larson, Ingham said this item can be on the next Council agenda.

3. PRIORITIZED CITY COUNCIL GOALS & TASKS

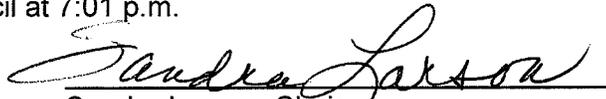
The paving assessment discussion went over so this topic was not discussed.

4. OTHER

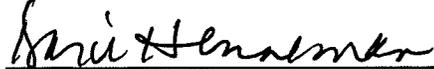
None

5. ADJOURN

Chair Larson adjourned the Veneta City Council at 7:01 p.m.


Sandra Larson, Chair

ATTEST:


Darci Henneman, Assistant City Recorder
(Minutes prepared by DHenneman)