



FINAL MINUTES

CITY OF SEASIDE
CITY COUNCIL/ SUCCESSOR
AGENCY TO THE
REDEVELOPMENT AGENCY

JOINT SPECIAL MEETING
COUNCIL CHAMBER
Thursday, April 19, 2018
5:30 PM

1. **CALL TO ORDER**

Mayor Rubio called the meeting to order at 5:30 PM.

**CITY COUNCIL/SUCCESSOR AGENCY TO REDEVELOPMENT AGENCY OF THE
CITY OF SEASIDE**

PRESENT: Alexander, Campbell, Jones, Pacheco, Rubio

ABSENT: None

2. **PLEDGE OF ALLEGIANCE**

3. **PUBLIC COMMENT**

Mayor Rubio invited comments from the public on the Consent Agenda and the Closed Session items and had no requests to speak.

4. **CLOSED SESSION**

The City Council adjourned to Closed Session at 5:33 PM.

A. **CLOSED SESSION PURSUANT TO GOVERNMENT CODE SECTION 54956.9 (2) (d) -
ANTICIPATED LITIGATION**

The City Council reconvened the meeting and there were no reports.

5. **CONSENT AGENDA**

On motion by Council Member Jason Campbell and seconded by Council Member Dave Pacheco and passed by the following vote the City Council approved item B of the Consent Agenda.

RESULT: **Approved**

MOVER: Council Member Jason Campbell

SECONDER: Council Member Dave Pacheco

AYES: Ralph Rubio, Dennis Alexander, Jason Campbell, Dave Pacheco, Kayla Jones

NOES: None

ABSENT: None

A. **APPROVE MINUTES FROM APRIL 5, 2018 MEETING**

Action: Continued

B. APPROVE AND FILE SUCCESSOR AGENCY CHECKS

Action: Approved

6. STUDY SESSION

A. PAVEMENT MANAGEMENT PROGRAM

City Engineer Riedl introduced the item and to present the results of the Pavement Management Program survey conducted by NCE Engineering and Environmental Services. He introduced Margo Yapp from NCE who explained the purpose of a pavement management program as a tool to identify what is in the street network (conditions), what needs to be fixed, the order in which it needs to be fixed, and a cost effective way to fix it. The philosophy of the software is prioritizing pavement preservation. She outlined the asset data of the City's street system including the fact that there are 76.04 miles of center line road and delineated the difference between types of roads and explained the total asset value of the City's street network at \$104.4 million dollars.

She explained how the pavement conditions were measured and rated and that the City's overall PCI is scored at 63, which is considered "at risk", on a scale of 100. She detailed the different levels of the measurements and when roads typically begin to fail. Statewide average of the PCI is 65. City of Seaside streets: 1/3 are in good condition, 1/3 are at risk and 1/3 are poor or /failed.

Ms. Yapp then explained possible funding scenarios for maintenance explaining how \$1.5 million per year anticipated from SB 1 fund would negligibly impact the pavement conditions and that deferred maintenance will continue increasing. She also explained that due to the high supply of jurisdictions with deferred maintenance throughout the state this new funding has created a significant increase in the cost of pavement management services with low supply of contractors. Seaside's required maintenance per year to maintain road conditions is \$4.2 million per year. To improve the CPI, it would require \$9.6 million per year with deferred maintenance decreases to \$12 million. As a funding option, she detailed different bond funded scenarios at \$7 Million, \$10 million, or \$15 million.

She concluded by summarizing that the City currently has a huge investment into the street network. The overall network condition is "Fair" but the \$1.5 million is not sufficient to maintain and the prediction is that it will deteriorate over the next 10 years and conditions will be "very poor" by the end of that 10 years. She recommended the Council consider what policies to have in place for a sustainable community. Ms. Yapp answered questions from the Council.

On question, City Engineer Riedl explained what the City is currently expending funds toward for pavement repair, including a new patch truck for fixing pot holes. Council Member Pacheco requested that staff bring forward for action possible bond funding scenarios to which City Manager Malin indicated it was on the work plan. Mr. Pacheco encouraged bonding at the \$10 to \$15 million rate.

Council Member Campbell questioned the difference between focus of repair or reconstruction. Mr. Riedl indicated that reconstruction costs are significantly increased due to the ADA accessibility requirements that must be fulfilled at the same time. The Council discussed different prioritizations for repair discussing simple maintenance vs the rebuild of the road. Ms. Yapp said that some default assumptions were made and that can be modified based on policy direction on priorities.

Mayor Rubio said, and the Council agreed, that this will come back before the Council for discussion about funding road maintenance through bonds and setting policies for maintenance priorities as this was intended to be an introductory discussion.

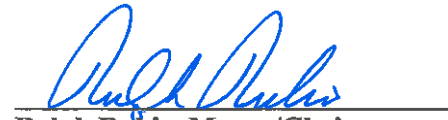
Mayor Rubio invited comments from the public and had no requests to speak.

7. **ADJOURNMENT**

Meeting was adjourned at 6:45 PM.

Respectfully submitted,



Lesley Milton-Rerig, City Clerk

Ralph Rubio, Mayor/Chair