

## Responses to Council Questions and Comments

11/04/2024

### **Item #11: Resolution Accepting and Adopting the Five-Year Paving Plan (FY25/26-FY29/30) and Authorizing the Director of Public Works and Utilities, or Designee(s) to Implement this Plan**

- **Question:** The most recent public PCI data from MTC is for 2022. Please share the 2023 and 2024 reports.
  - **Response:** The Metropolitan Transportation Committee (MTC) was set to release the 2023 Annual Pavement Conditions Report last Thursday, October 31, 2024. It has not yet been released but is anticipated to be released this week. A link to the Annual Pavement Report will be available on the City's Streets pavement webpage and can be accessed via <https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>.
- **Question:** Please expand the table on pg 2 to include the expenditure of the past 3 years – FY22, 23 and 24 and include a list of streets completed
  - **Response:** The table below has been expanded to show the major street work and associated expenditures completed over the past three fiscal years: FY22, FY23, and FY24.

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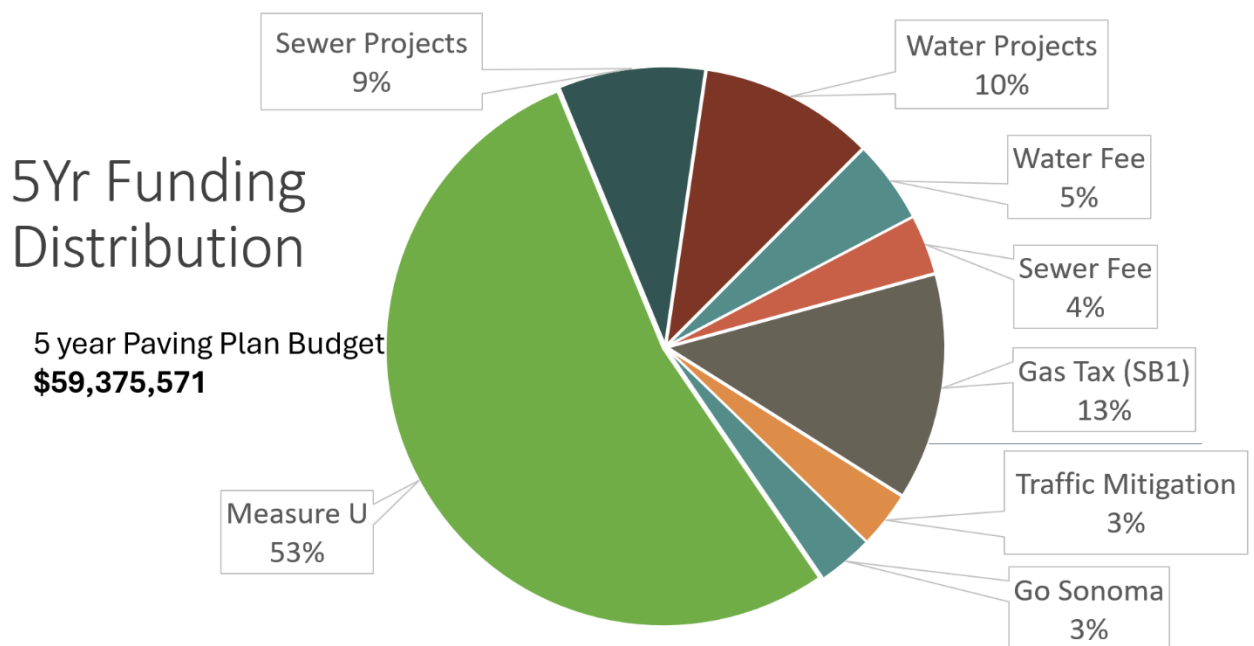
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<u><b>Fiscal Year</b></u>	<u><b>Road Segment</b></u>	<u><b>Project Type</b></u>	<u><b>Projected Budget</b></u>
<b><u>FY 22-23</u></b>	North McDowell Blvd	Rehabilitation	\$12,787,000
	Garfield Drive	Rehabilitation	\$3,488,000
	<b>Total</b>		<b>\$16,275,000</b>
<b><u>FY 23-24</u></b>	Maria Drive	Rehabilitation	\$5,177,000
	<b>Total</b>		<b>\$5,177,000</b>
<b><u>FY 24-25</u></b>	Howard Street	Rehabilitation	\$5,737,440
	Rainier Avenue	Rehabilitation	\$2,439,200
	Various PM	Maintenance	\$885,000
	<b>Total</b>		<b>\$9,061,640</b>
<b><u>FY 25-26</u></b>	D Street	Rehabilitation	\$7,277,200
	Caulfield Lane	Rehabilitation	\$4,429,280
	St. Francis Drive	Rehabilitation	\$2,402,700
	Various PM	Maintenance	\$715,000
	<b>Total</b>		<b>\$14,824,180</b>
<b><u>FY 26-27</u></b>	Casa Grande	Rehabilitation	\$5,532,120
	Old Redwood Hwy	Rehabilitation	\$3,423,013
	North Webster Street	Rehabilitation	\$1,768,700
	Various PM	Maintenance	885,000
	<b>Total</b>		<b>\$11,608,833</b>
<b><u>FY 27-28</u></b>	Daniel Drive	Rehabilitation	\$2,525,895
	Residential East	Rehabilitation	\$6,631,625
	Various PM	Maintenance	\$885,000
	<b>Total</b>		<b>\$10,042,520</b>
<b><u>FY 28-29</u></b>	Western	Rehabilitation	\$2,760,388
	Residential West	Rehabilitation	\$8,455,138
	Various PM	Maintenance	\$885,000
	<b>Total</b>		<b>\$12,100,526</b>
<b><u>FY 29-30</u></b>	Washington Street	Rehabilitation	\$5,198,700
	Midtown	Rehabilitation	\$4,715,813
	Various PM	Maintenance	\$885,000
	<b>Total</b>		<b>\$10,799,513</b>

- **Question:** Please show the funding source for the proposed funding stream. Where does the \$11.9m/y come from?
  - **Response:** The funding sources for the proposed 5-Year Paving Plan will be covered in the presentation. Please see the “5Yr Funding Distribution” slide in tonight's PowerPoint for the breakdown of funding sources.

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- **Question:** Am I understanding that staff estimates that \$59m (5 yrs) will keep the 54 PCI; even though the MTC/consultant says it will take \$100m over 5 years
  - **Response:** The Pavement Management Technical Assistance Program (P-TAP) is a program by the Metropolitan Transportation Commission that helps Bay Area Cities and Counties improve their roads and streets by updating and maintaining the pavement Management database. As part of P-TAP, a consultant evaluates all the roads in the City on a two-year cycle to ensure accurate pavement condition data. In the most recent Pavement Management Report (PMP), the consultant used unit price assumptions based on estimates from other local jurisdictions, which included construction costs, ADA upgrades, markups, design costs, and contingencies. Upon reevaluation for the City's proposed 5-Year Plan, staff determined that these markups and contingencies were much higher than anticipated for Petaluma's needs. We have updated the unit prices in StreetSaver, our pavement management software, using recent project data to provide more accurate projections. Based on this refined analysis, we estimate that \$59 million over the next five years will be sufficient to maintain a 54 PCI.
- **Question:** How are the industrial streets evaluated? One of the worst streets in town is South McDowell especially from Cader to Cypress
  - **Response:** Land use, such as industrial areas, was not directly used as a criterion in pavement prioritization. However, our yearly projected budget allocation for the 5-Year Plan includes a percentage split between major and local roads, with a focus on residential roads, which make up 55% of our road network. The street ranking framework prioritizes safety, with special emphasis on streets within a 1/4 mile of schools and 1/8 mile of parks. Given that 45% of the City's roads are

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in poor to failed condition and funding is limited, prioritizing certain roads is essential. Although South McDowell Extension is adjacent to Shollenberger Park, it ranked lower in the evaluation and was not included in the 5-Year Plan.

- **Question:** Please update <https://cityofpetaluma.org/street-pavement/> Every two years, Petaluma conducts a comprehensive pavement condition survey. The most recent data collection occurred in 2022, with the next scheduled for 2024. This crucial data, along with our 3-5-year paving plans, guide our strategies.
  - **Response:** We will update the City's website with a link to MTC's Pavement Report for 2023 and a link to the City's P-TAP 24 Pavement Management Plan, completed by Pavement Engineering Inc.
- **Question:** Paving timeline for FY 25/26? Summer would be better for the areas near or in front of schools.
  - **Response:** For all of our paving projects, the goal is to issue bids by February to ensure a summer construction window and complete most of the construction near schools during summer break. While it can be challenging to finish larger projects entirely over the summer, our project specifications detail the timeframe contractors can work in school zones during this period, so the most impactful work is completed first.
- **Question:** Rainier Road and underground work are not included in the FY 25/26 list. Why?
  - **Response:** The Rainier Avenue paving project, which includes the installation of the recycled water main and replacement of domestic water services will be completed in FY24/25.