



Agenda
City Council Workshop Meeting
Tuesday, April 24, 2018
City Hall Council Chamber | 505 Swift Boulevard

City Council Workshop - 6:00 p.m. (City Hall Council Chamber)

Agenda Items:

1. North Richland Fire and Emergency Services Deployment Update (20 minutes)
 - Tom Huntington, Fire and Emergency Services Director
2. Clearwater Creek Irrigation Services (15 minutes)
 - Pete Rogalsky, Public Works Director
3. Pavement Preservation Program Update (60 minutes)
 - Pete Rogalsky, Public Works Director

Adjournment

Richland City Hall is ADA accessible with special parking and access available at the entrance facing George Washington Way. Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the City Council Workshop by calling the City Clerk's Office at 942-7388.



COUNCIL WORKSHOP COVERSHEET

Council Date: 04/24/2018

Department: Fire & Emergency Services

Key Element: Key I - Financial Stability & Operational Effectiveness

Subject:

North Richland Fire and Emergency Services Deployment Update (20 minutes)

Summary:

Update on the process and timeline to develop a funding model and engagement with public entities which are typically property-tax exempt, including Pacific Northwest National Laboratory.

Attachments:



COUNCIL WORKSHOP COVERSHEET

Council Date: 04/24/2018

Department: Public Works

Key Element:

Subject:

Clearwater Creek Irrigation Services (15 minutes)

Summary:

The purpose of this workshop item is to provide Council with an introduction to a developing partnership with the Kennewick Irrigation District in the Clearwater Creek subdivision. Staff will be initiating a public outreach program in the near future, after which a proposed agreement with the Kennewick Irrigation District and Hayden Homes may be presented to Council.

Attachments:



COUNCIL WORKSHOP COVERSHEET

Council Date: 04/24/2018

Department: Public Works

Key Element:

Subject:

Pavement Preservation Program Update (60 minutes)

Summary:

The purpose of this workshop item is to update Council on the status and projected future for the City's pavement preservation program. The staff presentation will generally follow the outline shared at the May 24, 2016 Council workshop. Since that time staff have completed another third-party City-wide pavement condition rating, the City has added funding from the Richland Transportation Benefit District to this program, and the City was awarded a \$3 million grant to support resurfacing of north George Washington Way in 2019. Staff will share its most current information on the state of the City's streets and its model projections of the City's street condition in coming years. Staff will also solicit Council input on a preferred pavement condition goal to guide future program development.

Attachments:

- I. Pavement Management Program - City Council - 05-24-2016

Pavement Management Program

City Council Workshop
May 24, 2016

Workshop Objectives

1. Provide Council with a state-of-the-streets report
2. Obtain Council input on a target maintenance standard for the City's pavement
 - The selected maintenance standard will be used by the Council Capital Subcommittee to develop a funding strategy proposal for Council's future consideration

Pavement Management Program

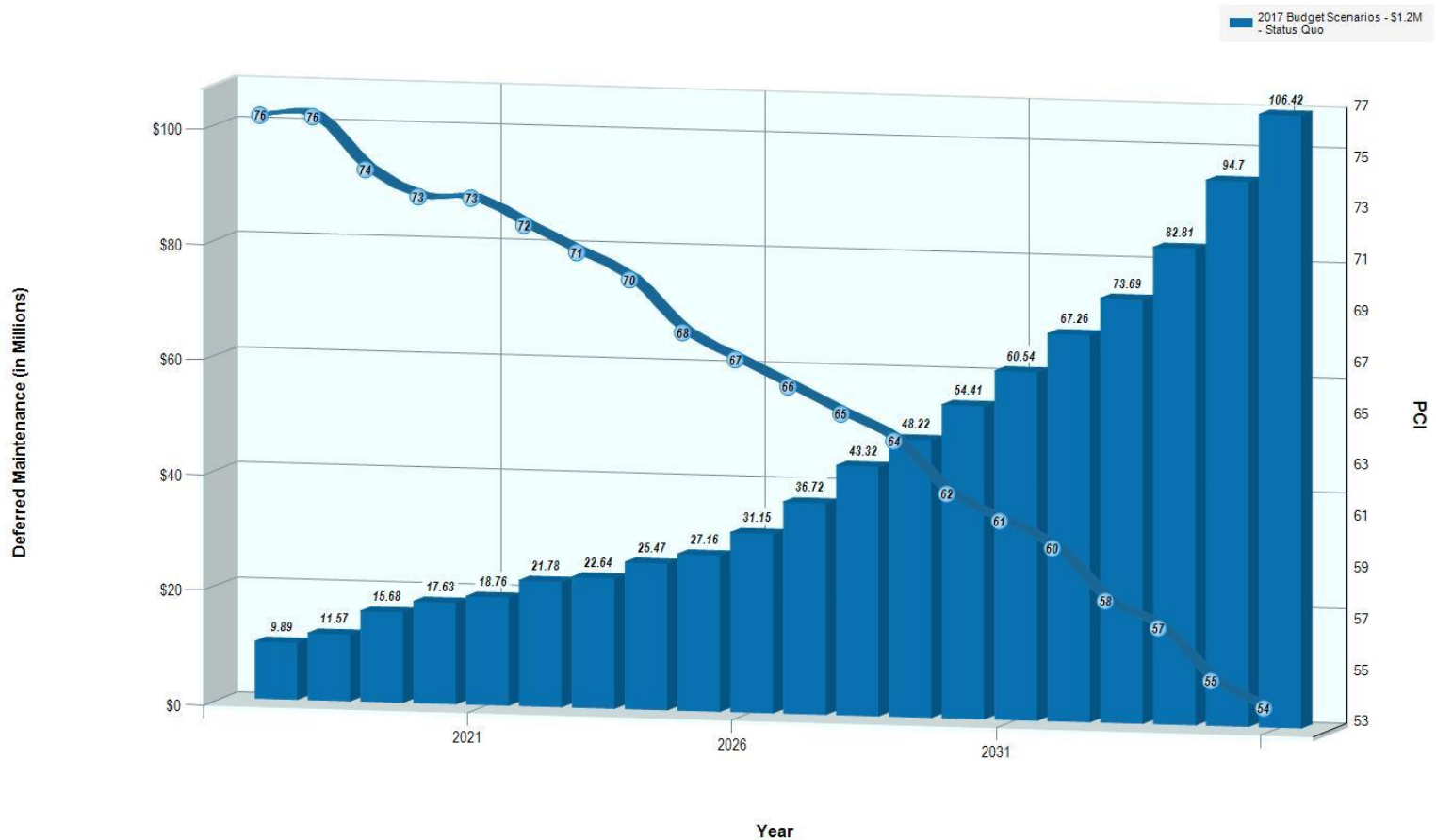
- * Applies asset management principles to the City's inventory of public streets
- * Objectives
 - * Achieve lowest life-cycle cost
 - * Maintain desired level of service
 - * Apply the correct resurfacing technique at the right time
 - * Replaces correction of worst-first approach
 - * A technique applied too soon will waste money
 - * A missed resurfacing opportunity will require more expensive treatment
- * Uses StreetSaver hosted system analysis tool

State of the Streets

- * StreetSaver asset management tool provides system-wide evaluation
 - * Based on consultant delivered system-wide (street segment by street segment) rating performed in 2013 and 2015
 - * Overall condition rating is Good (PCI 78), down from 79 last year
 - * Condition on a downward trend due to inadequate resurfacing program
- * 36% of responses to 2015 Community survey rate street condition as “Fair” or “Poor”, the highest negative ratings of all the surveyed items.
 - * 2014 survey results for this item – 37%

Pavement Condition Trend

Scenario Comparison - Deferred Maintenance and PCI



State of the Streets

- * Principal Arterial Streets average PCI 73
- * Minor Arterial Streets average PCI 77
- * Major Collector Streets average PCI 77
- * Minor Collector Streets average PCI 74
- * Local Streets average PCI 79
 - * Skewed by large inventory of newer streets

Pavement Rating Target

- Setting a target system-wide pavement condition standard is needed to guide the program.
 - Targets by functional class makes sense
 - Recommending a 20-year analysis because this best matches the asset life cycle
- Sample pictures of several benchmark pavement ratings are provided for reference

New Pavement – PCI 100



PCI 80: Keene Road – W. City Limit to Duportail Street



PCI 60: Aaron Drive – Jadwin Ave. to GWW



PCI 40: Blue Street – Catskill Street to Everest Street



PCI 20: Carondelet Drive



Alternative Programs / PCI Standards

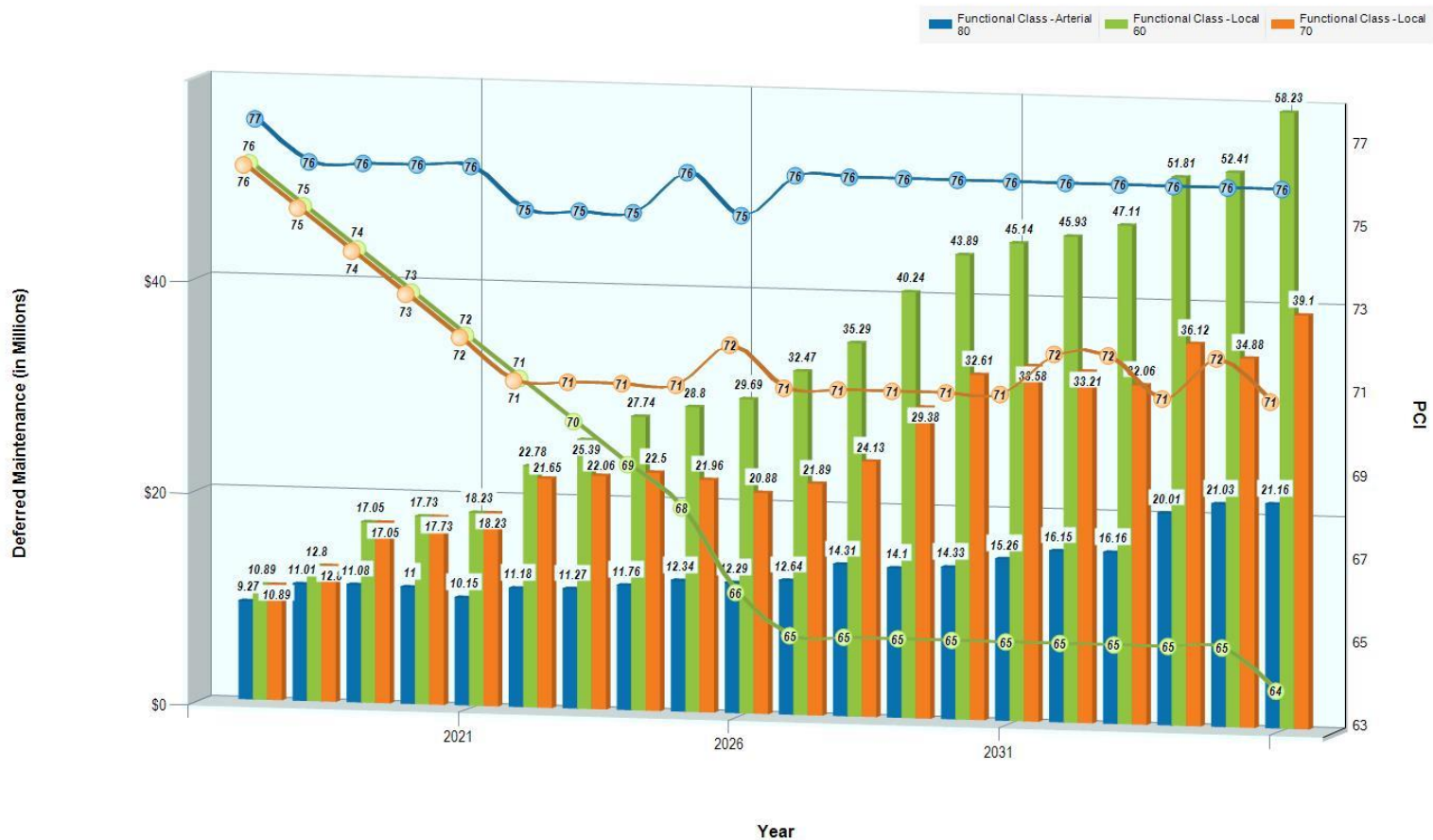
- Alternative Standards
 1. Arterials – PCI = 75, Collectors – PCI = 70, Local Streets – PCI = 60
 - a. Overall network PCI at 64 at the end of 20-year period
 - b. 16% of local streets rated Poor or Very Poor (PCI < 50) – currently at 3%
 - c. \$3 million per year investment with phased in spending increase
 2. Arterials – PCI = 75, Collectors – PCI = 70, Local Streets – PCI = 70
 - a. Overall network PCI at 71 at end of 20-year period
 - b. 10% of local streets rated Poor or Very Poor – currently at 3%
 - c. \$3.5 million per year investment with phased in spending increase

Alternative Standards Continued

3. Arterials – PCI = 80, Collectors – PCI = 75, Local Streets – PCI = 75
 - a. Overall network PCI at 76 at end of 20-year period
 - b. 7% of local streets rated Poor or Very Poor – currently at 3%
 - c. \$4.1 Million per year investment with early spending increase need
4. State Quo - \$1.2 million per year investment
 - a. Overall network PCI at 54 at end of 20-year period

Scenario Comparison

Target-Driven Scenario Comparison - Deferred Maintenance and PCI





Questions or discussion??