

**FEBRUARY 22, 2022, MINUTES  
REGULAR WHEATLAND CITY COUNCIL MEETING  
VIA ZOOM  
6:00 – 8:09 P.M.**

**COUNCIL MEMBERS PRESENT:** R. Coe, L. McIntosh, J. Pendergraph, P. Shelton  
R. West

**OTHERS PRESENT:** J. Goodwin, City Manager  
T. Raney, Community Development Director  
J. Buckman, City Attorney  
D. Schilling, City Engineer  
A. Paquette, Fire Chief  
L. Thomason, City Clerk

**PLEDGE OF ALLEGIANCE:** Mayor R. West led the pledge of allegiance.

**PUBLIC COMMENT:** None.

**CONSENT CALENDAR**

Motion was made by Council Member J. Pendergraph, Seconded by Vice Mayor R. Coe to **approve amended minutes from the March 23, 2021, City Council meeting; waive the second reading and adopt Ordinance No. 485 Adopting Calgreen Building Standards and Water-Efficient Landscaping Requirements and retirement Proclamation for Finance Director.** Vote called – All: Motion carried.

**REGULAR CALENDAR**

1) City Engineer Dane Schilling presented the staff report for consideration to adopt Resolution No.05-22 amending the FY2021-22 budget and authorizing the City Manager to execute an agreement with Caltrans for construction of a traffic signal at Highway 65 and McDevitt Drive. Caltrans is in the processes of engineering and environmental efforts on a project to resurface Highway 65 through Wheatland known by Caltrans as the "Wheatland Donut Hole Project - 03-0H370" (Project). The Project will involve removing areas of failed pavement, overlaying pavement, replacing most of the pedestrian ramps, improving drainage and new pavement markings. In addition to the paving work, Caltrans proposes to incorporate certain "Complete Streets" elements by improving bike and pedestrian facilities on the westerly side of the highway between McDevitt Drive and Wheatland Elementary School. The bike/ped improvements would start at the northwesterly intersection at McDevitt Drive and end at the northerly end of Hooper Street. The work will involve the loss of existing on-street parking in that segment. On September 22, 2020, the City Council adopted Resolution No. 39-20 declaring support for the Project including the construction of enhanced bike/ped improvements described above. In late 2021, Caltrans advised the City that Caltrans had studied the traffic volumes at the intersection of Highway 65 and McDevitt Drive and determined that a traffic signal is needed at this location. Caltrans approached City staff about the need to construct the signal with the larger Project and both staffs discussed how to fund the improvements. If the City and Caltrans agree to move forward on this change to the Project, a cooperative agreement will need to be established to

memorialize the addition of the traffic signal. The cost of the signal improvement is estimated at \$500,000. City and Caltrans staffs are proposing a flat contribution of \$100,000 from the City toward the design and construction of the traffic signal and up to \$10,000 for the emergency vehicle pre-emption equipment for emergency vehicles for a total not to exceed contribution of \$110,000. All other costs and expenses would be borne by Caltrans. Staff is proposing to fund the City's contribution from the "Road Circulation Impact Fund" which is a traffic impact fee program established to fund roadway capacity enhancements. The fund has an approximate fund balance of \$274,000. Operation and maintenance cost associated with the traffic signal will be covered by an amendment to an existing highway maintenance agreement. The cost share would be based on the number of legs of the intersection. In this case 2/3rd of the operation and maintenance costs would be borne by Caltrans and 1/3rd by the City.

Mayor R. West questioned the total cost for the Donut Hole Project. D. Schilling stated \$7.8 million. D. Schilling responded the City share is zero

Mayor R. West questioned if they are going to do anything with the signal at First Street and Highway 65, D. Schilling responded yes there will be modifications.

Council Member J. Pendergraph questioned when the project will be finished, D. Schilling respond spring of 2026.

Motion was made by Council Member J. Pendergraph, Seconded by Vice Mayor R. Coe to **adopt Resolution No. 05-22 Amending the FY 2021-22 Budget and Authorizing the City Manager to Execute an Agreement with Caltrans for Construction of a Traffic Signal at Highway 65 and McDevitt Drive.** Vote called – AYES: All. Motion carried.

2) City Engineer Dane Schilling presented the staff report to consider and accept the City of Wheatland 2022 Pavement Management Program. The City owns and maintains over 18-miles of streets. In February of 2021, the City embarked on the preparation of its first pavement management program (PMP). A PMP is an asset management tool that includes detailed street data and field assessments of current pavement conditions, forecasts of pavement lifecycles, approaches to pavement maintenance, and associated costs to maintain various levels of repair. This PMP Report is presented for discussion and recommendations for further staff efforts to plan, estimate, and prioritize future pavement maintenance and rehabilitation efforts. The StreetSaver software used for this effort is most useful as a continually evolving tool and will be updated periodically as staff implements the annual pavement maintenance program activities. Street segments are given a Pavement Condition Index (PCI). The PCI values for each year's annual list of streets will be updated to reflect the activities undertaken. Since each street responds to environmental and traffic factors in a different manner, the field distress surveys need to be updated every 2 to 5 years depending on street classification. The Arterials and Major Collectors are subject to higher stresses so need to be reinspected on a more frequent basis or every 2 to 3 years. The Minor Collectors and Local/Residential streets need to be reinspected every 3 to 5 years Unfortunately, the City's overall average PCI is at 50 out of 100 points which means the system is nearing the last 25% of its useful life and it means that keeping the City's streets in good condition will become more and more expensive as the pavements degrade at a structural level. For comparison, other local communities have the following PCI's: City of Colfax PCI=52, City of Auburn PCI=66, and City of Lincoln PCI=71. The City of Wheatland receives about \$126,000 annually for pavement maintenance activities. PMY funding scenarios were developed to demonstrate the funding

needed to achieve various PCI levels within the City: \$0 annual budget - City-wide PCI declines from 50 to 32 over 10-yrs., \$126,000 current annual budget - City-wide PCI declines from 50 to 37 in 10-yrs., PCI target of 51, requires \$1 .1M per year, \$1.0M annual budget - City-wide PCI increases from 50 to 62 over 10-yrs 5 and PCI target of 70, requires \$14.3M over 10 years. Given the extreme funding need and condition of the City's streets, staff is recommending an approach to future project programming and annual budgets: allocate a significant portion of the \$126,000 annual budget toward preventative maintenance activities such as crack sealing, slurry seals and cape seals to preserve those streets that are in good condition or better, set aside sufficient monies as matching funds to leverage the use of outside funding for larger capital maintenance projects, projects that present an opportunity to leverage outside monies should be prioritized above others to take advantage of outside monies, follow the priority order of streets to be treated for maintenance in accordance with the current Pavement Management Program and pursue federal-aid funding on federal-aid designated streets.

Mayor R. West questioned the useful life of repairs, D. Schilling responded twenty plus years. West questioned if there is funding for local streets, only arterials and connectors, D. Schilling responded yes. West commented on the First Street patches, Schilling explained patches are repaired to current City standards. West question if the City could join the County for crack seal/slurry, Schilling responded yes. West also questioned the cost of reassessing the PCI every couple of years, Schilling responded approximately \$15,000.

Council Member P. Shelton commented on low traffic volume and low speed and questioned if the Bishop Pumpkin Farm traffic was considered, D. Schilling responded yes. Shelton commented on crack sealing and the life span for roads at current traffic and increased traffic with development and Bishop's. Schilling stated if the City were to do nothing, 10 – 20 years. Shelton questioned if repairs on Wheatland Road will be taken care of by Caliterra Ranch or the City. Schilling responded that some will be taken care of by Caliterra, but it is unlikely for a full reconstruction.

Motion was made by Council Member J. Pendergraph, Seconded by Vice Mayor R. Coe to **accept the City of Wheatland 2022 Pavement Management Program**. Vote called – AYES: All. Motion carried.

3) City Manager Jim Goodwin presented to staff report for the 2022 Presentation Series Session #3 – Capital Projects. City Engineer D. Schilling presented a power point slide show. This agenda item was a presentation, and no action is required.

## **REPORTS**

Council Member J. Pendergraph commented that the celebration of life service for Joe Henderson is Saturday at 2:00 p.m.

## **CLOSED SESSION**

No reportable action.

There being no further business, Mayor R. West adjourned the meeting at 8:09 p.m.

Minutes approved and adopted on this 8<sup>th</sup> day of March 2022.

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Rick West, Mayor

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Lisa J. Thomason, City Clerk

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