



**CITY OF GLENDALE, CALIFORNIA
REPORT TO THE CITY COUNCIL**

AGENDA ITEM

Report: Glendale Pavement Management Program

1. Motion authorizing the City Manager to execute an agreement with Transmap Corporation for Professional Services to develop, update, implement, and maintain the Glendale Pavement Management Program (PMP) for a not-to-exceed fee in the amount of \$242,512.49 and a 10% reserve for contingencies in the amount of \$24,251.25.

COUNCIL ACTION

Item Type: Action Item

Approved for March 24, 2020 **calendar**

ADMINISTRATIVE ACTION

Submitted by:

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Prepared by:

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Reviewed by:

Michele Flynn, Director of Finance

Roubik R. Golanian, P.E., Assistant City Manager

Michael J. Garcia, City Attorney

Edward G. Hitti, P.E., Assistant Director of Public Works/City Engineer

Approved by:

Yasmin K. Beers, City Manager

RECOMMENDATION

Staff respectfully recommends that the City Council approve the following:

1. Motion authorizing the City Manager to execute an agreement with Transmap Corporation for Professional Services to develop, update, implement, and maintain the Glendale Pavement Management Program (PMP) for a not-to-exceed fee in the amount of \$242,512.49 and a 10% reserve for contingencies in the amount of \$24,251.25.

BACKGROUND/ANALYSIS

Roadways represent one of the largest capital investments in any modern urban community. A Citywide PMP assists staff by providing current and meaningful data to maintain a desirable level of pavement performance, while optimizing the expenditure of limited fiscal resources. Additionally, a PMP is mandated by the Federal Highway Administration and is required to be updated every three (3) years to be eligible for certain highway grants. An automated PMP brings more science into the decision making process and consists of three major components:

1. A uniform and consistent methodology to collect roadway condition data;
2. A computerized database for storing and sorting the collected data; and
3. A program to analyze system-wide pavement condition data and evaluate alternative strategies for the most cost effective means of preserving and extending the life of the pavement network.

Specifically, the PMP provides administrators and maintenance personnel with:

- A current inventory of all public roadways;
- The current pavement condition for all public roadways;
- A project listing of all pavement needing maintenance, rehabilitation, or replacement; and
- A forecast of budget needs for maintenance, rehabilitation, or replacement of deficient sections of pavement for a multi-year Capital Improvement Program.

The Public Works Department (PWD) has been utilizing a PMP for the past 20 years. Glendale streets and alleyways were last surveyed in 2015.

The pavement network within the City of Glendale has 365.1 centerline miles of paved surfaces, which consist of 211.3 miles of local streets, 73.9 miles of collector streets, 53.9 miles of arterial streets and 26.0 miles of alleyways. There is a total of over 67,070,050 square feet of pavement within the City of Glendale. The estimated replacement value of this pavement network is \$236.1 million for local/collector streets, \$125.3 million for arterial/secondary streets, and \$22.9 million for alleyways, for a total of \$384.5 million based on the 2015 engineer's estimate.

On January 17, 2020, City issued a Request for Proposal (RFP) from engineering consultants for the City of Glendale's PMP. The RFP was published on the City of

Glendale Bids, RFP & RFQ page, distributed to a list of engineering consultants on file with PWD as well as consultants that had submitted their proposals for previous years' PMP, and advertised on ebidboard.com. The RFP required an assessment of the condition of every street within the City using an automated video data collection system survey, utilizing Laser, to collect key data elements such as roughness, surface distress (cracking, rutting, patching, distortions, raveling, etc.), and structural integrity and use this data to assign a Pavement Condition Index (PCI) to each street segment. Additionally, the RFP required collecting images with GPS coordinates, during Citywide inventory, to assist in cataloguing street signage, traffic lights, curbs and gutters, manholes and catch basins, curb ramps, and other roadside items, etc. This information would then be geocoded and imported into the City's GIS system.

On February 2, 2020, PWD received three proposals from the following consulting firms:

- a) AECOM
- b) Infrastructure Management Services (IMS)
- c) Transmap Corporation

The proposals were evaluated by an Evaluation Panel comprised of PWD staff. Each consulting firm was rated according to the firm's qualifications and experience, the method by which they proposed to collect data, their project management capabilities, project staffing, ability to perform, best value and cost effectiveness, optional collection inventory related to traffic control devices, and the scope of work they outlined towards the development and implementation of the PMP. The average score of the Evaluation Panel is shown below:

Written Proposal Average Score	Transmap Corporation	IMS	AECOM
	94.0	89.5	75.3
RANKING	1	2	3

After review of the proposals from these firms, staff conducted interviews with all three consultants. The interviews consisted of a 20-minute presentation by the consultant followed by a question and answer session by City staff. Each consulting firm was rated according to the firm's depth of presentation, team cohesiveness/strength, and ability to answer questions towards the development and implementation of the PMP. The average score of the Evaluation Panel is shown below:

Interview Average Score	Transmap Corporation	IMS	AECOM
	92.0	74.5	58.8
RANKING	1	2	3

After the interview and further review of the consultants' revised optional services cost proposals, the panel's final ranking was established as follows:

CONSULTANT	Transmap Corporation	IMS	AECOM
BASE COST	\$78,680.35	\$160,700.00	\$149,628.80
OPTIONAL SERVICES	\$163,832.14	\$301,500.00	\$570,000.00
TOTAL COST	\$242,512.49	\$462,200.00	\$719,628.80

Transmap Corporation received the highest average score for their written proposal as well as their interview. They also have the lowest priced proposal. Additionally, staff contacted the references provided by Transmap Corporation and verified that Transmap has successfully completed numerous similar projects throughout California, as well as in other parts of the country.

Anticipated Project Schedule

This Project is anticipated to begin in May 2020 and be completed by November 2020.

FISCAL IMPACT

The total estimated costs for implementing the PMP are as follows:

Consultant Contract (Transmap Corporation)	\$ 242,512.49
10% Optional Services Contingency	\$ 24,251.25
Total Cost	\$ 266,763.74

Funding for this project has been budgeted and is available in the Pavement Management System; Contractual Services, State Gas Tax Fund, Public Works Department, Projects (PWD000103N; 43110-4020-PWD-0020).

ALTERNATIVES

The alternatives relating to the proposed resolution are as follows:

Alternative 1: **Approve the attached Motion. The PMP report will re-assess the condition of the city streets and provide a comprehensive report and 5 year Capital Improvement Program recommendation.**

Alternative 2: **Do not approve attached Motion. The report will not be prepared and the City will not be eligible for certain highway grants.**

Alternative 3: The City Council may consider any other alternative not proposed by staff.

CAMPAIGN DISCLOSURE

In accordance with Council direction to provide the information required by the 2011 City Campaign Finance Ordinance, the names and business addresses of the Chief Executive Officer (CEO), Chief Operating Officer (COO), Chief Financial Officer (CFO), Board of Directors, Principal Officers, Subconsultants, and any person or entity with 10% or more interest in the consultants proposed in the Agenda Item Report as provided by the consultant are attached in full as Exhibit 1.

EXHIBITS

Exhibit 1: Transmap Corporation Campaign Finance Ordinance Disclosure