



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

### AGENDA ITEM

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Report: Professional Services Agreement (PSA) for Glendale Pavement Management Program (PMP)

1. Motion authorizing the City Manager or his designee to execute an amendment to PSA No. 8000855 with Transmap Corporation (Transmap) for the PMP update increasing the about by \$99,404.22, plus a ten percent (10%) contingency of \$9,940.42 and extending the PSA duration to June 30, 2024.

### COUNCIL ACTION

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**Item Type:** Action Calendar

**Approved for** November 16, 2021 **calendar**

### EXECUTIVE SUMMARY

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Transmap was hired by the Public Works Department (PWD) in March 2020 and they prepared and submitted a PMP report in April 2021. The PMP requires an update every three years to be effective and eligible for Federal Highway Administration (FHA) funding.

PWD staff requested a proposal to update the PMP within the next three years from Transmap and found their cost to be a reasonable and affordable option. The recommended increase to PSA with Transmap would cost \$99,404.22 with 10 percent contingency of \$9,940.42, totaling \$109,344.64.

## **COUNCIL PRIORITIES**

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Fiscal Responsibility: The PMP update provides the most cost efficient and fiscally accountable priorities for future roadway rehabilitation projects.

Infrastructure & Mobility: The PMP update is the critical tool in decision making for Glendale's future roadway rehabilitation projects.

## **RECOMMENDATION**

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Approve the motion to authorize the City Manager, or his designee, to enter into and execute an amendment to PSA with Transmap for the PMP update in the amount of \$99,404.22 plus a 10 percent contingency of \$9,940.42 and extending the PSA duration to June 30, 2024.

## **BACKGROUND**

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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 FHA and is required to be updated every 3 years to be eligible for certain highway grants. A 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 (CIP).

PWD has been utilizing a PMP for the past 20 years. Based on the latest report, the pavement network within the City of Glendale has 377 centerline miles of paved surfaces, which consist of:

- 130 centerline miles of Asphalt Arterial and Collector Roads;
- 210 centerline miles of Asphalt Residential Roads;
- 8 centerline miles of Asphalt Alleys; and
- 28 centerline miles of Concrete Roads.

There is a total of over 68,920,047 square feet of pavement within the City of Glendale. The estimated cost to fix and maintain all of this pavement network based on various surface treatment recommended in the 2021 PMP report is approximately \$43 million for Asphalt Arterial and Collector Roads, \$31 million for Asphalt Residential Roads, \$2 million for Asphalt Alleys, and \$19 million for Concrete Roads; for a total of \$95 million dollar. This cost includes hard construction costs for pavement rehabilitation only and does not include other improvements such as Concrete Curb and Gutters, Sidewalks, Driveway and Alley Aprons, ADA Improvements, Landscape and Tree Plantings, Street Tree Maintenance, Surface Utility Adjustments, Underground Utilities, Traffic Signal Improvements, Traffic Striping, Signage, Pavement Markings, etc. This cost also does not include Soft Costs such as Preliminary Studies, Survey, Engineering Design, Permitting, Construction Management, and Construction Inspection etc.

On January 17, 2020, PWD issued a Request for Proposal (RFP) for the preparation of a Citywide PMP. The RFP was published on the City of Glendale website, 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 PMP. It was also advertised on ebidboard.com.

On February 7, 2020, PWD received three proposals which were evaluated by PWD staff. Transmap had received the highest ranking between these three consultants. Furthermore, Transmap's cost proposal for the PMP was the most competitive between the proposers.

On March 24, 2020, the City Council authorized the City Manager to execute a PSA to develop, implement, and maintain the PMP for a not-to-exceed fee in the amount of \$242,512.49 and a 10 percent reserve for contingencies in the amount of \$24,251.25, for a total budget of \$266,763.74.

Transmap scanned the City of Glendale's roadways in June and July of 2020, and started working on the PMP accordingly. The 2021 PMP Report was presented to the City council on April 6, 2021. To date, Transmap has utilized \$15,515.73 of the approved contingency for a total PSA value of \$258,028.22, for additional work encountered during the project through change orders.

After the completion of the 2021 PMP, staff negotiated with Transmap to re-scan the Glendale roads and reassess the PCI three years after the first run, using the original contract unit prices, and maintain and update the database on a quarterly basis during this period.

## **ANALYSIS**

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Maintaining a properly updated PMP is critical for proper CIP programming and is mandated by the FHA for CIP grant funding.

Since the PWD has an existing PSA with Transmap, staff requested a cost proposal to extend the PSA to update the PMP after three years. Transmap's cost of \$99,404.22 is based on their original contract unit prices plus a discount of \$2,876.42.

PWD staff recommends a reserve of ten percent, or \$9,940.42, for contingencies. This amount is based on previous experience and is commensurate with the nature and conditions of the PMP update, and will also allow for any additional work or unforeseen changes that could be encountered.

Therefore, completing the 2024 PMP update using existing contract prices and discounts is the most economical forward-thinking option. The existing PSA with Transmap in the amount of \$258,028.22 would have to be increased, and the recommended increase to the existing PSA No. 8000855 with Transmap would cost \$99,404.22 with 10 percent contingency of \$9,940.42, totaling \$367,372.86.

The PMP will continue and the anticipated completion of the update will be June 30, 2024.

<b>Project Description:</b>	Extend the PSA time and amount with Transmap to maintain and update the PMP through 2024.
<b>RFP Approved:</b>	January 17, 2020
<b>Advertisement Method:</b>	eBidBoard, City's website
<b>RFP Issued:</b>	January 17, 2020
<b>RFP Due Date:</b>	February 7, 2020
<b>Company Name(s) and Proposal Amount(s):</b>	Transmap Corporation IMS AECOM
<b>Selection Criteria (If SS, list applicable Provision):</b>	Consultant'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 Pavement Management Program.
<b>Recommended Consultant(s):</b>	Transmap Corporation
<b>New / Existing Consultant(s):</b>	New
<b>Procurement Method (RFP / SS):</b>	RFP
<b>Contract Term:</b>	1 year
<b>Project Begins:</b>	Upon signing of contract
<b>Project Ends:</b>	Upon the expiration date of the contract
<b>Change Orders</b>	

<b>Company name:</b>	Transmap Corporation
<b>Original Approved Contract Amount:</b>	\$242,512.49
<b>Approved Contingency:</b>	\$24,251.25
<b>Change Order History:</b>	FY2021: \$15,515.73 amendment was approved (2021 Total: \$258,028.22)
<b>This Change Order (Increase):</b>	\$99,404.22 (39% increase) + 9,940.42 contingency
<b>New Contract Total (if Approved):</b>	\$357,432.44 + 9,940.42 contingency

## **STAKEHOLDERS/OUTREACH**

The PMP and the final report was presented to the City council on April 6, 2021 and is available for review in the City Engineer's office.

## **FISCAL IMPACT**

The PMP update plus recommended contingency will cost \$109,344.64. The Public Works Department budget can absorb this cost and therefore no new appropriation is being requested at this time. The funding is outlined below:

**Amount:** \$109,344.64

**Funding Source:** Gas Tax Fund

**Account String GL & PL Ledger:**

GL: 43110-4020-PWD-0020- P0000-T0000-F0000-0000-0000-

PL: PWD000103N-CNTRCTSVCS-4020

## **ENVIRONMENTAL REVIEW**

The PMP update is categorically exempt from environmental review because of CEQA Guidelines §§ 15301.

## **CAMPAIGN DISCLOSURE**

The names and business addresses of the members of the board of directors, the chairperson, CEO, COO, CFO, Subcontractors and any person or entity with more than 10 percent interest in the company proposed for contract in this Agenda Item Report are attached in **Exhibit 1**, in accordance with the City Campaign Finance Ordinance No. 5744.

## **ALTERNATIVES**

Alternative 1: Approve a motion to authorize the City Manager or his designee to execute an amendment to PSA with Transmap for the Glendale Pavement Management Program Update as recommended herein. This would continue monitoring and updating the City of Glendale pavement condition.

Alternative 2: Do not increase the contract as recommended herein. The PWD will need to issue a new RFP and hire a new consultant to restart the work which may increase the cost of the PMP update according to today's economic situation.

Alternative 3: Consider any other alternative not proposed by staff.

## **ADMINISTRATIVE ACTION**

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**Submitted by:**

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**Reviewed by:**

Sarkis Oganessian, P.E., Principal Civil Engineer

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Michele Flynn, Director of Finance

Michael J. Garcia, City Attorney

**Approved by:**

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

## **EXHIBITS / ATTACHMENTS**

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Exhibit 1: Campaign Disclosure Form