



City of Rialto

Legislation Details (With Text)

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Title: Request City Council to Approve a Professional Services Agreement with Bucknam Infrastructure Group, Inc., for Pavement Management Program Consulting Services in the Total Amount of \$138,575 over a Three-Year Term, with Two Optional One-Year Extensions. POWERPOINT (ACTION)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Attachment 1 - RFP 18-077 - Pavement Management Program Consulting Services, 2. Attachment 2 - Proposal Evaluation Score Sheet, 3. Attachment 3 - Presentation Evaluation Score Sheet, 4. Attachment 4 - Proposal for PMP Consulting Services - Bucknam, 5. Attachment 5 - Bucknam Disclosure Form, 6. Attachment 6 - Bucknam Cost Proposal, 7. Attachment 7 - PSA Long Form Over 50K, 8. Rialto PMP Presentation 1-8-19 rev2 (1)

Date	Ver.	Action By	Action	Result
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For City Council Meeting [January 8, 2019]

TO: Honorable Mayor and City Council

APPROVAL: Ahmad Ansari, Interim City Administrator

Sean Grayson, Interim City Administrator

FROM: Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer

Request City Council to Approve a Professional Services Agreement with Bucknam Infrastructure Group, Inc., for Pavement Management Program Consulting Services in the Total Amount of \$138,575 over a Three-Year Term, with Two Optional One-Year Extensions. **POWERPOINT (ACTION)**

BACKGROUND:

In 2007, the City began utilizing a Pavement Management Program (PMP) to assist staff in evaluating and maintaining the City's street pavement. The PMP provides a systematic method for inspecting and rating pavement conditions of the City's roadways. The program provides a cost effective analysis of various pavement maintenance and rehabilitation strategies, and prioritizes and recommends pavement rehabilitation and maintenance to maximize results within available budget amounts.

The PMP consists of two basic components:

1. A comprehensive database, containing current and historical roadway information, covering pavement conditions, pavement structure, etc.; and
2. A set of tools that:
 - a. Determine existing pavement conditions and forecast future conditions;
 - b. Forecast financial budgets needed to achieve the City's pavement management goals; and
 - c. Identify and prioritize pavement preservation projects to maximize financial efficiencies and address pavement maintenance needs with a hierarchical ranking.

In 2007, the City retained Advanced Infrastructure Management, Inc. (AIM) to start the PMP. AIM inspected all paved City streets and alleyways, developed an approach to provide a comprehensive City-wide inventory, and identified cost-effective pavement maintenance and rehabilitation strategies. Between 2007 and 2013, the City completed overlay projects on approximately 15 miles of streets, slurry sealed more than 1/3 of the City's streets, widened streets in several locations, and added several roadways to the City's jurisdictional control, via annexations, from the state and/or county.

In 2013, the City retained Harris and Associates (Harris) to continue the PMP work initiated by AIM. Harris conducted similar analysis and projection activities, developed an approach to provide a comprehensive citywide inventory, and identified cost-effective pavement maintenance and rehabilitation strategies. Since 2013, the City has completed overlay projects on approximately 7 miles of arterial streets, applied preventative maintenance measures (slurry seal or similar treatment) on more than 99 miles of the City's streets, widened streets approximately 2.5 miles of roadways within the City's jurisdictional control.

The contract with Harris has expired, and staff recommends engagement of a consultant to update the City's PMP database to reflect current pavement conditions and to incorporate the recent maintenance and repair work (overlay, slurry seal, and other maintenance and repair strategies) into the City's PMP database. A current PMP is critical to success in obtaining future funding through state and federal transportation sources.

ANALYSIS/DISCUSSION:

On April 2, 2018, the Public Works Department issued a Request for Proposals ("RFP") to solicit proposals from qualified professional firms for Pavement Management Program Consulting Services (City Project No 180006). A copy of the RFP and its addenda is included as **Attachment 1**. The City advertised the RFP via Planet Bids, an internet-based project distribution forum.

On April 26, 2018 the City's Purchasing Division received proposals in response to the RFP from the following eight (8) firms (listed in alphabetical order):

1. Bucknam Infrastructure Group, Inc.; Oceanside, CA
2. Dynatest North America, Inc.; Alpharetta, GA
3. Harris & Associates; Irvine, CA
4. IMS Infrastructure Management Services; Tempe, AZ
5. Nichols Consulting Engineers, Inc.; Fountain Valley, CA
6. Omnis Incorporated; San Dimas, CA
7. Pavement Engineering, Inc.; Santa Clarita, CA
8. Transmap Corporation; Columbus, OH

In accordance with state law (California Government Code Section 4526) and Chapter 2.48.440 of the Rialto Municipal Code, the City Council shall make professional service selections on the basis of a firm's demonstrated competence and professional qualifications in accordance with specific evaluation criteria identified in the RFP.

A three-person evaluation panel reviewed the eight (8) proposals. The evaluation panel consisted of:

- Jeffery Schafer, PE - City of Rialto Associate Civil Engineer
- Ted Rigoni, PE - Consultant Project Manager/Senior Civil Engineer, and
- Medhat Matta, PE - San Bernardino County Public Works Engineer III

The panel members independently evaluated and ranked the proposals, and based upon average scores and the City invited the top five (5) consultants to an interview. Following interviews, the panel produced ratings for the top five (5) firms, and the panel unanimously agreed that Bucknam Infrastructure Group is the most qualified firm to meet the City's PMP needs. Copies of the panel's scoring of the eight (8) proposals, and the panel's scoring of the five (5) presentations is included as **Attachments 2 & 3**, respectively. Bucknam's overall Work Proposal, Disclosure Form, Cost Proposal and PSA, are included as **Attachments 4, 5, 6 & 7**, respectively.

As the City of Rialto's infrastructure matures, City staff will update the City's PMP through "annual" cost effective condition surveys, engineering unit cost evaluations, the Capital Improvement Program (CIP) and "neighborhood" budgetary reporting and work history updates within the PMP database.

The Bucknam team will resurvey defined roadway sections using cost-conscious methodologies to create a comprehensive program that includes enhancement of the City's multi-year PMP, CIP, neighborhood maintenance, educational training, data for PS&E bid document preparation, stewardship of the PMP, Global Information System (GIS) links to the PMP, and providing knowledge of the inner workings of the PMP software.

Bucknam will address the City's primary goals of:

- Validating Rialto pavement segmentation, GIS segmentation and roadway section attributes;
- Updating Rialto's PMP database with 2014 to 2019 work history data entries;
- Surveying 269.3 miles of Arterial, Collector, Local and Alley streets;
- Providing variance Pavement Condition Index (PCI) reporting based upon 2014 PCI's vs. 2019;
- Verifying/Updating pavement centerline and metric data (PMP vs. GIS);
- Publishing PMP data through StreetSaver and/or City's existing GIS Enterprise system;
- Generating year 2019 PCI ratings for each segment of the City's roadway system;
- Developing proactive preventative slurry seal/overlay and other maintenance and repair technique schedules based on existing capital funding;
- Utilizing the City's existing funding, generate a baseline five (5) year roadway CIP; and
- Recommending alternative maintenance budgets that demonstrate realistic return-on-investment (ROI), i.e. Scenarios 1, 2, 3, "actual" budget model, maintain PCI model, etc.

ENVIRONMENTAL IMPACT:

This project is a Class 1 exemption pursuant to CEQA Section 15301 Existing Facilities. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of

existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use. Examples include but are not limited to: (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety). A Notice of Exemption for the project pursuant to CEQA will be filed, at such time as the respective maintenance and repair projects emanate from PMP and City budget appropriations.

GENERAL PLAN CONSISTENCY:

This action is consistent with Guiding Principle 3A in the General Plan:

Our City government will lead by example, and will operate in an open, transparent, and responsive manner that meets the needs of the citizens and is a good place to do business.

Approval of this action also complies with the following City of Rialto General Plan Goal and Policy:

Goal 4-1: Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.

Policy 4-1.1: Establish and maintain standards for a variety of street classifications to serve both local and regional traffic, including Major Arterial Highways, Major Arterials, Secondary Arterials, Collector Streets and Local Streets.

LEGAL REVIEW:

The City Attorney has reviewed and approved the staff report and the Professional Services Agreement.

FINANCIAL IMPACT:

Operating Budget Impact

The proposed action will make PMP recommendations that will, on a project by project basis, affect the Operating Budget on an annual ongoing basis. This action will also lead to a reduction in future maintenance and repair work within the overall system, through implementation of the planned maintenance and repair work.

Funds are budgeted and available within the 2018/2019 Fiscal Year budget in Measure I Fund Account No. 201-500-4310-2011-180006, in the amount of \$100,000 for Pavement Management System Program Consulting Services.

The consulting services proposed for the initial three-year contract with Bucknam Infrastructure Group, Inc., result in a total contract cost of \$138,575, including software licensing estimated at \$2,630 per year:

- FY2018-2019 for \$65,283
- FY2019-2020 for \$23,564
- FY2020-2021 for \$49,728

Capital Budget Impact:

Annual capital improvements will be determined each Fiscal Year, going forward, and will recommend a mixture of repair and maintenance work for the City's roadway system. Proposed capital projects will be subject to City Council approval as budgeted funds become available, following recommendations determined through the PMP update.

LICENSING:

A City Business tax fee in the amount of \$104 will be paid by the City as part of an interoffice transfer, prior to issuance of the Notice to Proceed. Bucknam will obtain a Rialto Business license prior to issuance of the project Notice to Proceed.

RECOMMENDATION:

Staff recommends that the City Council Approve a Professional Services Agreement with Bucknam Infrastructure Group, Inc., for Pavement Management System Program Consulting Services for a total amount of \$138,575 over a three-year period, with two optional one-year extensions.