

CITY OF OAKLAND
COUNCIL AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2004 JAN 29 PM 6:41

TO: Office of the City Manager
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: February 10, 2004

District: Citywide

RE: RESOLUTION AUTHORIZING APPLICATION AND ACCEPTANCE OF \$17,706 IN METROPOLITAN TRANSPORTATION FUNDED SERVICES AND PAYMENT OF MATCHING FUNDS IN THE AMOUNT OF \$7,294 FOR THE PAVEMENT MANAGEMENT TECHNICAL ASSISTANCE PROGRAM

SUMMARY

A resolution has been prepared for the City Council that authorizes the payment of \$7,294 to the Metropolitan Transportation Commission (MTC) to assist in updating the City of Oakland's pavement management system. This payment provides the required matching funds necessary to receive \$25,000 of consulting services from MTC's Pavement Management Technical Assistance Program (P-TAP) consultants.

FISCAL IMPACTS

The estimated total cost to update the City's Pavement Management System is \$25,000. Approval of this resolution will enable the City to receive up to \$17,706 of federally funded consulting services for updating the Pavement Management System (PMS). The City of Oakland will use \$2,294 for local match funding and \$5,000 additional funding (a total of \$7,294) from Measure B (Fund 2211), Organization 54930, Account 57411, Street Condition Survey Project (C235010), Program IN04 to complete the project.

| Description | Fund | Organization | Account | Project | Amount |
|--|------|--------------|---------|--------------|-----------------|
| PTAP Grant | | | | | \$17,706 |
| PTAP Grant Matching Funds | 2211 | 92480 | 54930 | C235010 | \$2,294 |
| Additional Funds Required to Complete the PMS Update | 2211 | 92480 | 54930 | C235010 | \$5,000 |
| | | | | Total | \$25,000 |

The Contract Compliance assessment does not apply to this contract, because the contract does not exceed \$25,000.

Item: 5
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BACKGROUND

P-TAP services are made possible by a provision of the federal TEA 21 Act. P-TAP was created to provide small to medium-sized Bay Area jurisdictions with assistance and expertise in implementing pavement management systems. After the first two rounds of P-TAP eligibility was extended to all Bay Area jurisdictions. In 1985, MTC developed a software system for pavement management (the MTC PMS) in cooperation with six Bay Area jurisdictions. Since then, 104 cities and counties in the Bay Area and over 300 organizations nationwide have licensed the system. The MTC PMS allows jurisdictions to track pavement condition, establish optimum repair programs, identify the impact of inadequate budgets on pavement condition, and allocate limited funds cost effectively.

In the four years that MTC has been funding P-TAP Grants, over \$2.5 million worth of projects have been completed helping 91 different Bay Area jurisdictions. For this round (Round 5), fiscal year 2003-2004, \$500,000 has been allocated for P-TAP funding and thirty-one jurisdictions have been selected to receive P-TAP Grants. The City of Oakland has been selected as one of the thirty-one jurisdictions to receive P-TAP services. MTC retained six consulting firms to service P-TAP. Through P-TAP, MTC will provide consultant assistance to Bay Area jurisdictions to start up a pavement management system (e.g. create management sections, do field inspections), maintain the PMS database (update treatment descriptions/costs, establish pavements needs, identify budgets impacts), and assist in presenting results to management/City Councils.

MTC selected the most appropriate firm to assign to each jurisdiction based on special areas of firm expertise, geographic proximity and/or familiarity, rate schedule, and previous experience with the firm. Nichols Consulting Engineers of Oakland will be the City's consultant. Local jurisdictions are expected to work with P-TAP consultants to complete the projects within 120 days from the start of the project.

The maximum grant amount for P-TAP Round 5 is approximately \$20,000 per jurisdiction, 11.5% of which is to be paid by the City as local matching funds.

PROJECT DESCRIPTION

This grant will be administered by MTC and will provide the City with expert consultant services to assist in updating the City's pavement management system. Specific tasks identified by the City to be performed by Nichols Consulting Engineers include the following:

1. Convert the old pavement management system database into MTC's Pavement Management System Software.
2. Update the street section identifiers.

3. Verify the Geographic Information System linkage to the Pavement Management System.

KEY ISSUES AND IMPACTS

Currently the City is not using the pavement management software program developed by MTC. The pavement management software currently being used by the City is Pave Pro Manager 6.1, developed by Infrastructure Management Systems. The City has been using Pave Pro Manager since 1985. The City of Oakland received a P-TAP grant for Round 3. That grant was used to evaluate different software systems to determine the best pavement management system for Oakland's needs. The report recommends using MTC's Pavement Management System, as it is the most cost effective upgrade and will allow for easy reporting to the Metropolitan Transportation Commission.

The TEA 21 STP/P-TAP grant represents a source from which the City can seek outside funding for expert consultant services to assist in updating the City's pavement management system to identify current and future pavement resurfacing needs. Once the City's data is converted to the new system, a citywide survey will be performed to update the City's Pavement Condition Index. Funds have been allocated as part of the 2003-2005 budget for the street condition survey. In order comply with the MTC reporting requirements, all residential streets need to be surveyed every five years and all collector and arterial streets need to be surveyed every two years.

SUSTAINABLE OPPORTUNITIES

ECONOMIC: The pavement management system, when updated regularly, provides the City with the most efficient, effective, and economic maintenance strategies for the entire pavement network. Preventative maintenance also minimizes additional cost to drivers from poorly maintained streets (e.g. potholes and accidents).

ENVIRONMENTAL: The pavement management system provides a preventative maintenance strategy for the City's pavement network. When this maintenance strategy is used the City's pavement life is extended, reducing the need for costly and wasteful street reconstruction.

SOCIAL EQUITY: The pavement management system projects street condition and calculates a pavement condition index (PCI) for each street segment within the City's pavement network. The street PCI is used to propose maintenance strategies for the City's entire pavement network.

DISABILITY AND SENIOR CITIZEN ACCESS

An effective pavement management system will allow more City streets to be maintained and increase the pavement condition, making it safer and easier for drivers as well as pedestrians.

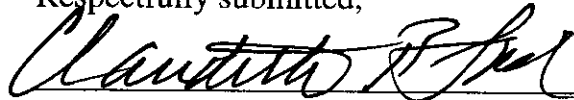
RECOMMENDATION AND RATIONALE

Staff recommends that the City Council approve the resolution authorizing payment to the Metropolitan Transportation Commission for the Pavement Management Technical Assistance program in the amount of \$7,294

ACTION REQUESTED OF THE CITY COUNCIL

Approve the resolution authorizing payment in the amount of \$7,294 to the Metropolitan Transportation Commission to update the City of Oakland's pavement management system

Respectfully submitted,



CLAUDETTE R. FORD

Director, Public Works Agency

Reviewed by:

Dwight A. Chambers, Operations Manager
PWA Street and Sidewalk Maintenance

Prepared by:

Jaime Heredia, Supervising Civil Engineer
PWA Street and Sidewalk Maintenance

APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE



OFFICE OF THE CITY MANAGER

OAKLAND CITY COUNCIL

RESOLUTION No. _____

C.M.S.

OFFICE OF THE CITY CLERK
CITY OF OAKLAND



INTRODUCED BY COUNCILMEMBER _____

2004 JAN 29 PM 6:41

RESOLUTION AUTHORIZING APPLICATION AND ACCEPTANCE OF \$17,706 IN METROPOLITAN TRANSPORTATION FUNDED SERVICES AND PAYMENT OF MATCHING FUNDS IN THE AMOUNT OF \$7,294 FOR THE PAVEMENT MANAGEMENT TECHNICAL ASSISTANCE PROGRAM

WHEREAS, the Transportation Equity Act for the 21st Century (TEA 21) (Public Law 105-178, June 9, 1998) and the TEA 21 Restoration Act (Public Law 105-206, July 22, 1998) continue the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, the Pavement Technical Assistance Program (P-TAP) provision of TEA 21 provides funding for consulting services to assist local jurisdictions with implementation of their pavement management systems; and

WHEREAS, pursuant to TEA 21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program P-TAP grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Pavement Technical Assistance Program (P-TAP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay region; and

WHEREAS, the Metropolitan Transportation Commission (MTC) retains consulting firms to service the P-TAP; and

WHEREAS, the City of Oakland has been selected to receive the Surface Transportation Program P-TAP grant; and

WHEREAS, this grant is intended for P-TAP consultant services to assist project sponsors in implementing their pavement management systems; and

WHEREAS, MTC requires the following:

- 1) the commitment of necessary local matching funds of at least 11.5%; and
- 2) that the sponsor understands that the Surface Transportation Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface Transportation Program funds; and
- 3) the sponsor to complete the project within 120 days from the start of the project; and

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PUBLIC WORKS CMTE.

FEB 10 2004

WHEREAS, the required local funds of \$7,294 are available in Fund 2211, Organization 92480, Account 54930, Project C235010, Program IN04; now, therefore, be it

RESOLVED: That the City Council of the City of Oakland by its adoption of this resolution does hereby authorize the City Manager, or her designee, to execute and file an application and accept \$17,706 in Metropolitan Transportation Commission funded services and pay the local matching funds to the Metropolitan Transportation Commission in the amount of \$7,294 for technical assistance in the update of the City of Oakland's pavement management system; and be it

FURTHER RESOLVED: That the City Council of the City of Oakland by adopting this resolution does hereby state that:

- 1) The City of Oakland will provide \$2,294 in local matching funds from existing fiscal year 2003-04 funds; and
- 2) The City of Oakland will provide \$5,000 in additional funds to complete the Pavement Management System Update; and
- 3) The City of Oakland understands that the Surface Transportation Program P-TAP funding for the project is fixed (\$17,706), and that any cost increases must be funded by the City of Oakland from local matching funds, and that the City of Oakland does not expect any cost increases to be funded with Surface Transportation Program funds; and

FURTHER RESOLVED: That a copy of this resolution will be transmitted to the MTC; and be it

FURTHER RESOLVED: That the MTC is requested to support the project described in the resolution and to program the project, if approved; and be it

FURTHER RESOLVED: That this resolution has been approved by the Office of the City Attorney as to form and legality, and a copy is on file in the Office of the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20____

PASSED BY THE FOLLOWING VOTE:

AYES- BRUNNER, BROOKS, CHANG, NADEL, QUAN, REID, AND WAN
PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

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FEB 10 2004

ATTEST: _____

CEDA FLOYD
City Clerk and Clerk of the Council
of the City of Oakland, California