

CITY OF OAKLAND
AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2004 OCT 28 PM 4:08

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: November 9, 2004

RE: RESOLUTION AUTHORIZING APPLICATION TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR UP TO \$25,000 IN CONSULTING SERVICES THROUGH THE PAVEMENT MANAGEMENT TECHNICAL ASSISTANCE PROGRAM AND PAYMENT OF LOCAL MATCHING FUNDS IN THE AMOUNT OF \$2,867.50 FROM MEASURE B FUNDS

SUMMARY

A resolution has been prepared for the City Council that authorizes the payment of \$2,867.50 in matching funds to the Metropolitan Transportation Commission (MTC) to update the City of Oakland's Pavement Management System (PMS). 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. The consulting services will be used to reinspect approximately 120 centerline miles of streets. These inspections are mandatory in order to comply with the MTC's reporting requirements and to ensure that streets are paved as efficiently as possible.

FISCAL IMPACTS

Approval of this resolution will authorize payment of \$2,867.50 in local matching funds (11.47%) to MTC. Funds are available from Measure B (Fund 2211), Street Condition Survey Project (C235010). This payment will enable the City to receive up to \$22,132.50 of federally funded consulting services for updating the Pavement Management System (PMS).

Description	Fund	Organization	Account	Project	Amount
PTAP Grant (88.53%)					\$22,132.50
PTAP Grant Matching Funds (11.47%)	2211	92480	54930	C235010	\$2,867.50
				Total	\$25,000

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

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BACKGROUND

P-TAP services are made possible by a provision of the federal Transportation Equity Act for the 21st Century. P-TAP was originally 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 existing budgets on pavement condition, and allocate limited funds cost effectively.

In the five years that MTC has been funding P-TAP Grants, over 150 projects totaling \$2.5 million. For P-TAP Round 6, fiscal year 2004-2005, thirty-nine jurisdictions, including Oakland, have been selected to receive P-TAP Grants. MTC has retained nine consulting firms to service P-TAP. Through P-TAP, MTC will provide consultant assistance to Bay Area jurisdictions to implement a pavement management program (e.g. create pavement segmentation, do field inspections), maintain an existing PMS database (update treatment descriptions/costs, establish pavements needs, identify budgets impacts), and assist in presenting results to management/City Councils. The City of Oakland will use the consulting services to reinspect a portion of the City's street network.

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. MACTEC 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 6 is approximately \$25,000 per jurisdiction, 11.5% of which is to be paid by the City as local matching funds.

KEY ISSUES AND IMPACTS

The City of Oakland first received a P-TAP Round 3 grant that was used to evaluate different pavement management software systems. The report recommended using MTC's Pavement Management Program, as it was the most cost effective upgrade from the old system and would allow for easy reporting to the Metropolitan Transportation Commission. Last year the City of Oakland was selected to receive a P-TAP 5 grant to convert the current Pavement Management Program to MTC's software program. Now that the software conversion is complete, this year the P-TAP 6 grant will be used to begin reinspecting the City's pavement network. The P-TAP 6

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grant will pay for the inspections of approximately 120 centerline miles (14%). Funds have been allocated as part of the 2003-2005 budget for the street condition survey and will be used to inspect the remaining 755 centerline miles (86%). A request for proposals is being prepared for the remaining inspections and will be issued this fall.

In order to 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. The TEA 21 P-TAP grant represents a source from which the City can seek outside funding for expert consultant services to assist in updating of the City's pavement management program to identify current and future pavement resurfacing needs.

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 program. Specific tasks identified by the City to be performed by MACTEC include the following:

1. Reinspect approximately 120 centerline miles of streets
2. Verify street segmentation information such as length and width of the street, and
3. Update the Pavement Condition Index (PCI) for all of the inspected street segments.

SUSTAINABLE OPPORTUNITIES

ECONOMIC: The pavement management program, 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 program 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 environmental impacts associated with 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. It allows an objective rating of pavement condition across all areas of Oakland.

DISABILITY AND SENIOR CITIZEN ACCESS

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

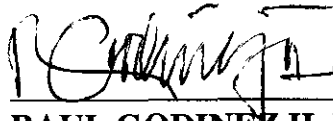
RECOMMENDATION AND RATIONALE

Staff recommends that the City Council approve the resolution authorizing application to the Metropolitan Transportation Commission for up to \$25,000 in consulting services through the Pavement Management Technical Assistance Program and payment of local matching funds in the amount of \$2,867.50 from Measure B funds.

ACTION REQUESTED OF THE CITY COUNCIL

Approve the resolution authorizing application to the Metropolitan Transportation Commission for up to \$25,000 in consulting services through the Pavement Management Technical Assistance Program and payment of local matching funds in the amount of \$2,867.50 from Measure B funds.

Respectfully submitted,

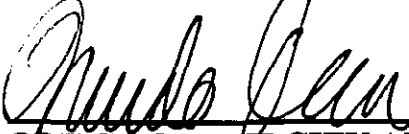


RAUL GODINEZ II, P.E.
Director, Public Works Agency

Reviewed by:
Michael Neary, P.E.
Interim Assistant Director, Public Works Agency
Design and Construction Services

Prepared by:
Elizabeth Sheldon, P.E.
Pavement Management Supervisor
Right of Way, Design and Construction Services

**APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE:**



OFFICE OF THE CITY ADMINISTRATOR

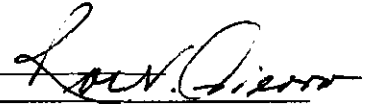
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FILED
OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

INTRODUCED BY COUNCIL MEMBER
2004 OCT 28 PM 5:15



RESOLUTION AUTHORIZING APPLICATION TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR UP TO \$25,000 IN CONSULTING SERVICES THROUGH THE PAVEMENT MANAGEMENT TECHNICAL ASSISTANCE PROGRAM AND PAYMENT OF LOCAL MATCHING FUNDS IN THE AMOUNT OF \$2,867.50 FROM MEASURE B FUNDS

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 and maintaining their pavement management systems*; and

WHEREAS, MTC requires the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; 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

WHEREAS, the required local funds of \$2,867.50 are available in Measure B ACTIA 2211 , Street Condition Survey Project (C235010); now, therefore, be it

RESOLVED: That the City Council of the City of Oakland authorizes the City

Administrator, or her designee, to apply for and accept \$22,132.50 in Metropolitan Transportation Commission funded consulting services and pay the local matching funds of \$2,867.50 from Measure B – ACTIA funds to the Metropolitan Transportation Commission for technical assistance in the update of the City of Oakland’s pavement management system; and be it

FURTHER RESOLVED: That the City Council authorizes the City of Oakland to provide \$2,867.50 in local matching funds from existing fiscal year 2004-05 Measure B – ACTIA funds; and be it

FURTHER RESOLVED: That the Surface Transportation Program P-TAP funding for the project is fixed (\$22,132.50), 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 be it

FURTHER RESOLVED: That a copy of this resolution will be transmitted to the MTC and that the MTC is hereby requested to fund and execute, and administer the project described in the resolution, if approved by MTC; 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-

ATTEST: _____

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