



City of Chula Vista

Staff Report

File#: 15-0611, **Item#:** 2.

RESOLUTION NO. 2016-014 OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA APPROVING AN AGREEMENT FOR PAVEMENT TESTING AND MANAGEMENT SERVICES BETWEEN THE CITY OF CHULA VISTA AND NICHOLS CONSULTING ENGINEERS, CHARTERED

RECOMMENDED ACTION

Council adopt the resolution.

SUMMARY

The last Citywide pavement testing and evaluation took place in 2011. The current pavement management data is outdated and no longer reflects the actual pavement condition of City streets. Four consultants submitted proposals; one of these proposals was not considered since it was not received by the due date. Based on review of the remaining proposals, staff recommends that the contract be awarded to Nichols Consulting Engineers, Chartered.

ENVIRONMENTAL REVIEW

Environmental Notice

The activity is not a "Project" as defined under Section 15378 of the California Environmental Quality Act State Guidelines; therefore, pursuant to State Guidelines Section 15060(c)(3) no environmental review is required.

Environmental Determination

The proposed activity has been reviewed for compliance with the California Environmental Quality Act (CEQA) and it has been determined that the activity is not a "Project" as defined under Section 15378 of the State CEQA Guidelines because it will not result in a physical change in the environment; therefore, pursuant to Section 15060(c)(3) of the State CEQA Guidelines, the activity is not subject to CEQA. Thus, no environmental review is required.

BOARD/COMMISSION RECOMMENDATION

Not applicable

DISCUSSION

The California Streets and Highways Code requires California Cities to initiate and maintain a Pavement Management System (PMS) as a condition of obtaining State Transportation Improvement Programs funding. Roadway pavements are one of a municipality's largest assets and a primary infrastructure responsibility. The City of Chula Vista owns approximately 463 centerline miles of pavement with an estimated value of about \$1 billion. Annually, pavement rehabilitation and maintenance requires one of the largest annual City expenditures of transportation funding.

Since 2006, the City has been utilizing the PMS software StreetSaver to develop the annual

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pavement rehabilitation program that relies on a citywide pavement inspection. The City's current overall Pavement Condition Index (PCI) is estimated to be 71, which is considered a very good condition rating ("very good" ranges from 70 to 85). Streetsaver requires periodic inspection of the entire street network (typically every five years) in order to calibrate the rate of deterioration curves used in the program and insure the accuracy of the pavement ratings. The last citywide inspection was conducted in 2011.

On August 28, 2015, staff issued a Request for Proposals (RFP) to Provide Pavement Testing and Management Services. This contract would include the inspection of all of the City's public streets and alleys using visual methods compatible with StreetSaver requirements. Two addendums were posted to the City's web site on September 11 and September 28, 2015.

The City received three proposals by the due date of October 7, 2015. A proposal from Adhara Systems was received on October 9, and it was therefore not opened and not considered. All selection panel members agreed with the ranking given to these firms.

RANK	CONSULTANT	LOCATION	FEE ESTIMATE	UPDATE HOURS
1	Nichols Consulting Engineers	Fountain Valley, CA	\$132,800	940
2	Petil Engineering	San Diego, CA	\$176,117.76	1152
3	The Barnhardt Group	San Bruno, CA	\$143,112.50	Not given

After reviewing the three proposals, staff determined that interviews would not be necessary, since the most qualified firm could be determined without going through the interview process.

Nichols Engineering had the best understanding of the work required under the contract and they submitted all documents required by the RFP. Additionally, they included highly experienced staff members on their team, have good plans for quality control of their inspection work, and have a very good understanding of StreetSaver and inspection procedures. Staff is satisfied with the thoroughness and accuracy of the work done on the previous pavement management contract. Their cost estimate is well within the funding provided for consultant and staff time associated with this Capital Improvement Project (OP219). Their cost breakdown is provided in Attachment 1.

The proposed agreement is attached (Attachment 2). This agreement follows the Scope of Work with one modification. Nichols Engineering proposed an optional service to provide Geographic Information Systems (GIS) linkage within the StreetSaver program. This would allow City staff to easily create up-to-date maps on citywide pavement conditions, pavement segments selected for treatment, the impact of different budget scenarios, etc. This feature would enhance staff's ability to put together annual pavement rehabilitation programs and provide information to Council and the public. The GIS linkage adds \$7,200 to the project budget and staff recommends it be included in this contract.

The RFP included a provision for Optional Services. This provides, at the City's option, inspection of selected streets two to three years after completion of the Citywide inspection. In the last inspection contract, a similar provision allowed for a re-inspection of all the City's major streets (Collectors and

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Arterials). This provision is included in the agreement for a not to exceed amount of \$60,000. This is larger than the amount in Nichols' Cost Estimate in order to allow for inspection of a larger number of street segments (800 to 900) in the mid-cycle inspection.

DECISION-MAKER CONFLICT

Staff has reviewed the decision contemplated by this action and has determined that it is not site-specific and consequently, the 500-foot rule found in California Code of Regulations Title 2, section 18702.2(a)(11), is not applicable to this decision for purposes of determining a disqualifying real property-related financial conflict of interest under the Political Reform Act (Cal. Gov't Code § 87100, et seq.).

Staff is not independently aware, and has not been informed by any City Council member, of any other fact that may constitute a basis for a decision maker conflict of interest in this matter.

LINK TO STRATEGIC GOALS

The City's Strategic Plan has five major goals: Operational Excellence, Economic Vitality, Healthy Community, Strong and Secure Neighborhoods and a Connected Community. The goal of the Pavement Testing and Management contract is to support the Strong and Secure Neighborhood Strategy. It will guide City staff in preparing programs for the maintenance and rehabilitation of the City's streets, thereby providing a safe and efficient roadway system for residents, businesses and visitors.

CURRENT YEAR FISCAL IMPACT

The current year cost includes \$132,800 for the basic contract and \$7,200 for the additional GIS Linkage task, for a total of \$140,000. There are sufficient TransNet funds in CIP Project OP219: Pavement Management System to cover this expenditure. Therefore, no appropriation is required.

ONGOING FISCAL IMPACT

This agreement includes an optional \$60,000 to inspect major streets and other streets of interest. This task must be completed by June 30, 2019, and will be funded by TransNet funds associated with CIP OP219.

ATTACHMENTS

1. Nichols Engineering Cost Proposal
2. Proposed Agreement

Staff Contact: Elizabeth Chopp, Senior Civil Engineer