

CITY OF SAN ANTONIO
INTERDEPARTMENTAL MEMORANDUM
PUBLIC WORKS DEPARTMENT

AGENDA ITEM NO. 17

TO: Mayor and City Council

FROM: Thomas G. Wendorf, P.E., Director of Public Works

THROUGH: Terry M. Brechtel, City Manager

COPIES: Melissa Byrne Vossmer; Douglas W. Yerkes, Ph.D., P.E.; Manuela Gomez Shannon, P.E.; Jason Cosby, P.E.; Armando A. Aranda, Jr.; Razi Hosseini, P.E; and file

SUBJECT: Amendment to Professional Services Agreement for the Data Collection, Update and Analysis of Pavement and Street Infrastructure Management System

DATE: October 9, 2003

SUMMARY AND RECOMMENDATIONS

This ordinance amends a professional services agreement for a Public Works Street Maintenance Operating Budget funded project in the amount of \$229,429.00 with GoodPointe Technology Corporation (GoodPointe), in connection with updating of one-third (1,274 center line miles of street) of the Pavement Management System (PMS) Network for the City of San Antonio and will include resurveying pavement condition and decay, performing data collection, input and analysis. GoodPointe will also provide services to enter historical and project data, survey/report on curbs, gutters, and sidewalks in the one-third survey area, promote the integration of ICON with other city management systems, install its software on designated city computers, and provide full system training. This ordinance also authorizes and approves the acquisition of the Micro PAVER Software Application Package through the American Public Works Association (APWA) in the amount of \$1,145.00 for software and manuals for a total amount of \$230,574.00.

Staff recommends approval of this ordinance.

BACKGROUND INFORMATION

The initial contract for a PMS Network with Braun Intertec, was approved by Council Ordinance No. 82142 on April 27, 1995 and authorized \$175,346.00 for the development of the first phase or "Pilot Program" of the Pavement Management System. During the Pilot Program, Braun Intertec used their proprietary copyrighted software system known as ICON and tailored it to the City of San Antonio's requirements for pavement management. This system is currently in use by public and private sector clients in 12 states and is used to manage infrastructure such as highways, streets, sidewalks, parking lots, signs, drainage and other networks of information. In addition, Braun developed street data collection procedures and collected 175 centerline miles of street condition data.

The second phase of pavement management was approved by City Ordinance No. 84160 on May 23, 1996, and the amount of \$246,000.00 was allocated for the collection of 1,000 centerline miles of street condition data. The third phase of the pavement management contract was approved by Council Ordinance No. 86386 on August 7, 1997, and allocated \$250,000.00 for the collection of an additional 1,120 miles of data. The fourth phase of the Pavement Management

contract was approved by the City Ordinance No. 87756 on May 7, 1998 and allocated \$320,000.00 for the collection of the balance of the existing street pavement network or an estimated 1,600 centerline miles of data.

Braun Intertec Corporation subsequently sold the ICON system to GoodPointe Technology Corporation. Following this acquisition, a fifth phase of the Pavement Management contract was approved by Council Ordinance No. 94924 on November 15, 2001, accepting the transfer of assignment of the contract from Braun Intertec Corporation to GoodPointe Technology corporation and allocating \$93,500.00 for computerized mapping and software integration of the Pavement Management (PMS) with Environmental System Research Institute (ESRI) Arcview shape format, the City of San Antonio's Geographical Information System.

This ordinance authorizes the firm of GoodPointe Technology Corporation of Minneapolis, Minnesota, to perform field survey, data collection and input into ICON. The city will be able to use this information in conjunction with its Geographic Information System (GIS) software to produce reports and maps. Also, Public Works staff will have the ability to generate multi-year pavement maintenance/rehabilitation plans, which will be used to create maps depicting pavement conditions and showing locations of past and proposed maintenance activities. GoodPointe will also enter historical maintenance data on pavement management projects performed from 1996 through 2002, enter Capital Improvement Project records from 1990 through 2009 (past and proposed projects), analyze pavement performance data and update PMS policy setup, develop an executive summary report, analyze and summarize available information on curbs, gutters, and sidewalks, develop a projected Pavement Condition Information (PCI) report, implement a city atlas to display PMS information, and provide full system training to designated city staff.

The updating of one-third of the PMS Network will include: 1) a survey to define areas where curbs, gutters, and sidewalks, are present or absent, and 2) a qualitative curb, gutter, and sidewalk condition survey. This will improve the City's ability to update the condition of the City's pavement City-wide on a three-year cycle, which will enable the adoption of a modified method for compliance with the GASB 34 report requirements on the value of pavement infrastructure. Currently, the value of the City's pavement infrastructure is depreciated on an annual basis, which indicates that the pavement infrastructure is in a state of decline. However, through completed Capital Projects and the department's Street Maintenance Program, the value of the City's pavement is maintained, restored, or enhanced in some cases. Adopting the strategy of conducting pavement inventory and assessing its condition on a three year cycle will ensure that the City's report on the value of pavement infrastructure will provide a more accurate valuation in accordance with the condition assessment parameters of GASB 34.

This ordinance also approves the acquisition of the Micro PAVER Software and Manuals. Micro PAVER was designed by the US Army Corps of Engineers. Micro PAVER can be networked or operate as a stand alone feature, has fully functional access database tools, has a GIS link using ArcView, has multilevel reports, can store photos, provides budget estimates on maintaining pavement at a given condition level, simultaneously analyzes both maintenance and major rehab needs, has nine user-defined fields to allow City staff to perform some customization, and a built-in ability to check data input errors. It is also field compatible so that inspection data can be entered via laptop.

The application of this software will also provide the City with the opportunity, at relatively little expense, to run a comparative analysis of the data acquired and analyzed by GoodPointe. Furthermore, it will provide the City with a means to switchover and continue operation of a

pavement management system while maintaining compliance with GASB 34 should it be determined at a future date that GoodPointe's services are no longer necessary. Should this occur, staff added in the FY 2004 budget process would perform pavement condition surveys. The pavement management system software will also be operated and managed by this staff with oversight by the City Engineer.

As outlined, to date the City has authorized a total of \$1,232,896.00 for the ongoing services under this Agreement. Of this amount, \$275,000.00 has been funded by Federal ISTEA funds through the Metropolitan Planning Organization (MPO). This ordinance, approving the amount of \$230,574.00, will raise the overall project total to \$1,463,470.00 and approves the work that includes updating of one-third (1,274 center line miles of street) of the Pavement Management System (PMS) Network for the City of San Antonio. This work is estimated to commence within thirty (30) calendar days of Council approval.

POLICY ANALYSIS

Approval of this ordinance will give the City the ability to update and assess its pavement infrastructure management system more frequently than every five years. The update on the condition of the City's pavement citywide on a three-year cycle will enable the adoption of a modified (preservation) reporting method for compliance with the GASB 34 report requirements on the value of pavement infrastructure. Adopting this strategy will ensure that the City's report on the value of pavement infrastructure will provide a more accurate valuation in accordance with condition assessment parameters of GASB 34.

FISCAL IMPACT

Funds in the amount of \$230,574.00 are available from the Street Maintenance Operating Fund and are authorized payable as follows:

\$229,429.00	Payable to GoodPointe Technology Corporation;
\$ 1,145.00	Payable to American Public Works Association.

COORDINATION

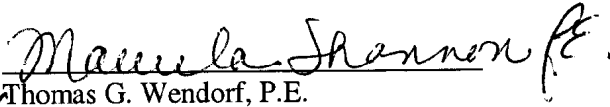
This request for ordinance has been coordinated with the City Attorney's Office, the Information Technology Services Department and the Office of Management and Budget.

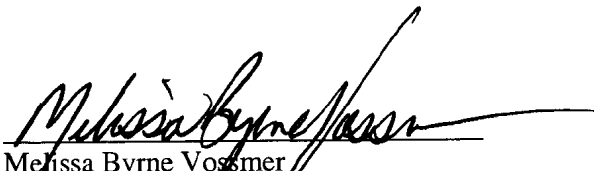
SUPPLEMENTARY COMMENTS

The required Discretionary Contracts Disclosure form is attached.

ATTACHMENT:

1. Proposal of GoodPointe Technology Corporation
2. Discretionary Contracts Disclosure Form


for Thomas G. Wendorf, P.E.
Director of Public Works


Melissa Byrne Vossmer
Assistant City Manager

Approved:


Terry M. Brechtel
City Manager



GOODPOINTE
TECHNOLOGY

ICON
Get to the point.
Infrastructure Management Solutions

September 24, 2003

Mr. Paul Tenner
Special Projects Coordinator
City of San Antonio
114 West Commerce Street
San Antonio, TX 78205

RE: INFRASTRUCTURE MANAGMENT SYSTEM PROFESSIONAL SERVICES

Dear Mr. Tenner:

As part of our ongoing effort to assist the Public Works Department with the successful management of the City infrastructure network, GoodPointe Technology is pleased to provide this revised proposal for infrastructure management and development services to the City of San Antonio.

This revised proposal includes the following consulting services:

- ICON System Data Entry and Report Generation;
- Network Level Infrastructure Condition Survey on 1/3 of the City Network;
- ICON Software License Upgrade; and,
- Onsite ICON Full System Training at the City of San Antonio.

GoodPointe Technology appreciates the opportunity to present this proposal to you. It is being presented in duplicate so, if acceptable, the ***Client Copy can be retained for your records*** and the ***GoodPointe Technology Copy can be signed and returned to us in its entirety*** as written authorization to proceed.

If after reviewing this document, you have any questions or concerns regarding the services detailed in this letter, please call me at (651) 726-2555. Thank you for your continued interest in our services. We look forward to working with you on this project.

Sincerely,
GoodPointe Technology

Anthony J. Kadlec
Vice President

Attachment:

Technical Scope of Work
Cost Schedule

Details of the Proposed Work Plan

Task 1. ICON System Data Entry and Report Creation

Task 1.1 Enter Historical Maintenance Data

GoodPointe will enter the pavement maintenance data of pavement management projects performed in years 1996 through 2002. The source data for this project information is the MS Access database (supplied by the City to GoodPointe), which includes approximately 5,000 individual paving project records, which in turn include several street blocks (ICON PMS inventory sections) per project record. Once the projects have been entered on a per section basis, the Maintenance Pavement Condition Indices (PCIs) will be calculated to reflect the pavement condition benefits of each respective project.

Task 1.2 Enter Capital Improvement Projects (CIP)

GoodPointe will enter the CIP project records indicated in the MS Access database (supplied by the City) for years 2003 through 2009. There are approximately 1,500 individual CIP/paving project records, which in turn include several street blocks (ICON PMS inventory sections) per project record. These project records will be entered into the Preplan database table of the ICON system so that the City can factor the impact of these prospective projects when running budget analysis scenarios into the future.

Task 1.3 Analyze Pavement Performance Data/Update PMS Policy Setups

Analyze Pavement Performance Data

An important aspect of predicting the future condition of City pavements depends on analyzing and understanding how well City pavements have performed in the past. Specifically this involves performing detailed mathematical regression analysis of the pavement condition survey data against the available project data (entered in Task 1.1) for the different functional classes of the network. GoodPointe will use the results of the pavement performance analysis to update the corresponding database tables of the ICON program. This will enable the City to more accurately reflect the true performance of the network when running budget analysis scenarios and will improve the accuracy in projecting historical condition surveys to today's projected PCI, for use in the City's Utility Assessment Policy.

Update PMS Policy Setups

The City has recently updated its PMS policy, that is, updated the unit costs, pavement management strategies and parameters that help determine how future projects are recommended, to meet the local engineering and economic conditions of the City of San Antonio. Under this task, GoodPointe Technology will make the corresponding changes in the ICON database tables to reflect the updated PMS Policy of the City.

Task 1.4 Develop Executive Summary Report

GoodPointe will analyze and summarize the latest available:

- Pavement Inventory Data;
- The available Curb & Gutter Inventory and Condition Data;
- The available Sidewalk Inventory and Condition Data;
- Pavement Condition Survey Data; and,
- Historical Project Information.

And will develop a high impact executive summary report to document the current extent and condition of the City infrastructure network, using the best available data sources.

This report can be submitted to the City in the form of a hardcopy report and/or as a digital document (e.g. MS Word or MS PowerPoint Presentation), depending on the City's preference.

Task 1.5 Develop Today's Projected PCI Report

Since pavement condition surveys are being conducted at the network level on approximately 1/5 of the network on an annual basis, it follows that the age of the collected condition survey data will vary from less than one year (for areas rated this year) up to five years (for areas rated 5 years ago). The completion of this task would enable the City to deteriorate the latest collected pavement condition data according to the amount of time that has elapsed since the survey, so that the condition of PMS sections in the City network may be compared on a consistent basis.

Under this task GoodPointe will develop an ICON System Report that will:

- Reference the latest possible condition data (either from a condition survey or from entered maintenance PCI project information), and ;
- Use the corresponding pavement performance (decay) curve to deteriorate the PCI according to the amount of time that has elapsed since the survey, which will;
- Reflect the best available assessment of pavement condition projected to the date of the report or 'today's date'.

The actual ICON system report (bpl) file will be delivered to the City so that the report may be updated or refreshed on a periodic basis (e.g. monthly), to reflect recently collected data and the additional deterioration associated with the time elapsed since the last report. The system report can be exported to a third-party data format such as MS Access (mdb), MS Excel (xls), Adobe Format (pdf), etc. according to the City's specification, for further use.

In the event that future revisions to the design of this report are requested by various departments within the City, GoodPointe can provide this consulting service on a time and material basis, as needed.

Task 1.6 Implement City Atlas to Display PMS Information

Now that the ICON PMS is integrated with the City GIS database, there are a number of ways in which the City can increase the efficiency and utility of its maintenance operations in the field.

Under this task, GoodPointe would implement a proprietary third-party GIS software package with the ICON database to provide the City with its very own GIS map line-work on a color-coded, hardcopy atlas of the City network. This atlas could be regenerated by the City whenever there is updated GIS linework or updated ICON system data to be published. This proposed atlas of the City street network would also:

- Include index listings (e.g street name) and include reference grids, key, etc. for quick reference both in the office and in the field;
- List City-specific ICON PMS System Data, which could include:
 - Latest PCI and associated survey date;
 - Today's Projected PCI (from Task 1.5);
 - Latest Maintenance Treatment (e.g. overlay, utility cuts) and dates;
 - Network Level Information (City Council Districts, CRAG District, Maintenance District, etc.); and,
 - Projected CIP projects (by Council District, for example);

- Feature Two-sided Page Layouts and multi-page printing according to the City's needs.

Task 1.7 Enter Additional Project/CIP Information Dating Back to 1990 (14 Years of Data)

The City has additional Capital Projects (paving project) records that date back to 1990 to be entered into the City's ICON PMS. The information of the project records may exist in a variety of formats:

- Hardcopy format (file cards, Capital Projects report format, maps, etc.)
- Digital format (spreadsheet, relational database, GIS maps, etc.):

Under this task GoodPointe will work with the City to define the set of project records to be entered into the ICON software. Once the projects have been entered on a per section basis, the Maintenance Pavement Condition Indices (PCIs) will be calculated to reflect the pavement condition benefits of each respective project.

Task 1.8 Establish GIS MS_Link Code in ICON

The City's ICON PMS relational database is currently linked to the City's Bexar County 911 GIS database through the assignment of a generic maplink ID/geocode in integer format. To promote the integration of ICON with other City management systems, GoodPointe proposes to switch out or replace the generic maplink ID/geocode with City's MS_LINK code. Any sections presently in the Bexar County 911 street file that are not in the City's PMS inventory database will be created in ICON accordingly.

Task 2. Roadway Infrastructure Condition Survey

Task 2.1 Pavement Condition Survey

The pavement condition inspection of each section will be performed using the enhanced TxDOT survey procedure. The results of the TxDOT distress survey will also be used to calculate the Pavement Condition Index (PCI). The PCI distress method includes most of the TxDOT distress types as a subset and will be used for condition prediction.

The enhanced TxDOT roadway pavement surface condition survey methodology includes the following distress types:

- Shallow Rutting
- Deep Rutting
- Pavement Patches
- Utility Patch Low
- Pavement Failures
- Pavement Patch Failures
- Utility Patch High
- Other Failures
- Alligator Cracking
- Block Crack Low
- Block Crack High
- Longitudinal Low
- Longitudinal High
- Transverse Low
- Transverse High
- Raveling
- Flushing
- Scabbing

The distresses are automatically recombined to calculate ratings using the TxDOT method and also the Pavement Condition Index (PCI) score, consistent with previous surveys performed for the City.

Proposed Survey Area

Based on survey area specified by the City, GoodPointe Technology will generate a database of sections to be rated in the field and will conduct a visual inspection of the surface of each section according to the TxDOT distress data collection methodology. The pavement condition will be recorded based upon actual surface conditions and physical characteristics of the driving lane with the worst pavement surface condition.

GoodPointe Technology will validate pavement section information (section length, section width, street name spelling, street termini) during the field survey. Incorrect and/or missing data will be added to the field data database and integrated into the City pavement management system. Inconsistencies in the map line work of the City GIS map relative to the field inventory will also be reported to the City, as noted by GoodPointe field crews.

The field inventory/condition survey will be conducted by trained pavement raters using a semi-automated (laptop computer) system. This will allow us to conduct the inventory in a simple, fast and efficient manner. Data entry will be performed concurrently with the pavement surface condition data collection.

Other Right of Way Infrastructure Data to be Collected in Task 2.1:

The following right of way infrastructure data will also be collected at the same time of the pavement condition survey.

- Curb/Gutter Existence (Yes or No)
- Qualitative Curb and Gutter Condition (Good, Fair, or Poor)
- Sidewalk Existence (Yes or No)
- Qualitative Sidewalk Condition (Good, Fair, or Poor)

General Survey Schedule

The infrastructure condition survey can be scheduled to start immediately upon the receipt of this authorized agreement. The completion of the proposed scope of work for a 1/5 network survey (764 miles) is estimated to occur within five months and a 1/3 network survey (1,274 miles) is estimated to occur with six months from the signature date of the authorized agreement, barring any unforeseen circumstances beyond the control of GoodPointe Technology.

GoodPointe has extended an 8% discount from our latest survey unit price if the City elects to do a 1/3 pavement condition survey on the City network to occur in the 5 months of Spring/Summer (that is, to commence in the months of April or May to be completed by August or September).

If the City elects to do a 1/3 pavement condition survey on the City network to occur every fall/winter (that is, to commence in the months of September or October to be completed by March) then we propose to do this work for 17% off our latest unit price.

For specific unit prices, please refer to the cost schedule, which has been provided under separate cover in coordination with this scope of work.

Task 3. Annual ICON Site License and Maintenance Support Agreement

ICON Database Upgrade

The City has requested that the ICON database be upgraded from the current configuration (MS Access stand-alone) to a multi-user, multi-access, client-server configuration, whereby ICON would be accessed by City staff from multiple locations within the City Public Works Department.

In response to this request, we propose to upgrade the City's ICON database platform from MS Access to MS SQL Server to improve the operating speed (response time), administrative functions, and security options available to the City.

ICON Software Support Agreement-General Description

To promote the long-term effectiveness of your ICON infrastructure and pavement management system, GoodPointe Technology has established an annual maintenance agreement for the ICON software. This support plan is unmatched by any of our competitors and has been developed to answer any questions or solve any errors you may encounter related to the operation of the ICON software.

With the purchase of the maintenance agreement, the City will receive:

- Annual software maintenance and support via telephone or on-site visits, if necessary, between the hours of 9:00 am to 5:00 pm, (CST) Monday through Friday;
- Updates/enhancements to the ICON software during the term of the agreement;
- On-line support via email (support@goodpointe.com) , the GoodPointe Technology website (www.goodpointe.com), or the GoodPointe Technology FTP site (<ftp://www.goodpointe.com>); and,
- Training on pavement-related topics and system enhancements up to twice a year at our User Group meeting workshops.

Response Plan

The general process for the support plan covered under the maintenance agreement is to respond to and resolve all questions or concerns immediately. In the rare instance when a staff member is not available, a response will be given within 24 hours. Usually these calls can be resolved either over the telephone or through e-mail. In the rare instance when your support issues cannot be resolved over the telephone or through e-mail, GoodPointe Technology will arrange to make an on-site visit to your agency to correct the problem. The agreement also offers modem support, provided your agency has compatible communication software and modems. This method of support allows both your agency and our staff more direct contact, quicker response time, and greater flexibility.

Authorized Period of Coverage

The maintenance agreement will span a one-year period from June 1st of the current year to May 31st of the following year, and will require renewal on an annual basis, with the corresponding agreement letter to be sent to the City in early May of each year.

Authorizing Additional Users For ICON Software Support

The ICON software license agreement allows for an unlimited number of City staff to run the ICON software from multiple physical locations distributed throughout the City, *without being charged on a per-seat basis.*

Under this agreement, the City is to identify one primary user of the software to serve as the administrative contact to distribute technical information back to other users of the ICON program at the City.

Additional ICON users may be authorized to receive ICON software support from GoodPointe Technology, on a per-user/per support year basis, under the terms specified in this agreement.

Task 4.1 Onsite ICON Full System Training

GoodPointe Technology will provide a *total of two days* of training at a *designated City of San Antonio location*. This training will include a half-day overview course on the principles of pavement management to those responsible for maintaining the ICON system. This training course will cover infrastructure management principles, field inventory definitions and distress survey procedures, data entry, report generation and integration of the system into your agency's infrastructure-related decision process.

The purpose of this orientation training is to help City staff better understand the

applications available to them with the ICON pavement management system, better assign staff to phases of the full system training, and to insure better application of the system to current and future needs. This allows for productive interaction between City staff and our project team during the full system training.

Comprehensive software operation training will be provided to your designated staff for software operation. This training will allow your designated staff to perform detailed analysis using the ICON pavement management system.

Full system training is normally accomplished over a two-day period. This training covers ICON system set up, navigating the pavement management system, data entry, retrieval and modification, and maintenance policy set-up procedures, followed by data entry and modification procedures for network and section definition, report writing, needs calculation, budget analysis, multi-year planning and system upkeep.

The full system training will also include a field survey training component to accommodate larger numbers of staff who are interested in learning the field survey techniques. Additionally, GoodPointe can accommodate a smaller number of staff to ride along with our survey crews as well, based upon a mutually-agreed upon schedule.

GoodPointe Technology will also provide your staff with the opportunity to attend special training classes up to two times a year, if needed (at no additional cost), as part of our ICON software maintenance agreement. [Note: the travel costs associated with sending your staff to the Users Group meetings are not covered under the standard ICON software maintenance agreement.] The ICON software maintenance agreement can provide the opportunity for retraining or new training if one of the original users transfers duties or terminates employment with your agency.

Task 4.2 Installation of ICON at the City

GoodPointe is available provide any or all installation services to set up the ICON program on multiple PCs as indicated by the City. This work can be performed on a time and materials basis and can be scheduled in coordination with Task 4.1 training to eliminate travel expenses. If not, then out of pocket travel expenses will apply.

City of San Antonio
Infrastructure Condition Survey
September 24, 2003
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Client Copy

RE: INFRASTRUCTURE MANAGMENT SYSTEM PROFESSIONAL SERVICES

Estimated Costs

This cost estimate is based on providing the services described under the Scope of Services, and Proposed Cost Schedule dated September 24, 2003, for the City of San Antonio. The cost estimate will not be exceeded without the additional authorization from the City.

The hourly or unit cost presented in this contract is based on the scope of services described and the assumption that the project will be completed within one year from the signature date. If the project cannot be completed within the proposed schedule due to circumstances beyond our control, revising the unit costs may be required for completion of the remaining tasks.

Terms on payment for services are due immediately upon receipt.

GoodPointe Technology appreciates the opportunity to present this contract to you. It is being presented in duplicate so if it is acceptable, the original can be retained for your records and the copy can be signed and returned to us in its entirety as written authorization to proceed.

Authorization to Proceed:

Please proceed according to the described scope of services:

Date

Client

City of San Antonio

Authorized Signature

Name

Title

Date

Authorized Signature

Name

Title

9/24/2003
Anthony J. Kadlec
Vice President

City of San Antonio
Infrastructure Condition Survey
September 24, 2003
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GoodPointe Technology Copy

RE: INFRASTRUCTURE MANAGMENT SYSTEM PROFESSIONAL SERVICES

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Authorization to Proceed:

Please proceed according to the described scope of services:

Date

Client

Authorized Signature

Name

Title

Date

Authorized Signature

Name

Title

City of San Antonio

9/24/2003
Anthony J. Kadlec

Vice President

City of San Antonio--Final Cost Schedule Presented to Council
RE: INFRASTRUCTURE MANAGEMENT SYSTEM PROFESSIONAL SERVICES

September 24, 2003

Proposed Consulting Tasks		Units	Units Required	Unit Cost	Optional	Total Cost
Task 1: ICON System Data Entry and Report Generation						
Task 1.1 Enter Historical Maintenance Project Information into City ICON Database						
Database Technician	Hours	80	\$45			\$3,600
Task 1.2 Enter CIP Information into City ICON Database						
Database Technician	Hours	30	\$45			\$1,350
Task 1.3 Pavement Performance Analysis/Update Pavement Management Policy Information into City ICON Database						
Project Engineer	Hours	24	\$75			\$1,800
Task 1.4 Develop Executive Summary Report based on latest condition information						
Project Manager	Hours	10	\$85			\$850
Project Engineer	Hours	20	\$75			\$1,500
Task 1.5 Develop Reporting Tools for generating Today's estimated CI, for use on monthly basis						
Project Engineer	Hours	15	\$75			\$1,125
Programmer/Analyst	Hours	15	\$70			\$1,050
Task 1.6 Implement City Map Atlas to display relevant system information for City staff						
Project Engineer	Hours	25	\$75			\$1,875
Task 1.7 Enter Additional Project/CIP Information Dating Back to 1990 (14 Years of Data)						
Please Specify the Format of the Data as Follows:						
Data Entry Cost to Enter One Year of Paving Project Data (Digital Format)	Year of Data	14	\$350			\$4,900
Data Entry Cost to Enter One Year of Paving Project Data (Hardcopy Format)	Year of Data	0	\$2,000			\$0
Task 1.8 Establish GIS MS_LINK code in ICON						
	Lump Sum	1	\$4,750			\$4,750
		Task 1. Not-to-exceed Amount:				\$22,800
Task 2. Infrastructure Condition Survey						
Task 2.1 Pavement Condition Survey		centerline miles				
Task 2.1 1/3 Survey of Network, To Commence in Fall/Winter Timeframe		centerline miles	1273.66	\$150		\$191,049
		Task 2. Not-to-exceed Amount:				\$191,049
Task 3. Annual ICON Site License and Maintenance Support Agreement						
Task 3.1 Annual ICON Site License and Maintenance Support Agreement						
MS SQL Server Database Platform--Unlimited User, Multi-site License		Annual License	1	\$8,000		\$8,000
Annual Cost to Authorize Additional One Users at Four City Office Locations		Per Authorized User	4	\$350	\$1,400	\$1,400
		Task 3. Annual Software License Amount:				\$9,400
Task 4. Onsite ICON Full System Training						
Task 4.1 Onsite ICON installation and training services (as requested/to be determined)						
3 Person Training Team, Including Travel Costs		Training Days	2	\$2,750		\$5,500
Task 4.2 Installation of ICON at the City						
To occur at multiple PCs at multiple City offices as directed by the City		Hours	8	\$85		\$680
Travel Expenses Waived if Scheduled with Task 4.1						
		Task 4. Not-to-exceed Amount:				\$6,180
Subtotal:				Grand Total:		\$229,420

City of San Antonio
Discretionary Contracts Disclosure*

For use of this form, see City of San Antonio Ethics Code, Part D, Sections 1&2

Attach additional sheets if space provided is not sufficient.

State Not Applicable for questions that do not apply.

* This form is required to be supplemented in the event there is any change in the information under (1), (2), or (3) below, before the discretionary contract is the subject of council action, and no later than five (5) business days after any change about which information is required to be filed.

Disclosure of Parties, Owners, and Closely Related Persons

For the purpose of assisting the city in the enforcement of provisions contained in the City Charter and the code of ethics, an individual or business entity seeking a discretionary contract from the city is required to disclose in connection with a proposal for a discretionary contract:

- (1) the identity of any **individual** who would be a party to the discretionary contract;

Not Applicable

- (2) the identity of any **business entity** that would be a party to the discretionary contract:
GoodPointe Technology Corporation and the name of:

- (A) any individual or business entity that would be a *subcontractor* on the discretionary contract;

Not Applicable

- (B) any individual or business entity that is known to be a *partner*, or a *parent* or *subsidiary business* entity, of any individual or business entity who would be a party to the discretionary contract;

Not Applicable

- (3) the identity of any **lobbyist** or *public relations firm* employed for purposes relating to the discretionary contract being sought by any individual or business entity who would be a party to the discretionary contract.

Not Applicable

Political Contributions

Any individual or business entity seeking a discretionary contract from the city must disclose in connection with a proposal for a discretionary contract all political contributions totaling one hundred dollars (\$100) or more within the past twenty-four (24) months made directly or indirectly to any current or former member of City Council, any candidate for City Council, or to any political action committee that contributes to City Council elections, by any individual or business entity whose identity must be disclosed under (1), (2) or (3) above. Indirect contributions by an individual include, but are not limited to, contributions made by the individual's spouse, whether statutory or common-law. Indirect contributions by an entity include, but are not limited to, contributions made through the officers, owners, attorneys, or registered lobbyists of the entity.

To Whom Made:	Amount:	Date of Contribution:
NOT APPLICABLE		

Disclosures in Proposals

Any individual or business entity seeking a discretionary contract with the city shall disclose any known facts which, reasonably understood, raise a question¹ as to whether any city official or employee would violate Section 1 of Part B, Improper Economic Benefit, by participating in official action relating to the discretionary contract.

NOT APPLICABLE		
Signature: Anthony J. Kadlec ANTHONY J. KADLEC	Title: VICE President Company: GoodPointe Technology Inc.	Date: 9/17/2003

¹ For purposes of this rule, facts are "reasonably understood" to "raise a question" about the appropriateness of official action if a disinterested person would conclude that the facts, if true, require recusal or require careful consideration of whether or not recusal is required.

City of San Antonio
Discretionary Contracts Disclosure*

For use of this form, see City of San Antonio Ethics Code, Part D, Sections 1&2

Attach additional sheets if space provided is not sufficient.

State Not Applicable for questions that do not apply.

*** This form is required to be supplemented in the event there is any change in the information under (1), (2), or (3) below, before the discretionary contract is the subject of council action, and no later than five (5) business days after any change about which information is required to be filed.**

Disclosure of Parties, Owners, and Closely Related Persons

For the purpose of assisting the city in the enforcement of provisions contained in the City Charter and the code of ethics, an individual or business entity seeking a discretionary contract from the city is required to disclose in connection with a proposal for a discretionary contract:

(1) the identity of any individual who would be a party to the discretionary contract;

Not Applicable

(2) the identity of any business entity that would be a party to the discretionary contract:
GoodPointe Technology Corporation an
d the name of:

(A) any individual or business entity that would be a *subcontractor* on the discretionary contract;

Not Applicable

(B) any individual or business entity that is known to be a *partner*, or a *parent* or *subsidiary business entity*, of any individual or business entity who would be a party to the discretionary contract;

Not Applicable

(3) the identity of any lobbyist or *public relations firm* employed for purposes relating to the discretionary contract being sought by any individual or business entity who would be a party to the discretionary contract.

Not Applicable