

TECHNICAL ADVISORY COMMITTEE

Thursday, March 2, 2017
9:30 AM

Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas
TAMC Conference Room
AGENDA

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. ROLL CALL

Call to order and self-introductions. According to Transportation Agency and Committee bylaws, Committee membership consists of representatives from the Transportation Agency voting and ex-officio members, and other agencies that may be appointed by the Transportation Agency. Currently the Committee membership includes representatives from 12 Cities, the County, MST, Caltrans, City of Watsonville, the Air District, and AMBAG, for a total of 18 members. Five members of the Technical Advisory Committee, representing voting members of the Transportation Agency Board of Directors, constitute a quorum for transaction of the business of the committee. If you are unable to attend, please contact the Committee coordinator. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today's agenda may be given when that agenda item is discussed.

3. BEGINNING OF CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be

moved to the end of the **CONSENT AGENDA** for discussion and action.

- 3.1 APPROVE** the minutes of the Technical Advisory Committee meeting of February 2, 2017.

- Zeller

The draft minute of the February 2, 2017 Technical Advisory Committee meeting are attached for review.

END OF CONSENT AGENDA

- 4. RECEIVE** a debrief on the election results of Measure X, the Transportation Safety & Investment Plan placed on the November 8, 2016, Presidential General Election Ballot.

-Wright

The Transportation Agency for Monterey County's Transportation Safety & Investment Plan and Retail Transactions & Use Tax placed on the November 8, 2016 ballot as Measure X received 67.71% voter approval. This debrief provides an in-depth county analysis of the election results.

5.

1. **RECEIVE** information on Pavement Management Program requirements for Measure X; and
2. **DISCUSS** the development of a Pavement Management Program with the cities and County.

-

The Transportation Agency for Monterey County's Transportation Safety & Investment Plan (Measure X) was recently approved by the voters. In order to receive Measure X funds, the cities and the County must utilize a pavement management program and submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. The Transportation Agency is interested in determining how to best collect and manage the pavement needs in our region and what role the Agency could serve to help address those needs.

6. ANNOUNCEMENTS

7. ADJOURN

Next Meeting April 6, 2017

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the

Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday 8:00 a.m. - 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897**

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903.

Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

CORRESPONDENCE, MEDIA CLIPPINGS, and REPORTS - No items this month



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 2, 2017
Subject: **Technical Advisory Committee Minutes of February 2, 2017**

RECOMMENDED ACTION:

APPROVE the minutes of the Technical Advisory Committee meeting of February 2, 2017.

SUMMARY:

The draft minute of the February 2, 2017 Technical Advisory Committee meeting are attached for review.

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

- Draft Technical Advisory Committee Minutes for February 2, 2017

TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting Held At The

**Transportation Agency for Monterey County
Conference Room 55-B Plaza Circle, Salinas**

Minutes of Thursday, February 2, 2017

	FEB 16	MAR 16	APR 16	MAY 16	JUN 16	AUG 16	SEP 16	NOV 16	JAN 17	FEB 17
R. Mullane, Carmel-by-the-Sea (M. Weiner)	P	C			P	C				
D. Dawson, Del Rey Oaks (R. Lang Ford)	P	A		P		A	P	P		
P. Dobbins Gonzales Vice Chair (R. Mendez, J. Lipe)	P	N	P		P	N	P	P	P	P
M. Steinmann, Greenfield (S. Stanton)	P	C	P	P	P	C		P		
O. Hurtado, King City (S. Adams)	P(A)	E	P	P		E	P		P	P
B. McMinn, Marina (E. Delos Santos)	P	L	P	P(A)	P	L	P	P	P	P
R. Deal, Monterey (A.Renny)	P	L	P	P	P	L			P(A)	P
D. Gho, Pacific Grove (M. Brodeur)	P	E	P			E		P	P	P
J. Serrano, Salinas, (R. Russell, V. Gutierrez)	P	D			P	D	P	P	P	
T. Bodem, Sand City	P				P					
T. OHalloran, Seaside (R. Riedl, L. Llantero)	P		P		P(A)			P(A)		P(A)
D. Wilcox, Soledad (M. McHatten)	P			P	P		P			P
E. Saavedra, MCPW Chair (M. Qureshi)	P		P	P(A)	P		P(A)	P(A)	P(A)	P(A)
Vacant , Monterey County Economic Development										
H. Adamson, AMBAG (S. Vienna)	P(A)				P(A)		P(A)	P(A)		P(A)
B. Rider, Caltrans (O. Ochoa-Monroy)	P(A)		P(A)		P(A)			P(A)	P(A)	P(A)
A. Spear, CSUMB										
A. Romero, MBUAPCD										
J. Brinkmann, FORA (C. Soares)	P		P					P	P	P
L. Rheinheimer, MST (M. Gallant)	P		P	P	P		P	P	P	P
STAFF										
D. Hale, Exec. Director									P	
T. Muck, Dep. Exec. Director	P			P			P	P	P	P

H. Myers, Sr. Transp. Planning Engineer	P		P	P	P		P	P	P	
M. Zeller, Principal Transp. Planner	P		P	P	P		P	P	P	P
C. Watson, Principal Transp. Planner								P		
V. Murillo, Asst. Transp. Planner	P		P		P		P	P		P
Theresa Wright, Public Outreach Coordinator	P				P			P		
G. Leonard, Transportation Planner							P			P

- Fernanda Roveri, City of Monterey

1. ROLL CALL

Vice-Chair Patrick Dobbins, City of Gonzales, called the meeting to order at 9:30am. Introductions were made and a quorum was established.

2. PUBLIC COMMENTS

None.

3. BEGINNING OF CONSENT AGENDA

Motion to approve the Consent Agenda.

M/S/C Daniel Gho / Brian McMinn – Passed

Ayes: Dobbins, Hurtado, McMinn, Deal, Gho, Riedl, Wilcox, Qureshi, Ochoa-Monroy, Rheinheimer

3.1 APPROVE the minutes of the Technical Advisory Committee meeting of January 5, 2017.

END OF CONSENT AGENDA

4. 2017 COMPETITIVE GRANTS GUIDELINES

The Committee received a presentation from Michael Zeller, Principal Transportation Planner, on the draft 2017 Regional Surface Transportation Program Competitive Grants program and guidelines.

Mr. Zeller summarized that the Surface Transportation Program is a federal program that provides states and local jurisdictions with funding for highway improvements, street rehabilitation and transportation enhancements. The Transportation Agency receives an annual apportionment of Regional Surface Transportation Program funding, passed through the State. Because Monterey County didn't have an urbanized area with a population of greater than 200,000 in the 1990 census, it qualified for the state exchange Surface Transportation Program, whereby Caltrans keeps the federal Surface

Transportation Program apportionments for a region and gives the regional agency an equivalent amount of state cash.

The Transportation Agency distributes Regional Surface Transportation Program funding in both fair-share and competitive programs. Monterey County and the cities receive fair-share Regional Surface Transportation Program funds based on their population and road miles. The total fair share allocation over the next three years was set by the Transportation Agency Board of Directors at \$3.6 million.

The Transportation Agency distributes part of the Regional Surface Transportation Program funding on a competitive basis to transportation projects based on a variety of criteria, including traffic volume and project deliverability. With the Transportation Agency now seeking to begin a new grant cycle, this process would involve the release of grant materials by the Transportation Agency, and the Technical Advisory Committee establishing a subcommittee to review and rank project proposals. The estimated three-year total available for grant funds is \$6.95 million. Mr. Zeller then reviewed the draft application with the Committee.

Rick Riedl, City of Seaside, requested more information on how an applicant would fill out Section 4 (Consistency with the Goals of the Regional Transportation Plan) of the application. Staff responded that this is a qualitative analysis and that an applicant would respond with their assessment of how well the project meets the goals of the Regional Transportation Plan, and that the review committee would make a final determination as to the number of points the applicant would receive for that section.

Patrick Dobbins, City of Gonzales, asked who is on the review committee. Staff responded that the review committee will be comprised of members from the Technical Advisory Committee, the Bicycle and Pedestrian Facilities Advisory Committee, and Agency staff.

5. CALL BOX PROGRAM EVALUATION

The Committee received a presentation from Grant Leonard, Transportation Planner, on the evaluation of the Monterey County Call Box Program. Mr. Leonard presented that The Service Authority for Freeways Emergencies program provides free emergency telephone service at call boxes to stranded motorists. The Agency operates Monterey County's call box program in coordination with Caltrans and the California Highway Patrol. Call boxes enhance public safety and provide emergency roadside assistance to motorists, particularly in area with poor or no cell phone service.

There are currently 190 active call boxes in Monterey County. Call boxes are located along the following routes: State Route 1, State Route 68, State Route 156, US Highway 101, Jolon Road, Carmel Valley Road, and Arroyo Seco Road. There are several issues facing the call box program in Monterey County, including:

- A reduction in call box usage in some areas of Monterey County, due to the proliferation of cell phones.

- A need to upgrade call box sites to conform to current American with Disabilities Act (ADA) standards.
- The phasing out of 2G technology and the need to upgrade call boxes to 3G and 4G technology.

Moving forward during this fiscal year, the Agency plans to:

- Coordinate with local jurisdictions about possible locations for call box removal or addition.
- Coordinate with Caltrans and the CHP about locations for call box removal or addition.
- Draft a recommended plan for call box program improvements.
- Seek Board, local agency, and public comment on the improvement plan for the call box program.
- Finalize the Call Box Program Modernization Plan for Board approval and implementation.

Rick Riedl, City of Seaside, asked if TAMC could install cell towers in locations with poor coverage? Staff responded that the Agency has explored that option and would require cooperation from cell phone providers to implement.

6. ACTIVE TRANSPORTATION PLAN UPDATE

The Committee received an update from Virginia Murillo, Transportation Planner, on the Monterey County Active Transportation Plan outreach campaign. She presented that the Active Transportation Plan will meet the State's guidelines by identifying high priority bicycle and pedestrian projects. This effort will also focus on analyzing key gaps in the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility design, and designating areas for enhanced regional and local connectivity.

In May 2016, committee members from the Bicycle and Pedestrian Committee and the Technical Advisory Committee participated in a mapping activity to identify bicycle and pedestrian improvements throughout Monterey County. In August 2016, Committee members provided input on the list of projects identified in the May mapping exercise. From September to December 2016, TAMC staff set up an online mapping public input tool. Members of the public were able to provide feedback on: barriers to bicycling/walking, routes that they currently walk/bike, and routes that they would like to bike/walk if improvements were made. Approximately 300 people submitted 430 comments via the Wikimapping tool. Staff collaborated with the Monterey County Health Department to gather input from their Greenfield Leadership and Civic Engagement group. Staff also collaborated with the City of Gonzales to host a South County public workshop for the Plan.

The Plan will be finalized over the summer, and adopted by the TAMC Board in fall 2017. By completing the Plan this year, bike and pedestrian projects will be ready for the next round of grant funds.

Orchid Ochoa-Monroy, Caltrans, asked if the Agency could meet to discuss Caltrans Corridors. Staff responded that a meeting would be set up.

Rick Riedl, City of Seaside, asked that when the Agency meets with cities, could we show existing routes with accidents overlaid? Staff responded that we would provide this information.

Brian McMinn, City of Marina, asked to review the project scopes as compared to public comments. Staff responded that would be part of the process.

Don Wilcox, City of Soledad, asked if National Parks Service is participating with costs? Staff responded that Federal Land Access Program grants could be a potential funding source.

Patrick Dobbins, City of Gonzales, asked if the consultant on the project would be able to assist with refining the projects and what is the timeline to have a firm under contract? Staff responded that they would and two months.

7. ANNOUNCEMENTS

Mohammed Qureshi, County of Monterey, announced that they would be hosting an ASCE webinar on roundabouts over the next two Fridays, 9am, at the County.

Don Wilcox, City of Soledad, announced that the city has a new City Manager, Michael McHatten.

Patrick Dobbins, City of Gonzales, announced that AMBAG's aerial photography project would be providing deliverables in the next 30 days.

8. ADJOURN

The meeting adjourned at 10:30am.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Technical Advisory Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: March 2, 2017
Subject: Measure X Election Debrief

RECOMMENDED ACTION:

RECEIVE a debrief on the election results of Measure X, the Transportation Safety & Investment Plan placed on the November 8, 2016, Presidential General Election Ballot.

SUMMARY:

The Transportation Agency for Monterey County's Transportation Safety & Investment Plan and Retail Transactions & Use Tax placed on the November 8, 2016 ballot as Measure X received 67.71% voter approval. This debrief provides an in-depth county analysis of the election results.

FINANCIAL IMPACT:

The Transportation Safety & Investment Plan is anticipated to generate an estimated \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%). This funding will make a significant dent in the over \$1 billion in unmet road repair needs and the over \$1 billion in regional road safety and mobility project needs.

DISCUSSION:

The Transportation Safety & Investment Plan, known as Measure X was placed on the November 8, 2016 ballot and received 67.71% voter approval. The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County, as defined in the Transportation Safety & Investment Plan and in the Project Descriptions & Policies document for the Plan previously adopted by the Agency's Board of Directors.

At the meeting, Transportation Agency staff will provide a debrief on the election results of

Measure X with an in-depth analysis of voting results for each jurisdiction and supervisorial district.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Technical Advisory Committee
From: Hank Myers, Senior Transportation Planning Engineer
Meeting Date: March 2, 2017
Subject: **Pavement Management**

RECOMMENDED ACTION:

1. **RECEIVE** information on Pavement Management Program requirements for Measure X; and
2. **DISCUSS** the development of a Pavement Management Program with the cities and County.

SUMMARY:

The Transportation Agency for Monterey County's Transportation Safety & Investment Plan (Measure X) was recently approved by the voters. In order to receive Measure X funds, the cities and the County must utilize a pavement management program and submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. The Transportation Agency is interested in determining how to best collect and manage the pavement needs in our region and what role the Agency could serve to help address those needs.

FINANCIAL IMPACT:

Measure X allocates of 60 % of the funds received to local road maintenance, pothole repairs & safety. The funds will be distributed to each local agency in compliance with the approved ordinance. The development of a pavement management program by TAMC is eligible to be funded out of this program prior to distribution of funds to the cities and County.

DISCUSSION:

The adopted ordinance for the Transportation Safety & Investment Plan (Measure X) outlines the requirements for the use of local road maintenance, pothole repair and safety

funds. To meet these requirements, a jurisdiction must demonstrate maintenance of a minimum level of local street and road expenditures as outlined in the ordinance. There is also a requirement for each jurisdiction to have a pavement management program. "Each city and the County of Monterey shall develop, or participate in the development of by TAMC, a pavement management program. They shall submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. The development of the pavement management program by TAMC is eligible to be funded out of this program prior to distribution of funds to the cities and the County."

A pavement management program typically utilizes a software-based tool for analyzing pavement conditions and reports findings on rehabilitation/maintenance strategies based on funding levels. The software focuses on providing cost-effective recommendations that enhance the overall system Pavement Condition Index (PCI). It provides administrators and maintenance personnel with:

- A current inventory of roadways within a jurisdiction;
- The current pavement condition for the roadways;
- A recommended project listing of all pavements needing maintenance, rehabilitation, or replacement;
- The most cost effective level of maintenance or repair appropriate at the time of the inspection; and
- A forecast of budget needs for maintenance, rehabilitation or replacement of deficient pavement sections for a multi-year capital improvement program, at various overall condition levels.
- Jurisdictions must typically review and update the information for all roads every two years and calculate the budgetary needs for rehabilitating or replacing deficient pavement sections for the current year and the next three years. It is recommended that all arterials and collectors are re-inspected every two years, while residential streets and local/rural roads are re-inspected every four years. A percentage of the network can be scheduled each year so that the entire network is updated on a four year cycle.

The Metropolitan Transportation Commission (MTC) "StreetSaver" system is the software of choice in the Bay Area and is used by all 109 cities and counties in the San Francisco Bay Area, and by over 200 users outside the Bay Area. MTC makes available the software, user training, and technical support at very reasonable prices. Software licenses start at about \$750/yr and are tiered up based on centerline miles (see attached info sheet).

The Transportation Agency would like to discuss the development of a Pavement Management Program with the cities and County. Agency staff are interested in determining how to best collect and manage the pavement needs in our region and what role the Agency could serve to help address those needs. Within our region a variety of pavement management systems are utilized. While many of the smaller agencies do not use a formal pavement management system, many of the middle sized agencies now use the MTC

“StreetSaver” software. And the County currently uses a custom system developed for their agency several years ago. Most of the data collection for our region is old and needs to be updated.

One option would be for each jurisdiction to use their own system. They would need to inspect and collect their roadway data, determine the pavement condition indexes, and develop forecasts of budget needs, maintenance strategies and multi-year project lists on their own. It is recommended that smaller agencies that do not currently have a functional pavement management program purchase software such as MTC "StreetSaver" program. Agencies that currently have a functional pavement management program could continue to collect their own data and utilize their current program. Or they could migrate their data into the latest version of the MTC “StreetSaver” program. (This would allow them to take advantages of the features of the new software features such as GIS linkage, mobile phone data collection and asset inventory (sign & ADA) options). This option would require more agency staff time and effort to perform the necessary pavement management program activities.

Another option would be for the Transportation Agency to take to lead to develop an implementation plan with the help of a consultant. It would be advantageous for all the agencies in the region to develop a coordinated system with a common software such as "StreetSaver". This would have the advantage of getting all the agencies up to speed with a coordinated pavement management program and current data. TAMC could also get a regional license to utilize the agency’s compiled data for regional planning purposes and for the Statewide Needs Assessments. To move forward with this plan the Agency (with the participation of the cities and the County) would:

- Determine the Pavement Management Program Scope of Work
- Estimate the Cost and Schedule for the Pavement Management Program
- Issue Bid for a Pavement Management consultant
- Hire Pavement Management consultant
- Develop Pavement Management Program

The consultant's scope of work (see attached draft) could be tailored to meet the needs of our area. They could provide software assessment/conversions, conduct pavement condition surveys, update maintenance and rehabilitation histories and maintenance strategies, prepare funding analysis, and GIS linkage. They could also provide training and final reports/ council presentations. We could pick and choose what work we want a consultant to do. We may only be interested in getting the field data and taking care of the funding analysis on our own. Or we may want more or less assistance with setting up systems, analysis, reports, presentations and training. It is anticipated that the consultant process to develop the Pavement Management Program could be completed and results available before the end of the calendar year. MTC indicated that they can provide all the "StreetSaver" licenses for our region at a discounted bundled rate. And the development of the pavement management program is an eligible Measure X cost. The key advantage of

this approach is that we get everyone up to speed together with a common system and current data in a timely manner.

Staff is prepared to move forward on the development of a Pavement Management Program based on the approach preferred by the cities and County.

ATTACHMENTS:

- StreetSaver Information
- Draft Scope of Work

WEB ATTACHMENTS:



The Metropolitan Transportation Commission (MTC) is proud to introduce our new version of pavement management software, **StreetSaver® Online Version 9, .NET edition**. **StreetSaver®**, formerly named the MTC Pavement Management System (MTC PMS), is designed specifically to help local cities and counties better allocate resources, predict the future condition of their pavements at different levels of funding, and demonstrate the impacts of underfunded road programs. **StreetSaver®** is developed with pavement preservation principles. Cities and counties can plan and manage road improvement projects, document budget needs and shortfalls, and use the collected data to build support for additional transportation funding. It is the most widely used PMS software in the West Coast.

History/Background on Development

A 1981 study by MTC – the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area – found that spending for local roadway maintenance in the region fell short by \$100 million a year, and that the Bay Area’s 17,000 miles of streets and roads had a deferred maintenance cost in the range of \$300 million to \$500 million.

It is in response to these findings that, in 1984, MTC launched its pavement management system as a pilot program. The first version was released in 1987. With more than 25 years of experience providing pavement management solutions, we have earned a solid reputation for our domain knowledge and our commitment to quality and service.

FEATURES

▪ Pavement Distress Identification

StreetSaver® utilizes **ASTM Standard D 6433** for condition assessment. Two choices are available for either the full Paver distresses or the MTC’s 7-Distress. The MTC’s includes seven (7) distresses and three (3) severity levels to calculate the condition of pavement surfaced with asphalt concrete and surface treatments:

1) alligator cracking, 2) block cracking, 3) distortions, 4) longitudinal & transverse cracking, 5) patching & utility cuts, 6) rutting and depressions, and 7) weathering & raveling.

For Portland cement concrete (PCC) pavements, the distresses considered includes: 1) corner break, 2) divided (shattered) slab, 3) faulting, 4) linear cracking (longitudinal, transverse and diagonal cracks), 5) patching and utility cuts, 6) rutting and depressions, and 7) spalling.

▪ Pavement Condition Index

StreetSaver® uses a pavement condition index (PCI) to measure the condition of a given section of pavement from a scale from 0 to 100. A new pavement will have a PCI of 100. The PCI helps to establish the extent of repair required and estimate repair costs, and is calculated based on the distresses identified above.

StreetSaver® provides real-time PCI and projected PCI based on future treatment strategy on each road segment, as well as overall road network.

▪ GIS Toolbox

This powerful GIS toolbox allows users without any GIS training to easily link their street networks to a GIS base map so that they can display and map pavement results spatially.

▪ Budget Analysis

Needs

The Budget Needs calculation estimates the amount (in dollars) of maintenance work needed to bring the condition of the network to a level that is the most cost-effective to maintain.

Scenarios

The Budget Scenarios calculation is used to determine the impact of various funding strategies. This procedure develops a list of pavement sections recommended for treatment within budget constraints specified by user.

The Target-Driven Scenarios calculation is based on the amount of funding needs to reach certain performance targets. Targets can be set for PCI, RSL, max % of Good Condition, min % of Poor Condition at different functional classification.

Multiple Scenarios Storage

StreetSaver[®] stores multiple scenarios, allowing the user to compare the impacts of various funding options on the overall condition of the pavement network.

Event-Based Calculation

This feature allows users to view the impacts of different events, such as inspection and maintenance and rehabilitation treatments, on a road segment. This feature also allows users to edit any events previously entered into the system over the lifetime of the road.

Project Selection Analysis

This feature assists users in translating network pavement repair recommendations into contract packages by allowing users to designate portions of their road network by running project-specific scenarios, such utility conflicts, slurry seal program, etc in order to customize their maintenance and rehabilitation programs.

▪ Database

StreetSaver[®] is designed to operate on the Microsoft SQL Server 2000 and 2005 database engine for reliable performance and long-term stability.

XML

Importing and exporting of data from 3rd party software vendors have become an easy task with XML, whether it is inspections, or inventory,

Sorting and Filtering Tool

This feature is a built-in search engine tool that enables users to sort, filter, create groupings, and arrange data in their street network database.

Attach Documents

This feature allows users to attach supplemental documents to provide background information to each individual road segment. The various acceptable file formats include JPG, PDF, Rich Text (.rtf), Word (.doc), Excel (.xls/xlsx), and MPEG.

User-Defined Fields

This feature allows users to add 10 customized fields in addition to the standard descriptions used in identifying the street sections.

▪ Reports & Graphs

StreetSaver[®] allows users to generate more than 90 time-saving reports and graphs, customized reports utilizing the built-in "Custom Reporting Tool". Reports can also be exported to various formats (e.g., .xls/xlsx, .rtf, .txt, PDF, and MDB)

▪ GASB 34 Reporting

Government Accounting Standard Board's Statement 34 (GASB 34) mandates that local government agencies provide infrastructure assets as part of their annual financial statements. **StreetSaver**[®]'s GASB 34 reporting module will facilitate the reporting of pavement assets to comply with these requirements. The reporting module will provide a depreciation function that allows agencies to depreciate assets based on their historical cost.

▪ MobileRater[™]

A companion to **StreetSaver**[®], **MobileRater**[™] is software for Android devices that assists with the collection of pavement distress data and includes a pavement condition index (PCI) calculator.

USER SERVICES

▪ **Virtual On-Site and Hotline Support**

MTC provides Virtual On-Site and hotline support to **StreetSaver**[®] users. For additional support and other technical services, users have the option of purchasing the Technical Service Plan as listed in the "StreetSaver[®] Products & Prices" on page 5.

▪ **User Week**

As part of our commitment to providing software support for **StreetSaver**[®] software, we routinely hold a User Week event two times a year: in March and November. User Week is typically held in Oakland, California at our main offices and training facilities. It is intended to be a forum where users can receive updates on the latest pavement management news, software-related issues and enhancements, and attend training workshops and seminars. There is also a mini 2-day series of workshop holds annually in November in Southern California.

▪ **User Meetings**

Held two times a year, these meetings provide a forum for MTC to convey the latest software development activities and other pavement management-related topics to our users. In addition, MTC, the program developers, and programmers have the opportunity to interact with users to exchange information and solicit user input.

▪ **Technology Transfer Seminar**

These seminars provide cities' and counties' PMS users and pavement managers with new technological information related to pavement rehabilitation, maintenance, and reconstruction. The intent is to expose cities and counties to different products and techniques available in the industry to help them with the maintenance of their pavements. Topics from the past seminars include the following: Rubberized Asphalt, Pavement Reinforcement Products, Bonded Wearing Courses, Deflection Testing and Overlay Design, Flexible Pavement Design, Common Maintenance & Rehabilitation Practices, Utility Trenching Cut Fees, and GASB 34 Implementation.

▪ **Training Workshops and Online Courses**

MTC offers training workshops and seminars to users at its twice a year User Weeks for both new users and ongoing users of the program. The following is a list of training opportunities that MTC provides:

PMS New Users

This workshop provides a general overview of pavement management systems, discusses the network-level elements used in MTC's software, and instructs users on how project-level pavement management can be integrated with the network level elements the system. This course is intended for new users as well as current users wanting a refresher course in PMS concepts.

Breaking the Network (Section Definition)

This workshop is designed to help new users divide their jurisdiction's roadway network into management sections. It is intended for those who want to learn more about the concepts behind management sections and how they are used by the PMS software.

Surface Distress Identification

This workshop provides a description of pavement condition assessment used in the MTC pavement management system, instructions on proper surveying techniques and data collection in the field, and explanation of how to calculate the pavement condition index (PCI). The session includes classroom as well as hands-on field training.

Budget Survival Skills for Pavement Managers

This workshop helps participants review tools used by a PMS champion to work on presentation of relevant PMS information and learn about obstacles to a successful PMS. Bringing these elements together successfully leads to a greater appreciation of pavement management by policy makers, and most importantly, gives them a better understanding of PMS recommendations.

Computer Training - Essential Skills

This introductory workshop provides users with an overview of the **StreetSaver**[®]. Instruction includes an explanation of data entry and calculations, the interface between different modules within the program, and how to generate various reports, including budget needs and scenarios.

Computer Training – Budget Analysis

This class is the second in a series of three training classes offered by MTC. Users learn how to use the budget analysis features of the software. The workshop covers maintenance and rehabilitation decision trees as well as thorough instruction in budget needs and scenarios concepts, program input and output, and interpretation of results.

Computer Training – Advanced Topics

This class is the third in a series of three training classes offered by MTC. Users learn how to use GIS Toolbox, Project Selection, Custom Reporting Tool and other features in the software.

▪ **Street Talk Newsletter**

In conjunction with User Week events, MTC publishes, *Street Talk*, a newsletter that provides the latest news regarding software and other pavement management-related topics.

▪ **User Guides and Manuals**

Online User's Guide

The Online User's Guide contains information and instructions on the use of the **StreetSaver®** software. The Guide provides detailed explanations of features and components so that users can get the most out of the software.

Pavement Condition Index Distress Identification Manuals

Manuals are available for both asphalt concrete (AC) & Portland cement concrete. They contain detailed descriptions and photographs of each of the pavement distress types used in **StreetSaver®** in order to assist users in performing pavement inspections.

RESEARCH & DEVELOPMENT

MTC is committed to the continued development and improvement of **StreetSaver®**. Over the last 25 years, MTC has collaborated with Texas A&M University, Texas Transportation Institute, and University of Texas - El Paso for **StreetSaver®** R&D. We have successfully implemented several Ph.D. dissertations in **StreetSaver®**. We also work closely with the California Pavement Preservation Center at the California State University at Chico.

ADDITIONAL INFORMATION

▪ **StreetSaver® Consultant List:** www.mtcpms.org/support/consultants.html

▪ **Customer/Users Profile**

- All 109 cities and counties in the San Francisco Bay Area
- Over 300 users nationwide and internationally

▪ **About MTC**

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. Created by the state Legislature in 1970, MTC functions as both the regional transportation planning agency and the region's metropolitan planning organization (MPO).

▪ **For more information, contact:**

Sui Tan, MTC, 101 8th Street, Oakland, CA 94607, Phone: 510-817-5844, Fax: 510-817-5848,
www.mtcpms.org

StreetSaver® Products and Prices

Prices effective as of July 1, 2014.

PRODUCT	Price
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1. StreetSaver® Online v.9 .NET edition (Bay Area & Outside Bay Area)*

Miles	Sections	Annual Cost
(whichever is greater)		
< 20	< 200	\$750
20-200	201 -1000	\$1,500
200-500	1001-2000	\$2,500
>500	>2000	\$3,500

- Consultants

\$2,000/year

2. Software Services Plan

This plan provides unlimited technical assistance regarding the licensed software, its functionality, database, operations, utilities and supporting documentation via e-mail, telephone, and virtual on-site support system. It also includes attending MTC-sponsored training classes at no charge.

\$1,000 - \$1,500/year

3. Technical Service Plan

This plan provides technical support, maintenance service, enhancements requested by users, and database conversion and management from PMS software. Cost varies with scope of work and starts at \$1,000.

\$1,000.00

4. MobileRater™

Software for handheld computers that assists with the collection of pavement distress data and includes a pavement condition index (PCI) calculator. This application is fully compatible with StreetSaver® Online and runs on Microsoft Windows Mobile 6 Classic.

\$750/ copy
\$700 (2-5)
\$650 (6-15)
\$600 (16+)
+

5. Data Migration

Migration fees are only applicable to MTC PMS 7.5 or earlier users upgrading to StreetSaver® v.9.

\$500.00

6. GIS Mapping Integration

Integration fees are applicable to StreetSaver® v.9 users who elect to use their own agency's GIS map, and include up to four (4) additional layers of map.

\$1,750.00

7. Pavement Condition Index Distress Identification Manual

This manual is intended to assist the inspector in rating AC or PCC pavements. Descriptions of each of the pavement distress types used in the StreetSaver® are presented and include using the following: appearance, causative factors, identity and characteristics of three levels of severity, and how to measure the extent of damage. Photographs are provided to aid the inspector in identifying the distress types and severity levels.

\$15.00
\$2.00 (S/H) **

8. StreetSaver Online/Classroom Course

Online lines self-paced and classroom instructor-led courses cover from basic to advanced courses on how StreetSaver works, as well as pavement condition assessment.

varies

* Please ask for international pricing.

** Call for shipping and handling for multiple copies.

StreetSaver® Ordering Process

New Users

1. Go to www.mtcpms.org website and download the order form.
2. Complete the form and fax (include P.O. #) or mail (include P.O. # or check) to MTC.
3. MTC will contact Agency to confirm order.
4. Go to www.streetsaveronline.com and subscribe as a new user.
5. MTC will notify user within 24 hours of login credentials.

Current MTC PMS Users (Desktop versions 8.0, 7.5, 7.1)

1. Go to www.mtcpms.org website and download the order form (pdf).
2. Complete the form and fax (include P.O. #) or mail (include P.O. # or check) to MTC.
3. MTC will contact Agency to confirm order and request to obtain the Agency's most current database for the purpose of migrating the data from MS Access (old) to MS SQL (new) database.
The two files are labeled:
 - a. Pavemgt.mdb (*default location is C:\Program Files\MTC75\Pavemgt\Database*)
 - b. Common.mdb (*default location is C:\Program Files\MTC75\IRIS\Database*)
4. The files will be transferred "online" through MTC's ftp site.
 - a. Agency will logon to MTC's FTP site at <ftp://streetsaveronline.com>
 - b. Password will be provided by MTC.
 - c. There will be a folder with Agency's name.
 - d. Copy the two (2) files from your computer and paste directly into Agency's folder on the browser window.
 - e. Inform MTC once files are transferred to the FTP site.
5. Remember to "freeze" work on Agency's existing database from this point on. Do not "add" any new information (e.g., inspection data, M&R data, new streets, combine/split streets.)
6. Allow MTC one week to audit and migrate Agency's database. (During this time, MTC may need to contact Agency with questions regarding database.)
7. Go to www.streetsaveronline.com and subscribe as an existing user.
8. MTC will notify user within 24 hours of login credentials.



Metropolitan Transportation
 Commission
 101 Eighth Street
 Oakland, CA 94607-4700
 ATTN: Mr. Sui Tan

Order Form

Fax: 510-817-5848
 Phone: 510-400-8428

Order Date: _____
 Purchase Order #: _____

Bill To:	Ship To:
Name	Name
Title	Title
Agency	Agency
Address	Address
City, State ZIP	City, State ZIP
E-mail:	E-mail:
Phone No.:()	Phone No.:()

QTY	DESCRIPTION	UNIT PRICE	AMOUNT
	StreetSaver [®] Online v.9 .NET edition – Bay Area <input type="checkbox"/> Outside Bay Area Agencies (New pricing effective December 1, 2015)	\$750/yr- \$3,500/yr	\$
	StreetSaver [®] Online v.9 .NET edition – Consultants	\$2,000/yr	\$
	StreetSaver Plus [®] Online v.9 .NET edition – (Cost is \$500 per Asset)	\$500/ yr/ per	\$
	StreetSaver [®] Training Service Plan	\$1,000/yr	\$
	StreetSaver [®] Software Support Services Plan (consultant is \$1,500/year)	\$1,000/yr	\$
	StreetSaver [®] Technical Service Plan (Request a quote)		\$
	Data Migration (Applicable to users currently using the MTC PMS v.7.5 or earlier only)	\$500	\$
	GIS Mapping Integration: Based on using agency's GISmap plus 4 additional layers. (Inventories greater than 5,000 sections please request a quote)	\$2,500	\$
	GIS Mapping Integration (Based on using TIGER Data GISmap)	\$1,000	\$
	MobilePater™ Pavement Condition Calculator (starts at \$750/copy)	\$750	\$
	StreetSaver [®] Online Reinstatement Fee	\$250	\$
	StreetSaver [®] Computer Training Class (Instructor-led)		\$
SUBTOTAL			\$
(Applicable for California Agencies only – use your County's Sale Tax) SALES TAX (%)			
SHIPPING & HANDLING			\$
TOTAL			\$

Please email the completed Order Form along with a check made payable to Metropolitan Transportation Commission, or include a Purchase Order Number (applicable for public agencies) with your order. For credit card payments, an invoice will be sent with a link to PayPal for payment. You may also fax the completed form to MTC at 510-817-5848. If you have any questions, please call 510-400-8428.

DRAFT

SCOPE OF WORK

PAVEMENT MANAGEMENT PROGRAM

- TASK A - Kickoff Meeting
- TASK B - PM Software Assessment/ Conversion
- TASK C - Pavement Condition Surveys (automated)
- TASK D - Update Maintenance and Rehabilitation Histories
- TASK E - Update Maintenance Strategies/ Histories
- TASK F - Funding Analysis
- TASK G - Final Reports/Council Presentations
- TASK H - GIS Linkage
- TASK I - Training

ASSUMPTIONS:

1. Assumes all agencies will have their own software and database (note: MTC can provide all the StreetSaver software licenses for the agencies in the county at a bundled rate).
2. Task B is to evaluate any existing data that may need to be converted (data conversion can be included as separate cost based on size of data base).
3. All meetings to be hosted with all at one location (TAMC) to reduce costs.
4. Task C surveys are all automated, for entire 1782 miles of roads for all cities and County.
5. Tasks F, G, and H assume that there will be 13 separate analyses, reports and presentations.
6. Task I assumes lead agency (TAMC) will host training and invite all agencies and provide room with Wi-Fi capabilities (computers to be provided by each agency).