

Street Talk

Software by Another Name Is... Better!

STREETSAVER™

MTC Pavement Management Software v.8

by Sui Tan

The pavement management staff of the Metropolitan Transportation Commission (MTC) is celebrating two exciting launches this month: first, the newest version of MTC's pavement management software, and second, a new, descriptive (and simpler) name for it.

StreetSaver™, formerly known as MTC's pavement management system (PMS), is the eighth version of the software designed by MTC to provide solutions to pavement needs for cities and counties. Since the inception of its PMS in 1986, MTC has striven to keep the same objective — simplicity of use — as the goal in its software development. It has carried on the same tradition in its current release.

StreetSaver™ has fundamentally changed the system architecture used by its predecessor, MTC PMS version 7.5. To cope with the growing demand of users' databases, MTC has adopted the industry-proven Microsoft SQL Server 2000 as the database engine's backbone. Microsoft SQL Server 2000's performance, reliability, and ease-of-use make it an excellent database platform. Coupled with Object-Oriented Programming — which makes coding easier to maintain and more reusable — MS SQL Server 2000 provides a long-term and stable system architecture.

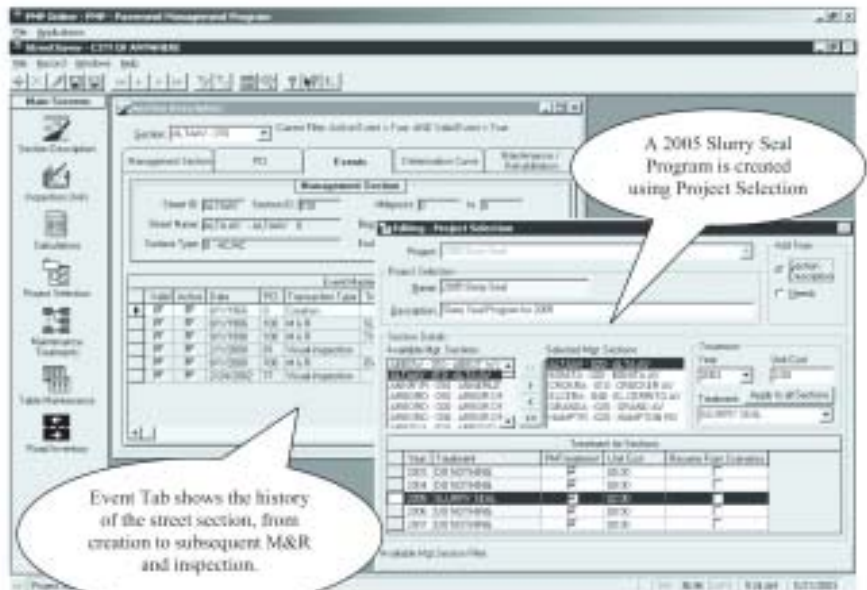
For a description of the most important new features included in StreetSaver™ v. 8, see page 3.

Pricing

There are four tiers of pricing. For the Bay Area's cities and counties as well as academic institutions, StreetSaver™ v. 8 is available at \$1,500 for up to five users at the licensee's facility. For cities and counties outside of the Bay Area, it is available for \$2,000 for up to five users at the licensee's facility. Pricing for consultants and private entities is \$3,500 for unlimited licenses.

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In response to feedback from users of previous versions, StreetSaver™ v. 8 has been designed with a straightforward screen layout and many new features.

Data Migration

Existing MTC PMS v. 7.5 users will need to migrate their MS Access 97 databases to SQL Server 2000. The process of data migration involves three major steps: *continued on page 3*

MTC Polishes Its Crystal Ball: Making Accurate 25-Year Financial Forecasts

by Theresa Romell

Last month the Metropolitan Transportation Commission (MTC) formally kicked off the start of activities leading to the adoption of its next 25-year regional transportation plan. Dubbed "Transportation 2030," the plan — scheduled for completion in 2005 — will update its predecessor, the 2001 transportation investment plan for the nine-county Bay Area.

To develop the new plan, MTC must assess future needs and the revenues likely to be available to cover those needs. This is no small task when you are projecting figures over a 25-year period, but accurate projections are critical. Where needs outpace revenues, shortfalls result, and shortfall estimates play a crucial role in determining MTC's funding policies.

In reviewing existing data, we have found that local streets and roads are likely to account for a large portion of the anticipated shortfall in funding. We came to this conclusion after looking at the maintenance and rehabilitation needs of local streets and roads in three different categories: pavements, non-pavements and local bridges.

Individual jurisdictions base their pavement needs estimates on the unit cost of maintenance treatments. In order to establish current costs, MTC recently surveyed over 100 jurisdictions with the help of the region's county congestion management agencies and transportation authorities. Plugging the updated numbers into our calculations yielded an increase of almost 100 percent over the needs estimates for the 2001 *Regional Transportation Plan*.

Finding out what the non-pavement portion of the 25-year local streets and roads needs will be has proven to be

quite a bit more challenging. Unlike with pavements, there is no single source available for estimating the funding needs for storm drains, sidewalks, traffic signs and signals, and other non-pavement facilities. The survey data that we received for this category varied widely from jurisdiction to jurisdiction. MTC is currently working with public works representatives around the region to come up with a model for estimating the non-pavement need as accurately as possible.



Neither the needs nor the revenue estimates for bridge maintenance and rehabilitation require much input from local jurisdictions. The needs estimate is being undertaken by a consultant hired by MTC, while estimates of revenues will be made by MTC staff in

conjunction with Caltrans, which tracks local bridge conditions.

Where Will the Money Come From?

Estimating the revenues that will be available for pavement and non-pavement purposes over the next 25 years is less straightforward than making the bridge estimates. In prior regional transportation plans, MTC has relied on historical data from the State Controller's office to estimate certain revenue streams. Through the process of working closely with public works departments around the region, we have learned that the financial data collected by the State Controller's office may not be an accurate reflection of the revenues that have actually been spent on pavement and non-pavement maintenance in the past.

In order to get a better idea of what revenues can be counted on, MTC will be surveying Bay Area jurisdictions. We

also will work with them to improve the accuracy of the data that will be provided to the State Controller's office in years to come — as well as to correct data from the past — so that this centralized source of information can be relied on for future projections.

We expect to complete our local streets and roads projections for the Transportation 2030 plan by the fall of this year. MTC will then concentrate on formulating a policy for distributing available regional funds to cover as much of the funding shortfall for the Bay Area's transportation network as possible.

Upcoming Events

Unless otherwise indicated, all events listed will be held at the Metro Center, 101 – 8th Street, Oakland (near the Lake Merritt BART station).

July 2003

Technology Transfer Seminar

Monday, July 14 Auditorium
9 a.m. to 12 noon

General User Meeting

Monday, July 14 Auditorium
1 p.m. to 4 p.m.

Surface Distress Survey Procedures for AC Pavement — Training

Wednesday, July 16 Auditorium
9 a.m. to 4 p.m.

Computer Training Workshop: GIS/Pavement Management Program Implementation Overview

Thursday, July 17
9 a.m. to 12 noon
Alameda County Conference Center¹
Fremont Room
125 – 12th Street, Oakland

MTC Pavement Management Program Concept Training

Thursday, July 17
9 a.m. to 12 noon
Claremont Room
1999 Harrison Street², Suite 1700
Oakland

Computer Training Workshop: Basic Skills

Friday, July 18
9 a.m. to 4 p.m.
Alameda County Conference Center¹
Fremont Room
125 – 12th Street, Oakland

¹four blocks from Lake Merritt BART
²four blocks from 19th Street BART

New Version of Software

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1. Data auditing to fix user input and system errors;
2. Converting MS Access tables and database objects to server-based data; and
3. Events migration, to verify migrated data so that a valid and active event can be recreated, and to isolate and report data that cannot be migrated. Depending on the size and age of the database, it can take two to eight hours for successful migration.

StreetSaver™ v. 8 supports Windows 2000 or XP running on a Pentium III 500 MHz or better, with a minimum 256 MB of RAM and 40 MB of free disk space. It also comes with a redistributable version of the SQL Server relational database engine called Microsoft Data Engine 2000 (MSDE) or SQL Server Desktop Engine.

It does not include the graphical management tools and analysis capabilities found in the full version.

Installation

StreetSaver™ v. 8 has been designed as a Client-Server application. As such, the software has two components: database server and client software. The database server component is responsible for managing all of the information stored in the StreetSaver™ software. The client software allows users to add, edit, delete and view information in StreetSaver™. These components can be installed on the same computer or on different computers.

StreetSaver™ v. 8 offers installation in three different configurations: single computer, workgroup, and network. In a single computer environment, both database server and client software are installed on this computer. In a workgroup environment, the database server is installed on a

workstation in the workgroup, which also may have the client software installed. The other workstations in the workgroup will only have the client software installed. Finally, in a network environment, StreetSaver™ v. 8 will be installed on computers that are on a local area network (LAN). This network will include a Windows NT Server running MS SQL Server 2000. The MS SQL Server 2000 will serve as the database server component, while the client software will be installed on computers that are connected to the network.

Trench Cut Fee Litigation Update

Reprinted with permission from a February 2003 memo sent to the California Statewide Trench-Cut Coalition by George Alvarez, coalition president and city engineer for Santa Ana, California.

As promised in my spring 2002 article, I would like to update cities regarding the trench cut fee litigation, Southern California Gas Company, plaintiff, vs. City of Santa Ana, defendant, and other similar litigation. Several times a month I get calls from cities that are considering trench cut fee ordinances. Hopefully the information provided can provide you with some insight.

Several cities in California have completed trench cut fee studies to determine the effects and cost of damage to pavements caused by street excavations. Cities that have completed their studies are in a holding pattern until a ruling is made on the appeal.

To date, six California cities have adopted trench cut fees: Sacramento, San Francisco, Union City, Los Angeles, Santa Ana and Stockton. Three of those cities are in litigation: San Francisco, Union City and Santa Ana. Santa Ana's lawsuit is currently before the appellate court. On Nov. 20, 2002, an amicus curiae brief was filed by the City and County of San Francisco, joined by 14 California cities, in support of the City of Santa Ana and a request that U.S. Court of Appeals for the Ninth Circuit reverse the judgment of the district court. San Francisco

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New Features of StreetSaver™ v. 8 Include:

Project Selection Analysis – Allows users to designate portions of the road network for running project-specific scenarios to customize their maintenance program or construction packages. The treatment and costs for those groups or sections will be fixed so that scenarios analysis can be conducted with the selected sections, costs, and treatments prior to other segments.

Events-Based Calculation – Allows users to view the impact of different events on a road segment and to edit and delete any events such as inventory, inspection, and M&R.

Attach Document – Allows users to attach supplemental documents with unlimited format from popular formats like JPG, MPEG, DOC to the video log to provide background information on specific road segments.

Filter/Sort Tool – Allows users to search and filter road network database.

Export to MS Excel – Allows users to export reports to MS Excel format.

Stand-Alone Reporting Module –

Allows management, finance, or other personnel to easily access all program reports without installing full version of StreetSaver™.

One-Click Refresh of Street Section

– Provides one click refresh of street section without exiting a module when adding Road Name, Area ID, General Code, or Funding Source.

New User-Friendly Interface –

Allows users to easily access core modules from main screen and open multiple modules concurrently.

Automatic E-mail Notification – Provides automatic feedback to developers via e-mail for faster issue resolution and enhancements.

MS SQL Server 2000 Back-End –

Allows easy reporting, analysis, and integration.

GIS/PMS Integration – Supports third-party developers' geographic information systems (GIS) applications to pavement management.

P-TAP Round 5 Kicks Off

by John Hoang

Thirty-one jurisdictions representing all nine Bay Area counties have received grants from the Metropolitan Transportation Commission's Pavement Management Technical Assistance Program (P-TAP) in Round 5 of the popular program. This is the fifth year in which P-TAP is providing Bay Area cities and counties with consultant assistance for establishing or maintaining jurisdictions' pavement management systems (PMS). Federal and local funds help to underwrite the program.

The tasks typically associated with P-TAP projects include surveying the streets and roads inventory, updating maintenance and rehabilitation information and cost data in the software program, performing budget analyses, making presentations to council members and city managers, integrating and linking PMS databases with geographical information systems (GIS), designing pavement rehabilitation projects and providing grant assistance.

MTC's PMS User Support

In the Bay Area

Alameda, Contra Costa and San Francisco counties:

- John Hoang
510.817.3210
jhoang@mtc.ca.gov

Marin, Napa, Solano, and Sonoma counties:

- Theresa Romell
510.817.3243
tromell@mtc.ca.gov

San Mateo and Santa Clara counties:

- Sui Tan
510.817.3250
stan@mtc.ca.gov

Outside the Bay Area

- Nichols Consulting Engineers
831.469.3507
Monday-Friday 8 a.m.-5 p.m. PST

MTC PMS Web site:

www.mtcpms.org

Nine consultants have been hired for P-TAP Round 5. They are: Berryman & Henigar, Coastland Civil Engineering, CSG Consultants, Engineering Infor-

mation Services, Farallon Geographics, GeoData Analytics, Harris & Associates, MATEC Engineering and Consulting, and Nichols Consulting Engineers.

The projects are expected to begin this month and be completed within one year. The following jurisdictions received the P-TAP Round 5 grants:

Alameda County – Alameda, Albany, Fremont, Livermore, Newark, Oakland, San Leandro

Contra Costa County – Contra Costa County, El Cerrito, Lafayette, Martinez, Richmond

Marin County – Larkspur, San Rafael

Napa County – Calistoga

Santa Clara County – Campbell, Los Altos Hills, Los Gatos, Monte Sereno, San Jose

San Francisco County – San Francisco

San Mateo County – Atherton, Brisbane, Colma, Hillsborough, Portola Valley, San Mateo County

Solano County – Fairfield

Sonoma County – Petaluma, Sonoma County, Windsor

For more information about P-TAP, contact John Hoang at 510.817.3210 or by e-mail at <jhoang@mtc.ca.gov>.

Trench Cut Fee Litigation

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and amici cities have granted franchises to public utilities that are similar to the franchise Santa Ana granted to Southern California Gas Company. Because the franchise provisions at issue are essentially identical to provisions in franchises granted by San Francisco and many other California cities, the court's decision will have a broad impact. If the district court's decision is upheld, it could substantially undermine the ability of elected officials who discover new local problems or circumstances to adopt and consequently enforce new regulations governing companies digging in city streets.

On Feb. 7, 2003, the City of Santa Ana mailed the city's reply brief to the Ninth Circuit Court. This concludes all the briefings before the Ninth Circuit.

The next step is getting a hearing date from the court, which is probably between six months and one year until the case is heard. Most likely, the case will be heard in Pasadena, but it could be in San Francisco. Union City is still under submission on the issue of the contracts clause, and San Francisco is going forward with the remainder of their case. (PG&E, unlike So. Cal. Gas, did not waive their other claims after winning on the contracts clause).

If you have any questions or request additional information, please e-mail me at <galvarez@ci.santa-ana.ca.us> or call me at 714.647.5659. I will continue to provide updates as they become available through the California Statewide Trench Cut Coalition and articles in the Public Works Officers newsletter.

Street Talk



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