



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Partnership Local Streets and Roads /
Programming and Delivery Working Group

DATE: October 9, 2020

FR: Christina Hohorst

RE: P-TAP 22 Call for Projects

The Pavement Management Technical Assistance Program (P-TAP) provides Bay Area jurisdictions with expertise in implementing and maintaining a pavement management program, primarily the MTC StreetSaver® software. MTC has programmed approximately \$26 million in regional Surface Transportation Program (STP) funds during the last twenty-one rounds of P-TAP. In total, MTC has funded about 876 projects and assisted all Bay Area jurisdictions with their pavement needs.

MTC is soliciting applications for Round 22 projects (see attached). The application will be available online and will be due on Monday, November 16, 2020 by 4:00 p.m. Please follow this link to apply for P-TAP 22: <http://mtc.ca.gov/p-tap-call-for-projects>

Approximately \$1.5 million is available for Round 22. The minimum grant amount awarded will be \$15,000 and the maximum grant amount is \$100,000. MTC will notify grant finalists in January 2021. All eligible Bay Area cities and counties are encouraged to apply and to participate in a webinar for the P-TAP 22 Call for Projects on Thursday, October 22, 2020 at 10 a.m.

Please feel free to contact me at 415-778-5269 and chohorst@bayareametro.gov with questions.

Attachments

S:\Project\Pavement Management\Projects\P-TAP\PTAP 22\Call for Projects\CFP Redlined Docs\Final CFP\01_P-TAP 22 Call for Projects Memo.docx



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**Cities and Counties
San Francisco Bay Area**

RE: Pavement Management Technical Assistance Program (P-TAP) Round 22

Dear Public Works Directors of the San Francisco Bay Area:

MTC is soliciting projects for the Pavement Management Technical Assistance Program (P-TAP) Round 22. Applications are due Monday, November 16, 2020 by 4:00 p.m. MTC expects to formally confirm awards in January.

All eligible Bay Area cities and counties are encouraged to apply. This includes jurisdictions that previously applied for P-TAP funds but were not selected and past P-TAP recipients that may need additional funds to implement, maintain or update specific components of their pavement management program (PMP).

P-TAP provides Bay Area jurisdictions with assistance and expertise in implementing and maintaining a PMP. The program's success has enabled P-TAP to expand assistance to all Bay Area cities and counties. MTC has programmed approximately \$26 million in regional Surface Transportation Program (STP) funds during the last twenty-one rounds of P-TAP. In total, MTC has funded 876 projects and assisted all Bay Area jurisdictions with their pavement needs.

Jurisdictions applying for a P-TAP grant will have the option of selecting from the following types of projects: (1) Pavement Management Systems (PMS) projects, and (2) Non-pavement Asset Management projects.

Through P-TAP, MTC has retained qualified consulting firms to help Bay Area jurisdictions with eligible pavement projects. MTC will select the most appropriate firm to assign to each awarded jurisdiction based on the firm's expertise, jurisdictions' previous experience with the firm, the jurisdiction's preference, and the firm's geographic proximity with the jurisdiction. MTC does not guarantee that jurisdictions will be assigned their preferred firm.

Jurisdictions are expected to work directly with P-TAP consultants to complete the projects. Attachment A outlines the grant requirements with the jurisdiction's responsibilities for their P-TAP project. By accepting a P-TAP grant, jurisdictions authorize MTC and their assigned consulting firms to inspect their roadways.

Projects will be selected on the basis of the scoring criteria consistent with MTC Resolution 4078 (Attachment B). This includes scores for the type of project; the number of centerline miles in a jurisdiction; when a jurisdiction last received a P-TAP grant; and certification status.

For Round 22, approximately \$1.5 million in federal funds is expected to be available for programming. Jurisdictions will also be awarded up to two years subscription to StreetSaver® on-line. The minimum grant amount awarded will be \$15,000 with a maximum cap of \$100,000 awarded per jurisdiction. The project amount awarded will include both the MTC's STP contribution as well as a local contribution of 20%. The local contribution includes the local match of 11.47%; the remaining 8.53% pays for the StreetSaver® subscription referenced above.

You can determine your jurisdiction's maximum eligible award amount by multiplying \$300 by the number of centerline miles in your jurisdiction. For example, if a jurisdiction has 50 centerline miles of road, then the maximum amount of project funding would be \$15,000 (the local contribution will be 20% of \$15,000, which is \$3,000). For Non-Pavement Asset Management projects, applicants will need to provide an estimated cost (between \$15,000 and \$100,000) for the scope of work desired.

The actual award amount for individual jurisdictions will depend on the number of eligible applications received. The local contribution requirement of 20% of the grant sum needs to be paid to MTC by the local jurisdiction prior to the start of the project, and **no later than Monday, March 1, 2021**. Failure to submit the local contribution by the March 1st deadline will result in the loss of funding for the project and removal from the P-TAP round. MTC staff will then select an alternate project for participation in this round.

All P-TAP 22 projects will be initiated in Fiscal Year 2020-21, and they must be completed by April 30, 2022. MTC will directly reimburse consultants working on P-TAP projects. Project sponsors are responsible for project costs exceeding the P-TAP grant amount. All grants are subject to availability of funds allocated for P-TAP by MTC. **Jurisdictions with a Pavement Management System certification inspection date in 2018 or earlier are urged to apply for P-TAP 22 PMP assistance.** If your jurisdiction would like to participate in P-TAP, please complete the application form online: <http://mtc.ca.gov/p-tap-call-for-projects>.

Applications are due on **Monday, November 16, 2020 by 4:00 p.m.** For additional information contact: Christina Hohorst, Project Manager, at (415) 778-5269 or chohorst@bayareametro.gov.

Sincerely,



Theresa Romell
Director, Funding Policy and Programs

Attachments

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P-TAP Round 22 Grant Requirements

This document provides an overview of the grant requirements for P-TAP Round 22, including schedule deadlines and deliverables checklists for all P-TAP projects, and budget options reports, information on GIS linkage and certification letters for Pavement Management System (PMS) projects. The Regional Pavement Condition Report is also discussed.

Schedule Milestones

| | |
|--------------------|---|
| October 9, 2020 | MTC advertises call for projects |
| October 22, 2020 | Webinar re Call for Projects (10 a.m.) |
| November 16, 2020 | Applications due to MTC by 4:00 p.m. |
| January 6-15, 2021 | MTC notifies grant finalists after Administration Committee approval |
| March 1, 2021 | Local contribution checks due to MTC |
| April 2021 | Projects start |
| April 30, 2021 | Deadline to set up StreetSaver® Online account profile (new/desktop users only) |
| April 1, 2022 | Final Report/Draft Certification letter due to jurisdictions |
| April 30, 2022 | Final Report/Final Certification letter due to MTC |

Schedule Deadlines

| <u>Task #</u> | <u>Activity/Deliverable – PMS Projects</u> | <u>Due Date</u> |
|---------------|--|------------------|
| 1 | Workscope, Schedule and Budget | June 1, 2021 |
| 2 | Condition Survey Data and System Updates | October 1, 2021 |
| 3 | Budget Analysis, Calculations and Reports | December 1, 2021 |
| 4 | Budget Options Report (Final Report) | April 1, 2022 |

| <u>Task #</u> | <u>Activity/Deliverable – Non-Pavement Asset Management Projects</u> | <u>Due Date</u> |
|---------------|--|------------------|
| 1 | Workscope, Schedule and Budget | June 1, 2021 |
| 2 | Condition Survey Data and System Updates | October 1, 2021 |
| 3 | Draft Inventory Database and Needs Assessment (Draft Report) | December 1, 2021 |
| 4 | 100% of Submittal (Final Report) | April 1, 2022 |

Deliverables Checklists

Attachments A-1 and A-2 provide examples of the deliverables checklists for PMS and Non-Pavement Asset Management projects, respectively. MTC requires that agency staff sign off on deliverables before consultants can be paid by MTC for work completed. The checklists provide agencies with an additional measure of quality control.

Budget Options Reports (BOR) – PMS Projects

Attachment A-4 is an outline of the required components for a Budget Options Reports (BOR) (e.g., final report).

GIS Integration, Linkage and Maps – PMS Projects

GIS linkage is mandatory for all PMS projects. There are two options available to meet this GIS requirement:

Option A – MTC provides a one-time mapping integration service for \$1,000 if a jurisdiction uses the U.S. Census Bureau’s TIGER maps available through StreetSaver. This service will integrate GIS mapping capabilities in StreetSaver, which is a prerequisite to link pavement data to a GIS map. Once integrated, the jurisdiction may either complete the linkage in-house or pay for a linkage completed by the consultant. *The request to perform this work should be made in the “comments” section of the online P-TAP application when applying for a PMP project. The payment should be negotiated with the P-TAP consultant during the Workslope, Schedule and Budget process during Task 1.*

Option B - MTC provides a one-time GIS mapping integration service for \$3,500 if a jurisdiction has already established an agency-based GIS map other than the TIGER maps available through StreetSaver. This service will integrate GIS mapping capabilities in StreetSaver, which is a prerequisite to link pavement data to a GIS map. Once integrated, the jurisdiction may either complete the linkage in-house or pay for a one-time linkage completed by the consultant. *The request to perform this work should be made in the “comments” section of the online P-TAP application when applying for a PMP project. The payment should be negotiated with the P-TAP consultant during the Workslope, Schedule and Budget process during Task 1.*

For more information on the GIS Mapping Integration, please go to the StreetSaver website:

<https://www.streetsaver.com/products/pricing>

Certification Letters – PMS Projects

Agencies are required to sign and email their certification letters to MTC within two weeks of receipt from their P-TAP consultant. Final Reports must be completed by P-TAP consultants by April 1, 2022 so that Certification letters may be provided to MTC before the due date. Certification letters for Round 22 are due to MTC by April 30, 2022.

For more information on the certification letters, please go to:

<http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/fix-it-first/local-streets-roads/pavement>

Regional Pavement Condition Report – PMS Projects

Using data from StreetSaver®, MTC performs condition summaries of the region’s roadways. These summaries are published on an annual basis in MTC’s Pavement Condition Index (PCI) Report and designed to provide the public with an overall assessment of the region’s transportation network. In order for MTC to include your jurisdiction’s current conditions, please ensure that your P-TAP consultant completes Task 2 - Condition Survey Data and System Updates - by November 30, 2021.

Attachments

- A-1) Deliverables Checklist for PMS Projects
- A-2) Deliverables Checklist for Non-Pavement Asset Management Projects
- A-3) Budget Options Report Overview

MTC Contact Information

Christina Hohorst

P-TAP Project Manager

chohorst@bayareametro.gov

415.778.5269

Consultant: _____
 Agency: _____
 Sign-off by: _____

PTAP - PMS Project Deliverable Checklist

| | | Check if completed | Staff initials/Task Approval & Date Signed | Remarks |
|--|--|--------------------|--|---------|
| Workscope, Schedule, & Budget (Task 1) | Local Match Received | | | |
| | Project Kick-Off | | | |
| | Agency's DB Connection (Email Sui Tan) | | | |
| | Roles/Responsibilities | | | |
| | Communication Protocol | | | |
| | Conflict Resolution ¹ | | | |
| | Traffic Control Discussed | | | |
| | Expectations (Performance Review, BOR, etc) | | | |
| | Scope of Work Defined | | | |
| | QA/QC Plan Submitted | | | |
| | Final Agreed Upon Price | | | |
| | Schedule / Completion Date submitted to MTC | | | |
| | Estimate of Hours of each Task | | | |
| Condition Survey Data and System Update (Task 2) | Overall network PCI before inspection: _____ | | | |
| | Inventory Reviewed & Audited | | | |
| | Sectionalized Streets As Needed | | | |
| | M&R Update | | | |
| | Performed Reinspection (___% network) | | | |
| | Quality Management Report (QMR) approved by Jurisdiction | | | |
| | - Remediation Work Documented | | | |
| | - Agency participated in Field Survey? (Yes/No) | | | |
| | Revised QMR submitted/approved by Jurisdiction (if applicable) | | | |
| | Overall network PCI after inspection: _____ | | | |
| Budget Analysis, Calculations & Reports (Task 3) | Verified Agency's budget assumptions | | | |
| | Checked Interest & Inflation Rates | | | |
| | Run 5-year Analysis | | | |
| | Assessed Decision Trees | | | |
| | Recommendation provided No recommendation provided | | | |
| | Unit Costs Update | | | |
| | Developed Multi-Year Work Plan | | | |
| | Impacts Shown on GIS Maps ² | | | |
| | Executive Summary | | | |
| | Discussion of Pros/Cons of Current Practice | | | |
| | Recommendations | | | |
| | Discussion of Final Results w/ Agency | | | |
| | Draft Report Submitted | | | |
| Final Project Report (Task 4) | Final Report | | | |
| | Approved QMR/Revised QMR included in Final Report | | | |
| | FINAL PCI: _____ | | | |
| | Local Acknowledgement of Data Acceptance | | | |
| | Agency's DB Disconnection (Email Sui Tan) | | | |
| Prepare PMP Certification for signature | | | | |

1 - Conflict Resolution: Any conflicts on the project should be resolved between the consultant and the Agency. If it is deemed unresolved by either of the parties, MTC must be contacted to address any concerns.

2 - GIS linkage is mandatory for all PMS projects. There are two options available to meet this GIS requirement:

Option A – MTC provides a one-time mapping integration service for \$1,400 if a jurisdiction uses the TIGER maps available through StreetSaver. This service will integrate GIS mapping capabilities in StreetSaver, which is a prerequisite to link pavement data to a GIS map. Once integrated, the jurisdiction may either complete the linkage in-house or pay for a linkage completed by the consultant. The payment should be negotiated with the P-TAP consultant during the Workscope, Schedule and Budget process during Task 1

Option B - MTC provides a one-time GIS mapping integration service for \$3,500 if a jurisdiction has already established an agency-based GIS map other than the TIGER maps available through StreetSaver. This service will integrate GIS mapping capabilities in StreetSaver, which is a prerequisite to link pavement data to a GIS map. Once integrated, the jurisdiction may either complete the linkage in-house or pay for a one-time linkage completed by the consultant. The payment should be negotiated with the P-TAP consultant during the Workscope, Schedule and Budget process during Task 1

For more information on the GIS Mapping Integration, please go to the StreetSaver website: <https://www.streetsaver.com/products/pricing>

Consultant: _____
 Agency: _____
 Sign-off by: _____

PTAP - Non-pavement Project Deliverable Checklist

| | | Check If Completed | Staff initials/Task Approval & Date Signed | Remarks |
|---|--|--------------------|--|---------|
| Workscope, Schedule, & Budget (Task 1) | Local Match Received | | | |
| | Project Kick-Off | | | |
| | Roles/Responsibilities | | | |
| | Communication Protocol | | | |
| | Conflict Resolution ¹ | | | |
| | Traffic Control Discussed | | | |
| | Expectations (Performance Review, BOR, etc) | | | |
| | Data collection methodology/approach discussed | | | |
| | Scope of Work Defined | | | |
| | QA/QC Plan Submitted | | | |
| Final Agreed Upon Price | | | | |
| Schedule / Completion Date | | | | |
| Estimate of Hours of each Task | | | | |
| Condition Survey Data and System Update (Task 2) | Inventory Reviewed & Audited | | | |
| | M&R Update | | | |
| | Performed Reinspection (___% network) | | | |
| | QC Report | | | |
| | Remediation Work Documented | | | |
| Agency participated in Field Survey? (Yes/No) | | | | |
| Draft Inventory Database and Needs Assessment (Task 3) | Verified Agency's budget assumptions | | | |
| | Checked Interest & Inflation Rates | | | |
| | Run 5-year Analysis | | | |
| | Review Decision Trees | | | |
| | Unit Costs Update | | | |
| | Developed Multi-Year Work Plan | | | |
| | Impacts Shown on GIS Maps ² | | | |
| | Executive Summary | | | |
| | Discussion of Pros/Cons of Current Practice | | | |
| | Recommendations | | | |
| Discussion of Final Results w/ Agency | | | | |
| Final Project Report (Task 4) | Final Report | | | |
| | Local Acknowledgement of Data Acceptance | | | |
| | Agency's DB Disconnection (Email Sui Tan) | | | |

1 - Conflict Resolution: Any conflicts on the project should be resolved between the consultant and the Agency. If it is deemed unresolved by either of the parties, MTC must be contacted to address any concerns.

**Budget Options Report (BOR):
Components of a Quality Report
P-TAP**

➤ **Audience**

- Technical level – maintenance and engineering personnel
- Policy level – Public Works Directors, City Managers, County Executives, City Councils
- MTC encourages local jurisdictions and P-TAP consultants to present results/recommendations to policy level personnel

➤ **Purpose**

- Translates technical analysis into pavement repair options
- Links needs analysis with annual and multi-year programming
- Shows impacts of varying levels of budgets which may increase funding
- Provides most cost-effective pavement repair recommendations
- Facilitates securing management buy-in to obtain policy board approvals
- Provides MTC with insight into jurisdictions' pavement management programs and policies

➤ **Content**

- Executive Summary
 - Background explanations to define concepts, establish the BOR context
 - Highlights current/future pavement conditions and needs
 - Highlights past funding levels for pavement maintenance and rehabilitation with estimates for current/future anticipated revenue
 - Summarizes minimum three scenarios with clear depiction of impacts:
 - Maintain annual budget estimates over the next five years
 - Maintain existing PCI over the next five years
 - Increase current PCI by five-points over the next five years
- GIS – for three budget scenarios analyses, show impacts through the use of GIS maps in the StreetSaver® GIS Toolbox
- **Suggestions that clearly lay out realistic options, for example:**
 - Budget
 - Maintain current funding in order to maintain PCI, or
 - Increase budget to \$X in order to improve PCI to Y
 - Pavement Maintenance – promote pavement preservation principles to capture cost savings
 - Policy Recommendations – Explore possibility of assessing impact fees based on garbage/recycling truck routes
- Supporting documentation (intended for technical level audience)

➤ **Recommended format**

- Length - Minimum five page executive summary to effectively communicate critical information
- Graphics - Clear summary graphics essential

SCORING CRITERIA FOR P-TAP 22 PROJECTS

| <u>No.</u> | <u>Description</u> | <u>Score Range</u> | <u>Total Points</u> |
|-------------------------------------|--|---|----------------------------|
| 1 | <p><u>Scope of Work Requested</u></p> <p><i>Jurisdictions applying for Pavement Management System (PMS) projects will receive higher scores. Jurisdictions that complete their own PMS inspections, not funded by MTC, will receive 25 points for NPAM projects.</i></p> | <p>5 to 25</p> <p>PMS = 25 NPAM=5</p> | 25 |
| 2 | <p><u>Centerline Miles</u></p> <p><i>Jurisdictions with fewer centerline miles will receive higher scores.</i></p> | <p>10 to 20</p> <p><100 = 20 100-300 = 15 >300 = 10</p> | 20 |
| 3 | <p><u>Prior P-TAP Recipient</u></p> <p><i>Jurisdictions that have not recently received P-TAP funds will receive higher scores.</i></p> | <p>0 to 30</p> <p>Round 19 or earlier = 30 Round 20 = 15 Round 21 = 0</p> | 30 |
| 4 | <p><u>Certification Status</u></p> <p><i>Jurisdictions without current PMP certification will receive higher scores. Projects are prioritized based on last inspection date. If applying for both project types, the PMP certification project will take precedence.</i></p> | <p>10 to 25</p> <p>Last inspection date between*: Before October 2018 = 25 November 2018- March 2019 = 20 April – October 2019 = 15 November 2017- March 2019 = 10 April – October 2020 = 5</p> | 25 |
| <u>Total Points Possible</u> | | | 100 |

* Last inspection date will be used in tie breakers; the oldest inspection date/s will take precedence.