



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**<sup>®</sup> 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**<sup>®</sup> 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 3<sup>rd</sup> 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**<sup>®</sup> 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**<sup>®</sup>'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<sup>™</sup>

A companion to **StreetSaver**<sup>®</sup>, **MobileRater**<sup>™</sup> 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**<sup>®</sup> users. For additional support and other technical services, users have the option of purchasing the Technical Service Plan as listed in the “StreetSaver<sup>®</sup> Products & Prices” on page 5.

### ▪ **User Week**

As part of our commitment to providing software support for **StreetSaver**<sup>®</sup> 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**<sup>®</sup>. 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**<sup>®</sup> 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**<sup>®</sup> in order to assist users in performing pavement inspections.

## **RESEARCH & DEVELOPMENT**

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

## **ADDITIONAL INFORMATION**

▪ **StreetSaver<sup>®</sup> Consultant List:** [www.mtcpms.org/support/consultants.html](http://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](http://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

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

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.

## 3. Technical Service Plan

\$1,000.00

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.

## 4. MobileRater™

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

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.

## 5. Data Migration

\$500.00

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

## 6. GIS Mapping Integration

\$1,750.00

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.

## 7. Pavement Condition Index Distress Identification Manual

\$15.00

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.

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

## 8. StreetSaver Online/Classroom Course

varies

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.

\* Please ask for international pricing.

\*\* Call for shipping and handling for multiple copies.

## **StreetSaver® Ordering Process**

### **New Users**

1. Go to [www.mtcpms.org](http://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](http://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](http://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](http://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 # \_\_\_\_\_

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

QTY	DESCRIPTION	UNIT PRICE	AMOUNT
	StreetSaver® <b>Online v.9 .NET edition</b> – Bay Area & Outside Bay Area Agencies (New pricing effective July 1, 2014)	\$750/yr \$3,500/yr	\$
	StreetSaver® <b>Online v.9 .NET edition</b> – Consultants	\$2,000/yr	\$
	StreetSaver® Software Support Services Plan ( <i>consultant is \$1,500/year</i> )	\$1,000/yr	\$
	StreetSaver® Technical Service Plan ( <i>starts at \$1,000 depending on scope of work</i> )		\$
	Data Migration ( <i>Applicable to users currently using the MTC PMS v.7.5 or earlier only</i> )	\$500	\$
	GIS Mapping Integration ( <i>Based on using agency's GIS map plus 4 additional layers</i> )	\$1,750	\$
	GIS Mapping Integration ( <i>Based on using TIGER Data GIS map</i> )	\$500	\$
	MobileRater™ Pavement Condition Calculator ( <i>starts at \$750/copy, PDA bundle adds \$600</i> )	\$750	\$
	Pavement Condition Index Distress Identification Manual – Asphalt Pavement	\$15	\$
	Pavement Condition Index Distress Identification Manual – Concrete Pavement	\$15	\$
	StreetSaver® Online Reinstatement Fee	\$250	\$
	StreetSaver® Online Course (Self-paced)		\$
	StreetSaver® Computer Training Class (Instructor-led)		\$
SUBTOTAL			\$
(Applicable for California Agencies only – use your County's Sale Tax) SALES TAX (%)			
SHIPPING & HANDLING			\$
<b>TOTAL</b>			<b>\$</b>

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.