

**Metropolitan Transportation Commission  
Administration Committee**

**June 11, 2025**

**Agenda Item 3a-25-0782**

**Contract – Pavement Technical Assistance Program (PTAP) Program Management  
Oversight: Nichols Consulting Engineering, Chtd. (\$17,500,000)**

---

**Subject:**

Staff requests the Committee's approval to enter into a contract with Nichols Consulting Engineering, Chtd. (NCE) in an amount not to exceed \$17,500,000 for Pavement Technical Assistance Program (PTAP) Program Management Oversight for the term of July 1, 2025 to June 30, 2032.

**Background:**

Established in 1999, the Pavement Technical Assistance Program (PTAP) provides cities and counties within the Bay Area with consultant services and resources to help those local jurisdictions better manage and maintain their streets and roads. To meet One Bay Area Grant (OBAG) Program requirements, agencies are required to certify their pavement management program through PTAP and update their pavement conditions every two years for arterial and collector roads. MTC is also expanding PTAP, on a pilot project basis, into local streets and roads maintenance for non-pavement assets to address the request of cities and counties to gain additional knowledge in this area. All 109 Bay Area cities and counties within the MTC region use MTC's StreetSaver® as their pavement management system (PMS).

The focus of the current and future rounds of PTAP will be to maintain existing PMS databases while providing each jurisdiction's decision-makers with information that allows them to better manage and maintain their local pavement assets and to advocate for increased funds for pavement maintenance if funding gaps exist. Data collection vendors, typically hired by MTC on behalf of the jurisdictions or by a methodology approved by MTC, compile an inventory of the jurisdiction's roadway network for accuracy (e.g., GIS/PMS linkage, functional class, surface type, length, width, and number of lanes), input or update the data into StreetSaver®, maintain the database, calculate the pavement condition index (PCI), and deliver an updated database to the jurisdiction. All personnel, equipment, or software involved in pavement distress data collection must be either certified by MTC through the Rater Certification Program or Vendor Certification Program. All PMS projects must comply with the MTC-modified ASTM D6433 pavement rating protocol. All data must adhere to the MTC Data Quality Management Plan.

Each year, MTC issues a call for projects to solicit jurisdictions to submit requests for projects assistance. Individual projects, with budgets ranging from fifteen thousand dollars (\$15,000) to one hundred thousand dollars (\$100,000) each, are awarded based on the jurisdiction size, project scope and number of applicants. Funding for each round is estimated to be \$2.5 million a year.

In previous cycles, MTC served as the project manager and contracted with multiple consultants to perform the PTAP work. This contract marks a new approach to PTAP, where one prime consultant will serve as the project manager and subcontract with other consultants to perform PTAP activities. Staff expects the new approach to streamline data collection and achieve more miles of roadway analyzed per dollar spent in PTAP.

### **Scope**

NCE is recommended to conduct overall program management oversight of PTAP. MTC staff will conduct the call for projects and award processes. NCE will then conduct overall project management and coordination directly with jurisdictions to implement the projects. NCE will work with the jurisdictions to prepare a work scope, schedule, and budget (WSB) for pavement and non-pavement asset management projects, hire vendors to perform pavement distress data collection, manage the pavement and non-pavement asset data in the StreetSaver® program, conduct quality control, and prepare pavement management plan (PMP)s or other analyses for recipient jurisdictions.

### **Procurement Process**

On March 12, 2025, MTC issued a request for proposal (RFP) for PTAP Program Management Oversight. The RFP was posted on MTC's website and an email advertising the opportunity was sent to 4,856 firms and individuals. On March 19, 2025, MTC hosted a virtual Proposers' Conference that was attended by 26 individuals representing 17 firms.

On the closing date for responses on April 23, 2025, MTC received one qualified proposal from NCE. The proposal was evaluated by a panel of MTC staff against the following evaluation criteria:

1. Firm and Key Personnel Qualifications (20%)
2. StreetSaver Experience (10%)
3. StreetSaver Subscription (5%)
4. Approach (25%)
5. Non-Pavement Asset Management Experience (5%)
6. Past Performance (5%)
7. Cost Effectiveness (30%)

### **Evaluation Ranking Summary**

Ranking	Consultant
1	NCE

The scoring committee, made up of MTC staff, chose NCE since they were the sole qualifying proposal and fully met the requirements of the program. NCE greatly exceeded the minimum qualifications in experience, with over 20 years' experience working with StreetSaver and

serving as a previous PTAP consultant. NCE also prepared a strong program approach within MTC's budget. NCE is neither a Disadvantaged Business Enterprise (DBE) nor a Small Business Enterprise (SBE). However, its subcontractors are certified DBEs and two subcontractors are certified SBEs, see Attachment A. Additional subcontractors may be hired as necessitated by the workload for each round of PTAP.

**Period of Performance**

MTC expects the work to commence on or about July 1, 2025, and to be completed no later than June 30, 2032. At MTC's sole option, the contract may be extended for up to four additional years in increments of MTC's choosing.

**Issues:**

The Commission approved funding for PTAP as part of the third round of the OBAG program (OBAG3). MTC is expected to budget \$2,500,000 of the OBAG3 funding per year until it is expended. Unspent funding at the end of each fiscal year will be carried over to the next fiscal year. Additional years of funding for the program will be subject to Commission approval of future rounds of the OBAG program. The fourth round of the OBAG program will be considered by the Commission in early 2026.

**Recommendations:**

Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter a contract with NCE in an amount not to exceed \$17,500,000 for PTAP Program Management Oversight for the term of July 1, 2025 to June 30, 2032.

**Attachments:**

- Attachment A – Disadvantaged Business Enterprise and Small Business Enterprise Status
- Request for Committee Approval – Summary of Proposed Contract



---

Andrew B. Fremier

Attachment A

---

**Disadvantaged Business Enterprise and Small Business Enterprise Status**

	<b>Firm Name</b>	<b>Role on Project</b>	<b>DBE* Yes / No</b>	<b>If DBE Yes, List #</b>	<b>SBE** Yes / No</b>	<b>If SBE Yes, List #</b>
Prime Contractor	NCE	Prime	No		No	
Subcontractor	Royal Palm Solutions Inc	Subcontractor	Yes	42841	No	
Subcontractor	AMS Consulting, LLC	Subcontractor	Yes	35907	Yes	42567
Subcontractor	Telamon Engineering Consultants, Inc.	Subcontractor	Yes	21160	Yes	21305

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.

**Request for Committee Approval**

---

**Summary of Proposed Contract**

Work Item No.:	1233
Consultant:	Nichols Consulting Engineering, Chtd. (NCE) Richmond, CA 94804
Work Project Title:	Program Manager for Pavement Technical Assistance Program (PTAP)
Purpose of Project:	Conduct overall program management of the PTAP, which helps local jurisdictions better manage their local streets and roads, contributing to the achievement of the region's fix-it-first and federal asset transportation asset management goals.
Brief Scope of Work:	Under the direction of MTC, the consultant will conduct overall project management and coordination to implement projects selected for the PTAP by MTC. The consultant will work with jurisdictions to prepare scopes of work, schedules, and budgets; hire vendors to perform data collection; manage data; prepare analyses; and conduct quality control.
Project Cost Not to Exceed:	\$17,500,000
Funding Source:	Federal Surface Transportation Block Grant Program (STBG)
Fiscal Impact:	MTC will include \$2,500,000 in the FY2025-26 budget. Additional funding for the remaining years of the initial term and future extensions is subject to approval of future programming actions and MTC budgets.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract with NCE for the PTAP Program Management Oversight project described above and in the Administration Committee Summary Sheet dated June 11, 2025 and that the Chief Financial Officer is authorized to set aside \$2,500,000 for such contract and future funding subject to approval of future MTC budgets.
Administration Committee:	
Approved:	<hr/> Gina Papan, Chair June 11, 2025