

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2010

Item Number 2h

Resolution No. 3708, Revised

Subject: Revision to the RM2 Real-time Transit Information Grant Program to redirect a portion of the \$2.2 million cost savings from the SFMTA Automatic Vehicle Location project to the San Francisco Bay Regional Ferry System Security and Interoperability Enhancement project.

Background: On March 2, 2004, voters passed Regional Measure 2 (RM2), which provided funding to various transportation projects within the region. One of the projects identified was a \$20 million grant program for Real-time Transit Information.

One of the projects awarded funds, the SFMTA Automatic Vehicle Location project, is complete and has experienced a cost savings of \$2.2 million. The project scope consisted of the implementation of a computer based vehicle tracking system to disseminate real-time vehicle location information and arrival predictions to transit patrons and operations managers. The proposed program revision will reduce the SFMTA project by \$2.2 million to reflect the savings. A companion rescission will be processed through delegated authority action of the Executive Director to reflect the \$2.2 million reduced project scope.

Staff is recommending that \$373,932 of the savings be redirected to a new project, the San Francisco Bay Regional Ferry System Security and Interoperability Enhancements project. The project, sponsored by the Port of San Francisco, consists of an online ferry schedule management system, digital displays for providing real-time ferry service and emergency information to ferry patrons and an enhanced on-board electronic chart system. The project will also standardize and import, in real-time, ferry schedule updates into the 511 Transit Trip Planner; add real-time ferry information to 511 Departure Times; and improve communications with ferry riders and operators throughout the Bay Area including emergency and way finding information to ferry riders and the general public at the Ferry Building and Ferry Plaza. The RM2 funds are being requested as a 25% match to the Port Security Grant funds. The Port will be submitting applications for the 2009 Port Security Grant Funds in June and these funds, if awarded, would be the main source of funding for this project.

Staff will move forward on an allocation of these funds through the Executive Director's authority should the Port be successful in securing the Port Security Grant funds.

Issues: None

Recommendation: Refer the program revisions included in MTC Resolution No. 3708, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3708, Revised

Date: July 27, 2005
W.I.: 1224
Referred by: PAC
Revised: 12/17/08-C
07/22/09-C
04/28/10-C

ABSTRACT

Resolution No. 3708, Revised

This resolution adopts the Regional Measure 2 (RM2) Real-time Transit Information Grant program.

The following attachment is provided with this resolution:

Attachment A— RM2 Real-time Transit Information Program of Projects

Attachment B – RM2 Real-time Transit Grant Program Requirements

This resolution was revised on December 17, 2008 to: (a) Remove funding for large-format, multi-agency real-time transit information displays at MTC designated regional transit hubs from the Caltrain, Golden Gate Transit and LAVTA grants. These funds were redirected to BART and MTC who will implement these signage improvements as part of MTC's Hub Signage Program. (b) Revise the Golden Gate Transit grant to reflect actual real-time transit procurement results. (c) Update the funding requirements for RM2 Real Time Transit grant recipients.

This resolution was revised on July 22, 2009 to remove the full funding from the LAVTA data lines project based on LAVTA's request, and redirect to 1) AC Transit - for providing real-time information on AC Transit's TransBay and All-Nighter routes (\$61,000) and, 2) MTC - for a new sub project "Transit Connectivity Hub Signage Program" which will provide real time displays and their supporting data and electrical systems at the 24 Regional Transit Hubs identified in the Transit Connectivity Plan (\$112,000). Further, additional scope was added to the AC Transit Hastus Scheduling Software Upgrade and Real Time Signage project and minor scope changes were made to the Caltrain Real Time Transit Information project.

This resolution was revised on April 28, 2010 to remove \$2,219,802 in savings from the SFMTA Automatic Vehicle Location project owing to the completion of the project and redirect a portion of it (\$373,932) to the Port of San Francisco for a new sub-project "San Francisco Bay Regional Ferry System Security & Interoperability Enhancements".

Further discussion of this action is contained in the MTC Executive Director's memorandum to the Programming and Allocations Committee dated July 13, 2005, December 10, 2008, July 8, 2009, and April 14, 2010.

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Attachment A
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Recommended List of RM 2 Real-Time Transit Information Grant Program Fund Recipients

Agency	Recommended Funding	Project
AC Transit ⁶	\$988,000	<ul style="list-style-type: none"> • Hastus scheduling system upgrade to provide higher quality real-time transit information, and an automatic feed into regional 511/transit databases • Real-time information at every stop for additional lines • Signs at up to two BART stations • Add AC Transit Transbay routes to 511 phone, MY 511, and Transbay Terminal hub signs⁶ • Add AC Transit All-Nighter routes to 511 phone, MY 511, and Transbay Terminal hub signs⁶
BART ¹	\$100,000	<ul style="list-style-type: none"> • Four large-format, multi-agency real-time transit information displays at Dublin/Pleasanton, Millbrae and Richmond transit hubs
Emery Go-Round	\$105,000	<ul style="list-style-type: none"> • 2 Signs at MacArthur BART station
Golden Gate Transit ²	\$1,655,000	<ul style="list-style-type: none"> • Radio system with basic AVL capability • 30 bus stops signs and 12 hub signs (including San Rafael and Ferry Terminal transit hubs) • Interface to destination signs
LAVTA ³	\$0	<ul style="list-style-type: none"> • Data lines to bring BART schedule information into LAVTA base system
MTC ⁴	\$100,000	<ul style="list-style-type: none"> • Four large-format, multi-agency real-time transit information displays at 4th/King, Diridon, Mountain View, and Palo Alto transit hubs
Peninsula Corridor JPB ⁵	\$2,569,000	<ul style="list-style-type: none"> • Inclusion of real-time Caltrain data on all existing platform signs • Provide Bus bay signs at SamTrans stops at Daly City BART, Colma BART, Top of the Hill, Daly City bus shelter and Redwood City Caltrain⁸ • Refurbish thirteen bus bay signs at the Millbrae Multimodal Station⁸ • AVL system on Caltrain, including a software update for real-time predictions • Predictions for all SamTrans and Caltrain routes on 511

Agency	Recommended Funding	Project
SFMTA ⁹	\$9,063,198	<ul style="list-style-type: none"> • 450 bus shelter signs; 86 mobile computers • NextBus on 495 motor coaches • Connection to 511 real-time transit database • Automatic upload of configuration data • GPS repeaters to enable immediate identification of defective trackers • Interface between NextBus and subway systems • Continuous monitoring of data quality
VTA	\$2,530,000	<ul style="list-style-type: none"> • Completion of real-time system • Installation of 80 signs
WestCAT	\$551,000	<ul style="list-style-type: none"> • Implementation of technology to provide real-time at every stop and installation of 20 signs
MTC ⁷	\$112,000	<ul style="list-style-type: none"> • Provide real time displays and their supporting data and electrical systems at the 24 Regional Transit Hubs identified in the Transit Connectivity Plan. (Transit Connectivity Hub Signage Program)
Port of San Francisco ¹⁰	\$373,932	<ul style="list-style-type: none"> • Online Ferry Schedule Management System: Software upgrades and ferry staff training. • Digital Displays: Software upgrades and installation of the digital displays for providing Real-time ferry service and emergency information. • Enhanced Onboard Electronic Chart System: Software upgrades to on-board AIS systems, acquisition of additional units, training on use of enhanced AIS, policy and procedures regarding use of enhanced AIS, coordination among ferry operators and the Coast Guard, and software upgrades to Nextbus in order to incorporate Real-time ferry information into the 511 Transportation Information System.
Total Funds:	\$18,147,130	

1. BART Project added on 12/17/08 for \$100,000.
2. Golden Gate grant reduced on 12/17/08 by \$25,000.
3. LAVTA grant of \$223,000 reduced on 12/17/08 by \$50,000; LAVTA project grant of \$173,000 removed on 7/22/09 after LAVTA returned funds.
4. MTC project added on 12/17/08 for \$100,000.
5. JPB grant reduced on 12/17/08 by \$125,000.
6. AC Transit grant increased on 7/22/09 by \$61,000 for additional scope.
7. MTC project added on 7/22/09 for the Transit Connectivity Hub Signage Program. (\$112,000)
8. Scope changes added on 07/22/09 for the Caltrain Real Time Transit Information Project.
9. SFMTA grant reduced on 04/28/10 by \$2,219,803 in savings to close out the project.
10. Port of San Francisco project added on 04/28/10 for \$373,932.

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Requirements for RM 2 Real-Time Grant Program Fund Recipients

Transit operators awarded funds under the RM 2 Real-Time Grant Program must meet the following requirements, in addition to the Regional Measure 2 Policies and Procedures:

1. Usable Segments

Provide real-time information for usable segments the transit system. Usable segments are defined as routes that improve regional or intra-agency connectivity, routes that serve main arterials, express or limited-stop routes, or a subset of vehicle types within an agency (e.g. all light rail vehicles.)

2. Performance Standards

Provide performance standards for real-time data accuracy that have been or will be established with the real-time system vendor and are being monitored.

3. Automated Updates of Configuration Data

Provide an efficient, automated way to update real-time system configuration data when changes are made to the scheduling system.

4. Data Sharing

Provide required real-time information to a regional database for dissemination on 511 and 511.org and to other transit operators, if applicable, in an MTC-approved format. Required real-time information includes predicted arrival times for every stop, a date and time stamp for each prediction, and transit agency configuration data including routes, stop ids and direction.

5. Regional Real-time Transit TAC

Grant recipients will be expected to participate in a regional Technical Advisory Committee of transit operators implementing real-time transit information systems.

6. Support MTC's RTIS

Grant recipients must support the Regional Transit Information System (RTIS). MTC will confirm before funding allocation that the requesting agency is actively supporting and efficiently transferring information and data required to successfully and accurately offer to the public the data provided on www.transit.511.org and the 511 TakeTransitSM Trip Planner.

7. Real-time Signage

Any large format real-time signage that will be placed in the general pedestrian area (i.e. not at a specific bus stop) of a significant multi-agency transfer hub (i.e. train/bus station, Transit Center) must adhere to the signage standards for equipment and content developed with input from the Real-time Transit Technical Advisory Committee.

8. On-going Operations and Maintenance Costs

The real-time system and the data communications connection to the MTC Data Storage system shall be supported by the project sponsor, at the sponsor's expense, for a minimum of 5 years from the date of final acceptance.

9. Final Acceptance Testing

Transit agencies will allow MTC's technical advisor to participate in their final acceptance testing at no cost to the project.

10. Expiration of Project Funds

All project work must be completed within three years of the allocation of funds to the grant recipient. If any funds remain after the three-year grant period, MTC will have the authority to either extend the grant period to complete the project or reallocate unspent funds to another project.

11. Cost Overruns

The grant recipient will be responsible for cost increases beyond the amount awarded in the initial grant.

12. Non-511 Phone Systems

MTC provides real-time transit arrival/departure predictions on its 511 phone system. Consequently, no RM2 grant funds can be used to build or expand a separate real-time transit information phone system.

13. Overhead Rate Restrictions

For the real time transit projects, an overhead rate (as defined in RM2 policies and procedures) is not an eligible expense and sponsors/implementing agencies will not be reimbursed for any overhead rate costs.