

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 8, 2010

Item Number 2c

Resolution No. 3722, Revised.

Subject: Allocation of approximately \$55,000 in RM2 Capital funds.

Background: **RM2 Capital:**
To date, MTC has allocated approximately \$1.2 billion of the \$1.5 billion RM2 capital program. This month, one project is proposed for an allocation of RM2 funds.

San Francisco Ferry Building Real-Time Sign System: MTC staff is recommending an allocation of \$55,000 in RM2 funds to design, fabricate/purchase and install a real-time transit information sign system at the San Francisco Ferry Building/Terminal. This work was originally part of a real-time transit grant made to Golden Gate Transit (GGT). MTC had placed a condition to rescind \$50,000 of the funds in the event GGT was unable to deliver the signs, which turned out to be the case. As a result, MTC rescinded the funds from GGT and staff recommends that the Commission reprogram and allocate the funds to MTC to complete the task. The overall purpose of the project is to install real-time transit information sign systems at the San Francisco Ferry Building as part of the Hub Signage Program identified in MTC's 2006 Transit Connectivity Program.

Issues: None.

Recommendation: Refer Resolution No. 3722, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3722, Revised.

Date: October 26, 2005
W.I.: 1255
Referred by: PAC
Revised: 02/22/06-C 06/25/08-C
09/24/08-C 12/17/08-C
01/28/09-C 07/22/09-C
09/23/09-DA 10/28/09-C
12/16/09-DA 04/28/10-DA
05/26/10-DA 09/22/10-C

ABSTRACT

MTC Resolution No. 3722, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Real-Time Transit Information Program administered by Metropolitan Transportation Commission (MTC) and sponsored/ implemented by the various Bay Area transit operators identified in Attachment A of Resolution No. 3708.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheets
- Attachment B - Project Specific Conditions
- Attachment C - MTC staff's review of Initial Project Reports (IPRs)
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on February 22, 2006 to allocate funds to the Peninsula Corridor Joint Powers Board for the Caltrain Real-Time Transit Information Project and to WestCAT for the Technology Implementation and Signage Project.

This resolution was revised on June 25, 2008 to rescind \$ 1,986,400 from the prior allocation and to reallocate these funds to different phases (new & old) of the project.

This resolution was revised on September 24, 2008 to extend the funds for the MUNI Automatic Vehicle Location project (19.2) - set to expire in October 2008 - by one year until October 2009.

This resolution was revised on December 17, 2008 to rescind \$125,000 from the Caltrain Real Time Transit Information project. This was part of a programming revision to 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

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redirected to BART and MTC who will implement these signage improvements as part of MTC's Hub Signage Program instead.

This resolution was revised on January 28, 2009 to allocate \$ 2,530,000 to Santa Clara VTA towards the Final Design and Construction phases of their Real Time Information project.

This resolution was revised on July 22, 2009 to add additional scope to the Hastus Scheduling Software Upgrade and Real Time Signage project and make scope changes to the Caltrain Real Time Transit Information project.

This resolution was revised on September 23, 2009 to extend the time frame for the Real-Time RM2 project funds for the MUNI Automatic Vehicle Location project, AC Transit Hastus Scheduling Software Upgrade and Real-Time Signage project, and the WestCAT Technology Implementation and Signage project.

This resolution was revised on October 28, 2009 to allocate \$1,655,000 to the Golden Gate Bridge, Highway, and Transportation District towards the preliminary design and final design phases of the Advanced Communications and Information System project.

This resolution was revised by delegated authority on December 16, 2009 to rescind \$45,672 from prior allocations to AC Transit (resulting from savings after completion of phases), and to allocate \$106,672 to AC Transit to upgrade the NextBus capacity and provide predictions for all AC Transit Transbay routes.

This resolution was revised by delegated authority on April 28, 2010, to rescind \$2,381,574 in savings from prior allocations to the MUNI Automatic Vehicle Location project and close out the project.

This resolution was revised via delegated authority on May 26, 2010, to allocate \$250,000 to AC Transit to equip the remaining AC Transit local and transbay routes with NextBus technology to

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enable real-time predictions on NextBus and 511, and towards relocation of two signs at the Fruitvale and Del Norte BART stations and installation of three new signs at the Eastmont Transit Center. This resolution was also revised, to rescind \$50,000 from the GGT Advanced Communications & Information System (ACIS) project owing to non-fulfillment of a condition placed on an allocation to this project approved on October 28, 2009.

This resolution was revised on September 22, 2010, to allocate \$55,000 to MTC to design, fabricate/purchase and install a real-time sign system at the San Francisco Ferry Building/Terminal.

Additional discussion of this allocation is contained in the memorandum to the MTC Programming and Allocations Committee dated October 12, 2005, and summary pages dated February 8, 2006, June 11, 2008, September 10, 2008, December 10, 2008, January 14, 2009, July 8, 2009, October 14, 2009, and September 8, 2010.

**REGIONAL MEASURE 2 PROGRAM
 Allocation of Funds**

Project Title: San Francisco Ferry Building Real-Time Sign System
 Sponsor: Metropolitan Transportation Commission
 Project Number: 19.8

| Allocation No. 1 | | | | | | |
|--|---------------|-----------|----------|--------------------|--------------------------|--------|
| Activities to be funded with Allocation #1: | | | | | | |
| The RM2 funds will be used to design, engineer, purchase/fabricate and install a real-time sign system at the San Francisco Ferry Building/Terminal. | | | | | | |
| Allocation Instruction No. | Approval Date | Amount | Phase | Reimbursement Year | Cumulative Total To Date | |
| 11372219 | 22-Sep-10 | \$ 55,000 | PS&E/CON | FY 2010-11 | \$ | 55,000 |

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: San Francisco Ferry Building Real-Time Sign System
Sponsor: Metropolitan Transportation Commission
Project Number: 19.8

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

1. Usable Segments

Provide real-time information for usable segments of 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. MTC reserves the right to require that agencies receiving RM2 funds meet minimum standards for accuracy.

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 at no cost, without restriction, and for the duration of the Project. Required real-time information includes but is not limited to predicted arrival times for every stop, a date and time stamp for each prediction, and transit agency configuration data including but not limited to 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

All regional real-time signage being placed at transit hubs must adhere to the signage standards developed by the RM2 Connectivity Study with assistance from the Real-time Transit Technical Advisory Committee. The Peninsula Corridor JPB's obligation to comply with such standards after construction of their RM2 real-time project shall be negotiated with MTC, factoring in cost impacts to the JPB, after JPB has prepared a migration plan.

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 funds must be expended 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 plans to provide 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.

RM2 Project Number: 19.8

San Francisco Ferry Building Real-Time Sign System

| Lead Sponsor | Other Sponsors(s) | Implementing Agency (if applicable) | |
|---|-------------------------------------|---|-------------------|
| MTC | N/A | MTC | |
| Legislated Project Description | | | |
| Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the Commission's connectivity plan adopted pursuant to subdivision (d) of Section 30914.5. The funds shall be administered by the Metropolitan Transportation Commission. | | | |
| RM2 Legislated Funding (in \$1,000) | | Total Estimated Project Cost (in \$1,000) | |
| \$55 [Component of \$20 million program] | | \$55 | |
| Project Purpose and Description | | | |
| Install real-time sign systems at the San Francisco Ferry Building/Terminal as part of the Hub Signage Program. The Ferry Building/Terminal is an important transit hub where transit riders from many parts of the Bay Area converge. The purpose of the project is to provide real-time transit information for various transit operators that serve the public in the area of the Ferry Building/Terminal including ferries, BART and Muni. Installation of real-time sign systems at this location addresses real-time transit goals outlined in MTC's 2006 Transit Connectivity Program. The scope of the project is to design, engineer, permit, fabricate and install real-time sign systems at the San Francisco Ferry Building/Terminal. | | | |
| Funding Description | | | |
| Committed Funds: The project is fully funded with RM2 | | | |
| Uncommitted Funds: None. | | | |
| Operating Capacity: MTC will operate and maintain the system. | | | |
| Overall Project Cost and Schedule | | | |
| Phase | Scope | End | Cost (in \$1,000) |
| 1 | Final Environmental Document | N/A | N/A |
| 2 | Plans, Specifications and Estimates | 11/2010 | \$3,000 |
| 3 | Right-of-Way | N/A | N/A |
| 4 | Construction | 02/2011 | \$52,000 |
| Total: | | | \$55,000 |

Total Project Funding Plan: Committed and Uncommitted Sources

| | | | | | | | | | | |
|--|--|--------------|-------------------------|----------------|----------------|----------------|----------------|----------------|---------------|--------------|
| Project Title | San Francisco Ferry Building Real-Time Sign System | | Project No. 19.8 | | | | | | | |
| Lead Sponsor | Metropolitan Transportation Commission | | | | | | | | | |
| Fund Source | Phase | Prior | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | Future | Total |
| Committed | | | | | | | | | | |
| RM2 | PS&E/CON | | | | | | 55,000 | | | 55,000 |
| | | | | | | | | | | 0 |
| Total: | | 0 | 0 | 0 | 0 | 0 | 55,000 | 0 | 0 | 55,000 |
| Uncommitted | | | | | | | | | | |
| | | | | | | | | | | |
| Total: | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Committed and Uncommitted | | | | | | | | | | |
| | | Prior | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | Future | Total |
| Total: | | 0 | 0 | 0 | 0 | 0 | 55,000 | 0 | 0 | 55,000 |

**REGIONAL MEASURE 2 PROGRAM
Project Cash Flow Plan**

Project Title: San Francisco Ferry Building Real-Time Sign System
Sponsor: Metropolitan Transportation Commission
Project Number: 19.8

| | PRIOR | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | TOTAL |
|--------------------------------|-------|------------|------------|------------|------------|------------|------------|--------|
| RM2 Funds Total | - | | - | - | 55,000 | | | 55,000 |
| Environmental (ENV) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | 0 |
| | | | | | | | | 0 |
| | | | | | | | | 0 |
| | | | | | | | | 0 |
| Final Design (PS&E) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | 0 |
| Right of Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | 0 |
| | | | | | | | | 0 |
| | | | | | | | | 0 |
| | | | | | | | | 0 |
| Construction | 0 | 0 | 0 | 0 | 55,000 | 0 | 0 | 55,000 |
| RM2 | | | | | 55,000 | | | 55,000 |
| | | | | | | | | 0 |
| | | | | | | | | 0 |
| TOTAL FUNDING | | | | | | | | |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Design (PS&E) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right of Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 55,000 | 0 | 0 | 55,000 |
| PROJECT TOTAL | 0 | 0 | 0 | 0 | 55,000 | 0 | 0 | 55,000 |