

Metropolitan Transportation Commission Programming and Allocations Committee

February 9, 2011

Item Number 2d

MTC Resolution No. 3964, Revised

- Subject:** FY 2010-11 State Transit Assistance (STA) Regional Coordination Program, Revised
- Background:** Consistent with MTC's adopted STA Population-Based Consolidated policy, MTC Resolution No. 3837, population-based STA funds are available to support special projects of regional interest and transit coordination projects, especially those identified in the Commission's Transit Coordination Implementation Plan (MTC Res. 3866).
- The Commission annually adopts the STA Regional Coordination Program. This month, staff is recommending an additional \$8.0 million for ClipperSM operations, bringing the total regional coordination program to approximately \$12.2 million for FY 2010-11. If approved, the STA balance, which has been held in reserve largely for ClipperSM, will decrease to \$5.7 million. Attachment A to MTC Resolution No. 3964 updates the programming of STA to projects for FY 2010-11. Attachment B provides more detailed information about each of these projects. Consistent with the updated programming, staff is concurrently requesting an allocation of STA funds in MTC Resolution No. 3951.
- Issues:** Staff originally budgeted federal CMAQ and RM2 operating funds to pay for ClipperSM operations in FY 2010-11. FTA has not yet approved the CMAQ grant and is reviewing project eligibility. Staff recommends using STA to fund operations through FY 2010-11 in the event FTA takes significantly more time to approve the CMAQ grant or rejects operations as an eligible CMAQ use. If the latter, ClipperSM will still receive the CMAQ funds, but may not be able to use them for operations through FTA.
- Recommendation:** Refer MTC Resolution No. 3964, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3964, Revised

Date: June 23, 2010
W.I.: 1223
Referred by: PAC
Revised: 02/23/11-C

ABSTRACT

Resolution No. 3964, Revised

This resolution establishes a one-year program for Fiscal Year 2010-11 for MTC State Transit Assistance (STA) Regional Coordination Program funds.

This resolution was revised on February 23, 2011 to increase FY 2010-11 programming for ClipperSM operations by \$8.0 million.

Further discussion is contained in the Programming and Allocation Summary sheet dated June 9, 2010 and February 9, 2011.

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**STA Regional Coordination Program
FY 2010-11**

STA Regional Discretionary Funds ^(note 1)	\$ 17,926,956
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Project Name	Claimant	Amount
Clipper ^(note 2)	MTC	\$ 10,952,000
Clipper Grant Administration	GG Transit	\$ 10,000
511 Transit	MTC	\$ 625,000
Transit Connectivity	AC Transit	\$ 200,000
Regional Transit Marketing	MTC	\$ 182,000
Urban Partnership Program	MTC	\$ 50,000
Regional Paratransit Program	CCCTA	\$ 75,000
Transit Projects Contingency	MTC	\$ 100,000
	Total	\$ 12,194,000

STA Balance Estimate	\$ 5,732,956
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Notes:

1. This amount is from the STA Population-based fund estimate in MTC Resolution 3939 and is comprised of sum of the estimated carryover (\$7,622,705) and new funding of \$10,304,251.
2. Programs an additional \$8,000,000 to ClipperSM for FY 2010-11 as of 2/23/11 Commission approval.

Date: June 23, 2010
W.I.: 1223
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STA Regional Coordination Program Summary FY 2010-11

STA Regional Coordination Funds have historically supported some of MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. Many of these projects have been identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution 3866). Specific goals include: (1) improve service to the transit customer, (2) increase system efficiency through coordination of specific functions, and (3) develop sub-regional coordination agreements between connecting agencies.

The FY 2010-11 STA Regional Coordination Program totals approximately \$12.2 million and generally focuses on delivering ClipperSM, 511 Transit, and Transit Connectivity consistent with the Commission's Transportation 2035 Plan and other regional planning documents. In addition, funds are programmed to implement other MTC regional priorities. More detail about the specific projects and the amount of STA funds programmed to each follows.

ClipperSM

Programmed to MTC: \$10,952,000

Programmed to GGT: \$ 10,000

On June 16, 2010, TransLink[®], the Bay Area's regional transit electronic fare payment system, officially becomes ClipperSM. When fully implemented, transit riders will be able to pay transit fares on any transit system in the region with a reloadable ClipperSM smart card. The ClipperSM card stores transit value – electronic cash (e-cash) and/or transit passes, and transit riders “tag” the card by touching it to a ClipperSM card reader when boarding a transit vehicle or entering a station. The reader deducts the correct fare including any transfers or other discounts. ClipperSM is currently operating on AC Transit, San Francisco Bay Area Rapid Transit (BART), Caltrain, Golden Gate Transit and Ferry (GGT), San Francisco Municipal Transportation Authority (MUNI). ClipperSM roll out is planned for Samtrans and Santa Clara Valley Transportation Authority (VTA) in FY 2010-11. The system will eventually be available on most transit systems in the region.

MTC's ClipperSM responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the ClipperSM system and a number of other contracts related to the implementation and operation of the ClipperSM system. STA funds in the amount of \$10,952,000 will support ClipperSM capital and operating costs and \$10,000 in STA

funds will cover GGT's administration of federal funds used to support the implementation of the ClipperSM system.

511 Transit

Programmed to MTC: \$625,000

STA funds will serve as local match to federal STP funds for the 511 Transit program. 511 Transit collects, maintains, updates and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners. The four major components are:

- 511 Transit Website – The 511 Transit website contains schedule, route, fare and map information for all transit agencies in the Bay Area as well as the current trip planner. Access to the 511 Transit website is provided through MTC's traveler information portal (www.511.org) where traffic, ridesharing and bicycle information is also available.
- Transit trip planner – The public can plan transit itineraries any time of the day or night using the internet-based 511 regional transit trip planner. Transit agency call center staff also has access to the trip planner for assisting customers with trip planning.
- Regional Transit Database (RTD) – The RTD is the central repository and data management system for comprehensive regional transit data used in the 511 Transit website, including the trip planner.
- Real-Time Transit Information - Currently, real-time departure information is available for MUNI and BART by phone and MY 511. MTC will add new transit agencies to the real-time transit system as their data becomes available. MTC will operate and maintain the regional real-time transit system, including supporting 511 Departure Times on the phone, through a new web user interface, at My511.org, and via text message. MTC will also incorporate real-time transit information into the trip planner so transit stop IDs are part of trip itineraries.

Transit Connectivity – Transit Information Displays

Programmed to AC Transit: \$200,000

In April 2006, MTC adopted a Transit Connectivity Plan. In July 2006, MTC adopted the funding component for the Plan (Resolution 3771), which specifies the roles and responsibilities of MTC and the transit operators to pay for specific transit connectivity improvements at regional transit hubs. Consistent with the funding plan, MTC is investing \$10 million in initial capital improvements at 24 regional transit hubs (including 3 airports). The focus is to improve wayfinding signage, real-time transit information and static transit information at these hubs. These improvements were originally funded entirely with STA funds. However, MTC Resolution 3814 redirected the STA funds to Lifeline Transit operations and backfilled the Transit Connectivity Program with Proposition 1B Public Transportation, Modernization, Improvement and Service Enhancement Account (Prop 1B Transit) funds.

In addition to capital improvements, the Transit Connectivity Plan recommends a greater regional commitment to maintaining transit information in transit information displays (TIDs). MTC has entered into a Memorandum of Understanding (MOU) with AC Transit to maintain

these displays on behalf of the region. The MOU documents the scope of work in exchange for the direct allocation of STA funds. In FY 2010-11, \$200,000 is programmed for ongoing maintenance activities.

Regional Transit Marketing, Web, and Communication Services

Programmed to MTC: \$182,000

STA funds will serve as local match to federal funds. Marketing funds will be used to provide customer education, public outreach, market research, and web-related services for the 511 Traveler Information and ClipperSM Programs, as well as to address other ad-hoc transit marketing needs. Consistent with the findings of the 511 Strategic Plan, the program will maintain its focus on increasing and sustaining usage of the 511 phone number and website (511.org) as well as developing a better understanding of how customers use the 511 system. As ClipperSM continues deployment on individual transit agencies, promoting the ClipperSM card to transit riders will help increase market share.

Urban Partnership Projects

Programmed to MTC: \$50,000

In December 2008, the Bay Area was awarded approximately \$87 million in federal funds by the US DOT under the Urban Partnership Program (UPP) to implement an innovative congestion relief program with a focus on downtown San Francisco. As part of the award, MTC received \$6.04 million in funds for various Regional Technology projects which seek to leverage MTC's existing operational projects to provide greater customer service and congestion relief benefits to San Francisco-bound travelers. MTC has identified \$400,000 in STA funds to contribute to the total UPP match requirement of \$1.5 million. \$50,000 in STA funds needs to be reprogrammed because they expired at the end of FY 2009-10. The STA funds serve as local match for the following two Regional Technology projects:

- 511 Real-Time Transit Information – This project will implement real-time transit departure information for transit customers via texting and 511.org.
- 511 Multimodal Trip Planner – This project will enable 511 users to compare traffic and transit travel times and costs for specific trips to help them make informed decisions about the best way to travel. Phase 1 will create a web-based multimodal trip planner to compare historic traffic and transit travel time and cost. Phase 2 will integrate real-time traffic and transit times into the web-based multimodal trip planner. Phase 3 will provide a CO2 emission calculator on the website.

Regional Paratransit Program

Programmed to CCCTA: \$75,000

STA funds will support a 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a Lead Agency on behalf of other

operators. The lead agency is the Central Contra Costa Transit Authority (CCCTA). CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the PTCC Accessibility Committee and MTC, including reporting on the status of activities.

CCCTA will provide progress reports summarizing work performed.

Transit Projects Contingency

Programmed to MTC: \$100,000

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional operations projects such as ClipperSM and 511 Transit. These funds will allow MTC to respond to unexpected regional or subregional transit planning needs or requests as they arise. For example, a study may be completed that recommends additional follow-up, a partnership opportunity may arise that benefits MTC's regional transit coordination objectives. Or a particularly difficult regional issue may emerge that requires consulting assistance to forge consensus. Unspent contingency funds will be returned to the STA Program.