

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2009-075

**AUTHORIZE FILING AN APPLICATION WITH THE
METROPOLITAN TRANSPORTATION COMMISSION FOR
REGIONAL MEASURE 2 FUNDS TO SUPPORT IMPLEMENTATION OF THE
ADVANCED COMMUNICATION AND INFORMATION SYSTEM**

September 11, 2009

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and,

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for RM2 funds, pursuant to Streets and Highways Code Section 30914; and,

WHEREAS, the MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 funding; and,

WHEREAS, allocations to the MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and,

WHEREAS, the Golden Gate Bridge, Highway and Transportation District (GGBH&TD) is an eligible sponsor of transportation project(s) in RM2, Regional Traffic Relief Plan funds; and,

WHEREAS, the Advanced Communication and Information System capital project is eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code Section 30914(c); and,

WHEREAS, the RM2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the GGBH&TD is requesting that the MTC allocate RM2 funds;

WHEREAS, the Finance-Auditing Committee, at its meeting of September 10, 2009, has so recommended; now, therefore be it now

RESOLVED, that the GGBH&TD, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that the GGBH&TD certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

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RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the RM2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that the GGBH&TD approves the updated Initial Project Report, attached hereto to this resolution; and be it further

RESOLVED, that the GGBH&TD approves the certifications and assurances, attached to this resolution; and be it further

RESOLVED, that the GGBH&TD approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that the GGBH&TD has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that the GGBH&TD is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan in accordance with California Streets and Highways Code §30914(c); and be it further

RESOLVED, that the GGBH&TD is authorized to submit an application for RM2 funds for the Advanced Communication and Information System capital project in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that the GGBH&TD certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code §2100 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations §1500 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC § 4-1 et seq.) and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to the GGBH&TD making allocation requests for RM2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the GGBH&TD to deliver such project; and be it further

RESOLVED, that the GGBH&TD indemnifies and holds harmless the MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the GGBH&TD, its officers, employees or agents, or subcontractors or any of them in

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connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by the MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that the GGBH&TD shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the MTC is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at the MTC's option) based on the MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to the MTC in the same proportion that RM2 funds were originally used; and be it further

RESOLVED, that the GGBH&TD shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with RM2 Toll Revenues; and be it further

RESOLVED, that the GGBH&TD authorizes its General Manager, or her designee to execute and submit an allocation request for the environmental/design/construction phases with the MTC for RM2 funds in the amount \$1,655,000.00 for the project, purpose and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to the MTC in conjunction with the filing of the GGBH&TD's application referenced herein.


ADOPTED this 11th day of September, 2009, by the following vote of the Board of Directors:

AYES (16): Directors Brown, Campos, Chu, Cochran, Elsbernd, Grosboll, McGlashan, Moylan, Newhouse Segal, Pahre, Sanders, Snyder and Sobel; Second Vice President Eddie; First Vice President Reilly; President Boro

NOES (0): None

ABSENT (3): Directors Dufty, Kerns and Stroeh

ATTEST:


Janet S. Tarantino
Secretary of the District


Albert J. Boro
President, Board of Directors

Attachment: RM2 Initial Project Report

Regional Measure 2 Initial Project Report (IPR)

Project Title:

Advanced Communications & Information System (ACIS)

RM2 Project No.

19.0 Real Time Transit Information

Allocation History:

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
10/28/2009	\$1,655,000	Preliminary Engineering

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

Golden Gate Bridge, Highway & Transportation District

B. Project Purpose

To replace the existing and obsolete radio system used by both Bus and Ferry operating divisions with a new Intelligent Transportation System called the Advanced Communications & Information System (ACIS). The ACIS will allow the District to gather detailed scheduling and performance data needed to distribute real-time passenger information 511 as well as at selected bus stops and regional transportation hubs.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The ACIS consists of a District-wide radio communications system; automatic vehicle location; new mobile data terminals installed on the transit fleet; new computer-aided bus dispatch systems; real-time information systems for customers; new software for planning, scheduling, and customer services; and integration of all new services with the existing systems and information network infrastructure within the District.

In addition to benefits associated with replacement of the old communications system, some of the benefits the District can expect from the ACIS are: 1) reduction in operational costs associated with maintenance of obsolete communication systems, 2) enhanced interoperability capabilities between operating divisions as well as with external public safety entities, 3) improved on-time tracking and performance of bus services, 4) improved service monitoring that provides more efficient use of the bus fleet, 5) improved customer satisfaction by deployment of real-time schedule information via 511 systems (including the 511 phone system and the 511.org web sites) resulting in improved real-time predictions that will benefit the system; and passenger information displays at thirty (30) bus stops, the San Francisco and Larkspur ferry terminals, and the San Rafael Transit Hub and 6) reduced staff costs associated with utilizing automated monitoring systems instead of manual bus service checks.

The ACIS will conform to the MTC Functional Requirements for Regional Real-Time Transit Hub Signs. The interface to Destination signs will be provided by the District WAN/LAN network with connectivity to the IP cloud for interface to the 511 system.

Regional Measure 2 – INITIAL PROJECT REPORT

D. Impediments to Project Completion

In order to deploy the Real-Time Passenger Information Display at the San Francisco Ferry Building, a significant effort is required to secure the right of way space with the building manager, as well as determine if electrical and network infrastructure is available. Several contingency locations are being planned in the event the preferred location is not successful.

In order to deploy the Real-Time Passenger Information Display at the San Rafael Transit Hub, a significant upgrade is required to the underground electrical utilities. Several contingency locations are being planned in the event these infrastructure upgrades are not feasible based on future rail growth plans for this location.

E. Operability

The ACIS, including all sub-systems will be maintained by existing District staff resources in cooperation with vendor provided service and support.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

No environmental approvals are necessary for completion of this project

G. Design –

Conceptual designs were completed by Booz Allen Hamilton in January of 2008; Preliminary Design activities were completed August 19, 2009. The District is currently engaged in the Final Design Review phase of the project and expects to complete 95% drawings by November 2009.

H. Right-of-Way Activities / Acquisition –

Leasing activities related to the San Francisco Ferry Terminal commenced following completion of the Preliminary Design Review (8/2009)

I. Construction / Vehicle Acquisition -

Construction activities are scheduled to begin in January 2010.

RM2 funds are dedicated toward funding a portion of the automatic vehicle location sub-system implementation on board the bus and ferry fleets, as well as funding the design and installation of real time passenger displays throughout the District service area, as well as integration of all real time departure information to the 511 system.

LCD Regional Hub Signage will be deployed as follows: San Francisco Ferry Terminal, San Rafael Transit Center, Larkspur Ferry Terminal, and Golden Gate Bridge Toll Plaza.

Regional Measure 2 – INITIAL PROJECT REPORT

Thirty (30) Bus Shelters will receive single line LED passenger information signage to display real time schedule information.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	1,713,114
Design - Plans, Specifications and Estimates (PS&E)	5,024,196
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	12,640,190
Total Project Budget (in thousands)	19,377,500

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	1,713,114
Design - Plans, Specifications and Estimates (PS&E)	5,024,196
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	6,737,310

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	N/A	N/A
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/2008	8/2009
Final Design - Plans, Specs. & Estimates (PS&E)	8/2009	11/2009
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	1/2010	1/2011

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

The ACIS is procured as a full turn-key design and build contract. The payment milestone associated with Preliminary Design Review/Final Design Review which is anticipated due in November 2009 in the full amount of \$1,665,218.

The full amount of RM2 funds of \$1,655,000 is being requested at this time. \$10,218 in District funds will be used to complete this funding milestone.

Amount being requested (in escalated dollars)	1,655,000
Project Phase being requested	Preliminary Engineering
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	September 11, 2009
Month/year being requested for MTC Commission approval of allocation	October 28, 2009

M. Status of Previous Allocations (if any)

Regional Measure 2 – INITIAL PROJECT REPORT

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	Needs Analysis	Needs Analysis Report	3/2007
2	Technical Specification	Technical Specification Report	1/2008
3	Preliminary Design	35% Preliminary Design Document	8/2009
4	Final Design	95% Final Design Document	11/2009
5	Factory Acceptance	Successfully Executed Test Plan Report	6/2010
6	Procurement and Construction Oversight	Deployment on board transit fleet, network infrastructure locations, and real time passenger information locations	1/2011
7	Final Acceptance	Successful completion of 30 day availability testing	2/2011

O. Impediments to Allocation Implementation

No impediments exist at this time

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: September 25, 2009

Regional Measure 2 – INITIAL PROJECT REPORT

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Gayle S. Prior
Phone: (415) 923-2373
Title: Capital and Grant Programs Manager
E-mail: gprior@goldengate.org
Address: Golden Gate Bridge, Highway and Transportation District
P.O. Box 9000, Presidio Station
San Francisco, CA 94129-0601

Information on Person Preparing IPR

Name: Andrea Phillips
Phone: (415) 923-2327
Title: Principal Capital and Grant Programs Analyst
E-mail: aPhillips@goldengate.org
Address: Golden Gate Bridge, Highway and Transportation District
P.O. Box 9000, Presidio Station
San Francisco, CA 94129-0601

Applicant Agency's Accounting Contact

Name: Stefany Toll
Phone: (415) 923-2207
Title: Accounting Supervisor
E-mail: stoll@goldengate.org
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P.O. Box 9000, Presidio Station
San Francisco, CA 94129-0601

Revised IPR 120905.doc

RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Advanced Communications and Information System														Project ID: 19	
Agency: Golden Gate Bridge, Highway and Transportation District														Date: 9/18/2009	
TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)															
District	Design					14,747	9,138	108,083							131,968
FTA	CON					326,873	202,560	2,395,727	12,549,240						15,474,400
Homeland Security	Design					67,700	41,953	496,190	196,644						802,487
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
RM-2	Design							1,655,000							1,655,000
District	CON								511,157						511,157
Homeland Security	CON								802,488						
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL															
						409,320	253,651	4,655,000	14,059,529						19,377,500
Comments:															

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding
 Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

DEFINED SEGMENT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Advanced Communications and Information System	Project ID: 19
Agency: Golden Gate Bridge, Highway and Transportation District	Plan Date: 09/18/09

RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project

Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
RM-2	Design							1,655,000							1,655,000

		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
RM-2 SEGMENT FUNDING TOTAL															
								1,655,000							1,655,000

Comments:

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.
 Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.
 Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activites use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED				
	District	8/26/2009	25,875	617,249
	FTA	8/26/2009	542,831	14,931,569
	Homeland Security	8/26/2009	111,043	1,493,933
PS&E				
R/W				
CON / Operating				
Total to date (in thousands)			679,749	17,042,751

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 19.0 Real Time Transit Information
 Date: 9/18/2009

RM-2 Initial Project Report

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: Advanced Communications and Information System											Project ID: 19			
Agency: Golden Gate Bridge, Highway and Transportation District											Plan Date: 09/18/09			
RM-2 CASH FLOW PLAN														
RM-2 Expenditures	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
ENV/PA&ED						1,655,000							1,655,000	
PS&E														
R/W														
CON														
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
RM-2 CASH FLOW PLAN TOTAL														
						1,655,000							1,655,000	

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program
Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT Advanced Communications and Information Systems (ACIS)	RM2 Legislation ID (and project subelements if any) 19.0
NAME AND ADDRESS OF IMPLEMENTING AGENCY Golden Gate Bridge, Highway and Transportation District P.O. Box 9000, Presidio Station San Francisco, CA 94129-0601	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
Project Oversight	8,510	52.90	450,300
			0
			0
			0
TOTAL DIRECT LABOR			450,300
2. DIRECT BENEFITS (Specify)			
	Benefit Rate	X BASE	
Fringe Benefits	50%	450,300	
TOTAL BENEFIT			225,150
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
Contract 2008-MD-1			15,455,187
Radio/FCC Licensing			431,000
Microwave Upgrade			448,010
TOTAL DIRECT CAPITAL COSTS			16,334,197
4. CONSULTANTS (Identify purpose and or consultant)			
Booz Allen Hamilton - Develop Technical Specifications, Requirements and Drawings			571,173
MACRO - Develop Technical Specifications for Microwave Upgrade			32,388
TOTAL CONSULTANTS			603,561
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
General Project Expenditures			212,599
Construction Contingency			909,402
Printing & Advertising			3,891
Indirect Cost Allocation (Directly related to the project)			102,900
Sales Tax			535,500
TOTAL OTHER DIRECT COSTS			1,764,292
6. TOTAL ESTIMATED COST			19,377,500
Comments: <div style="border: 1px solid black; height: 30px; width: 100%;"></div>			

Date: 9/18/2009

RM2 Real-time Transit Grant Conditions for Transit Agency Resolutions

This attachment lists the Real-Time Transit specific conditions to which the real-time transit projects funded by the RM2 Real-time Transit Grant Program must adhere. The specific conditions are:

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. 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 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 by 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.