

**GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT**

**RESOLUTION NO. 2009-072**

**AUTHORIZE FILING AN APPLICATION WITH THE  
METROPOLITAN TRANSPORTATION COMMISSION FOR  
REGIONAL MEASURE 2 FUNDS TO SUPPORT  
IMPLEMENTATION OF THE GOLDEN GATE FERRY ELECTRONIC FARE  
SYSTEM PROJECT**

August 14, 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**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 funding; and,

**WHEREAS**, allocations to 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 Golden Gate Ferry Electronic Fare System 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 GGBH&TD is requesting that MTC allocate RM2 funds; now, therefore be it

**RESOLVED**, that the GGBH&TD, and its agents, shall comply with the provisions of the MTC'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

**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

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**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, included herein in 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 Golden Gate Ferry Electronic Fare 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 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 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



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**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 MTC shall be entitled to a present day value refund or credit (at MTC's option) based on 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 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 Regional Measure 2 funds in the amount \$400,000 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 14<sup>th</sup> day of August, 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):** Director Dufty, Kerns and Stroeh

**ATTEST:**   
**Janet S. Tarantino**  
**Secretary of the District**

  
**Albert J. Boro**  
**President, Board of Directors**

**Attachments:** 1. RM2 Initial Project Report; and  
2. Automated Fare Collection Workplan.

## Regional Measure 2 Initial Project Report (IPR)

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**Project Title:** Translink: Golden Gate Ferry Electronic Fare System (EFS)

**RM2 Project No.** 18.2

### Allocation History:

	<b>MTC Approval Date</b>	<b>Amount</b>	<b>Phase</b>
<b>#1:</b>	Feb. 2005	\$247,000	PS&E
<b>#2</b>			
<b>#3</b>			

**Total: \$247,000**

### Current Allocation Request:

<b>IPR Revision Date</b>	<b>Amount Being Requested</b>	<b>Phase Requested</b>
9/23/2009	\$1,753,000	CON

**I. OVERALL PROJECT INFORMATION****A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

Golden Gate Bridge, Highway and Transportation District

**B. Project Purpose**

The original purpose of this project was to design and implement an automated fare gates and ticket system for the Golden Gate Ferry. As the project was assessed, the District would like to refine this project purpose to be described as “design and implement an automated passenger counting and fare collection system.”

During the TransLink pilot program, Golden Gate Ferry, the first ferry operator to participate in TransLink, experienced one of the highest percentages of passengers utilizing TransLink smart cards. It is expected that Ferry commuters will use TransLink as the primary payment option.

This project will replace the way Golden Gate Ferry collects fares at the San Francisco Ferry Terminal, AT&T Park, Larkspur Ferry Terminal, and Sausalito Ferry Landing. An automated counting and ticket system will enhance more accurate fare collection, passenger counts, and access control. Due to the introduction of the TransLink card, an automated counting and a ticket system is now a requirement to monitor an accurate passenger count on the boats since different media are being used and will continue to be used to embark the vessels.

Golden Gate Ferry is an important part of the Marin and San Francisco multi-modal transportation network, providing a fast, safe, comfortable and convenient alternative to automobile travel in the heavily congested Highway 101 corridor. Larkspur and Sausalito ferry services provide a direct transportation link between Marin County and downtown San Francisco, relieving peak hour congestion in the Highway 101 Corridor. Since 2003, ferry ridership has increased by approximately 5% per year. In 2008, Golden Gate Ferry carried over 1.9 million passengers. In addition to the benefits for Golden Gate Ferry, the project will help alleviate future issues for other ferry operators that will be adding TransLink to their systems.

**C. Project Description (please provide details)**

**Project Graphics to be sent electronically with This Application**

This project consists of two phases. The first phase will focus on a feasibility study, implementation plan, documentation of equipment specifications, procurement support, and development of a customer information program. The second phase will purchase and install equipment that are TransLink and single ticket compatible at the San Francisco Ferry Terminal, AT&T Park, Larkspur Ferry Terminal, and Sausalito Ferry Landing. Specifications for an automatic counting and ticket system include a TransLink reader. The same reader will be used for single-ride tickets, passenger counters and ticket vending machines. This project will employ



advanced technologies, improved security, automation, and allow the sale and use of increased TransLink smart cards while assuring reliability and security against fraudulent abuse.

#### **D. Impediments to Project Completion**

The District is currently considering limited use/single use tickets in the form of a custom, stand-alone system as well as the new Muni limited use smart card being developed. If the Muni card solution is chosen, it is assumed that their project timelines will happen before Golden Gate's timeline and the project will follow. However, if the projects timelines end up being at the same time, the Golden Gate timeline may be delayed.

The District has retained the services of a consultant to assist with the design of an automated counting and ticket system. Depending on the limited smart card chosen, construction may or may not be competitively bid.

#### **E. Operability**

Anticipated completion of the project will be end of 2012. Future automated counting and ticket system operations and maintenance are expected to be fully funded by the District through its operating budget.

## **II. PROJECT PHASE DESCRIPTION and STATUS**

**F. Environmental – Under the California Environmental Quality Act (CEQA), this project supports existing facilities and services and is exempt under Section 15301, “Existing Facilities,” and will involve negligible or no expansion of use.**

Does NEPA Apply:  Yes  No

**G. Design** – The Request for Proposal (RFP) soliciting a consultant to develop technical specifications, requirements and drawings necessary for procurement of equipment and construction and installation of an automated fare gates and ticket system was issued in late April 2006. The contract was awarded on August 11, 2006. Since October 2006, the consultant has been reviewing existing systems and equipment in use at other transit agencies and assessing their applicability to Golden Gate Ferry. An Inter-Departmental stakeholders meeting was held on January 4, 2007, where the fare system and fare media analysis and assessment were presented to help identify all the components that will make up the fare collection system. In spring of 2009, the project was refined and approved by the General Manager to move forward. The consultant and District staff are currently reviewing two technology solutions for the limited smart card for use of casual and single riders.

**H. Right-of-Way Activities / Acquisition** – This project is within the District's right-of-way.

- I. Construction / Vehicle Acquisition** – It is anticipated that the RFP for construction will be advertised in January 2010. Construction will begin in summer of 2010. Project completion/closeout will be in fall 2012.

### **III. PROJECT BUDGET**

#### **J. Project Budget (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$247
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$1,753
<b>Total Project Budget (in thousands)</b>	<b>\$2,000</b>

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

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$247
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$1,753
<b>Total Project Budget (in thousands)</b>	<b>\$2,000</b>

### **IV. OVERALL PROJECT SCHEDULE**

<b>Phase-Milestone</b>	<b>Planned (Update as needed)</b>	
	<b>Start Date</b>	<b>Completion Date</b>
Environmental Document	05/05	06/05
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	04/05	05/05
Final Design - Plans, Specs. & Estimates (PS&E)	07/09	12/09
Right-of-Way Activities /Acquisition (R/W)		NA
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	1/10	12/12



**V. ALLOCATION REQUEST INFORMATION****L. Detailed Description of Allocation Request**

This allocation request is for the second phase of project. The second phase will be to purchase and install an automated passenger counting and ticket system that are TransLink and single ticket compatible at the San Francisco Ferry Terminal, AT&T Park, Larkspur Ferry Terminal, and Sausalito Ferry Landing. Specifications for an automated passenger counting and ticket system include a TransLink reader as well as a reader for single-ride tickets, passenger counters and ticket vending machines. (If Muni solution is chosen, the reader will be the same for Translink and single use.) This project will employ advanced technologies, improved security, automation, and allow the sale and use of increased TransLink smart cards while assuring reliability and security against fraudulent abuse.

Prior phase focused on a feasibility study, implementation plan, documentation of equipment specifications, procurement support, and development of a customer information program.

Amount being requested (in escalated dollars)	\$1,753,000
Project Phase being requested	Construction
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	January 14, 2005 (adopted for \$1.6M) September 11, 2009 (for \$400K)
Month/year being requested for MTC Commission approval of allocation	September 2009

**M. Status of Previous Allocations (if any)**

A total amount of \$247,000 was previously allocated for the design phase of this project. The Request for Proposal (RFP) soliciting a design consultant to develop technical specifications, requirements and drawings necessary for procurement of equipment and construction and installation of an automated fare gates and ticket system in San Francisco, Larkspur and Sausalito was issued in late April 2006. The contract was awarded on August 11, 2006. Since October 2006, the consultant has been reviewing existing systems and equipment in use at other transit agencies and assessing their applicability to Golden Gate Ferry. An Inter-Departmental stakeholders meeting was held on January 4, 2007, where the fare system and fare media analysis and assessment were presented to help identify all the components that will make up the fare collection system. The consultant is working with staff to assist in finalizing a scope of work and specifications.



N. Workplan

Workplan in Alternate Format Enclosed   
 (Enclosed workplan prepared by Consultant.)

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>

**O. Impediments to Allocation Implementation**

The District does not anticipate any impediments to complete the phase.

**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**

This current allocation request for Construction phase is the final request.

Prior allocation request for the Design phase was approved in February 2005. The design consultant is still working on finalizing the design so these funds have not yet been fully expended. The date GGBH&TD expects to fully expend all the funds is December 31, 2012

**VII. GOVERNING BOARD ACTION**

**Check the box that applies:**

**Governing Board Resolution attached (for \$1.6M)**

**Governing Board Resolution to be provided on or before: September 23, 2009 (for \$400K)**

**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  
Address: Golden Gate Bridge, Highway and Transportation District  
P.O. Box 9000, Presidio Station  
San Francisco, CA 94129-0601

Revised IPR 120905.doc

Attachment: Consultant Workplan



Attachment

N. Workplan

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
1	Feasibility Study	Fare Collection Analysis Report	09/01/09
		Fare Media Analysis Report	11/1/09
		Key Decisions Report	11/31/09
2	Project Implementation Plan	MS Project Schedule	1/31/10
		Cost Estimate	1/31/10
		Facility Improvements	1/31/10
3	Technical Specifications for EFS Equipment Procurement	60% Draft Specs	10/14/09
		90% Draft Specs	11/10/09
		Final Draft Specs	12/1/09
4	Procurement and Oversight	Pre-bid Meeting	Est. 12/20/09
		Proposal Evaluation	Spring 2010
		Contractor Schedule Review	Spring 2010
		Contract Change Order Review	Spring-Fall 2010
		Inspection & Testing Services	Spring 2011
5	Customer Information Program	Customer Information Plan	Spring 2012

**RM-2 Initial Project Report**

**TOTAL PROJECT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title: Translink: Golden Gate Ferry Terminal Fare Gates														Project ID: <b>18.2</b>		
Agency: Golden Gate Bridge, Highway and Transportation District														Date: <b>8/27/2009</b>		
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED</b>																
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	
<b>COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)</b>																
RM-2	Design		247,000												247,000	
<b>UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)</b>																
RM-2	CON		1,753,000												1,753,000	
<b>FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)</b>																
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL</b>																
		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	
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL</b>																
			247,000												1,753,000	2,000,000

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**

**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				
PS&E	RM-2	6/30/2008	150	97
R/W				
CON / Operating	RM-2	NA	0	1,753
Total to date (in thousands)			150	1,850

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: 18.2  
 Date: 8/27/2009



**RM-2 Initial Project Report**

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

(Amounts Escalated in Thousands)

Project Title: Translink: Golden Gate Ferry Terminal Fare Gates												Project ID: <b>18.2</b>	
Agency: Golden Gate Bridge, Highway and Transportation District												Plan Date: 08/27/09	
<b>RM-2 CASH FLOW PLAN</b>													
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													
PS&E			150			97							247
R/W													
CON						1,753							1,753
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
<b>RM-2 CASH FLOW PLAN TOTAL</b>													
			150			1,850							2,000

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  Translink: Golden Gate Ferry Terminal Fare Gates	RM2 Legislation ID (and project subelements if any)  <span style="float: right;">18.2</span>
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)
<b>1. DIRECT LABOR of Implementing Agency (Specify by task)</b>			
Project Oversight	50	75.00	3,750
			0
			0
			0
			0
<b>TOTAL DIRECT LABOR</b>			<b>3,750</b>
<b>2. DIRECT BENEFITS (Specify)</b>			
	<b>Benefit Rate</b>	<b>X BASE</b>	
Fringe Benefits	50%	3,750	
<b>TOTAL BENEFIT</b>			<b>1,875</b>
<b>3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)</b>			
	<b>Unit (if applicable)</b>	<b>Cost per Unit (\$)</b>	
Construction/Ticket Machines/Computers/Misc. Equipment			1,624,000
<b>TOTAL DIRECT CAPITAL COSTS</b>			<b>1,624,000</b>
<b>4. CONSULTANTS (Identify purpose and or consultant)</b>			
Booz Allen Hamilton - Develop Technical Specifications, Requirements and Drawings	1411	175	246,925
Construction Administration	546	175	95,550
<b>TOTAL CONSULTANTS</b>			<b>342,475</b>
<b>5. OTHER DIRECT COSTS (Specify - explain costs, if any)</b>			
Training/Miscellaneous			27,900
<b>TOTAL OTHER DIRECT COSTS</b>			<b>27,900</b>
<b>6. TOTAL ESTIMATED COST</b>			<b>2,000,000</b>

Comments:

Date: 8/27/2009