

Regional AVL Project Status

(1/26/10)

MVTA's Outstanding Issues:

1. Management and Support:

-MVTA Staff have dedicated numerous hours to the RAVL Project in the RAVL Deployment and Operations Workgroups but cannot make binding decisions, so have no tangible control over the project outcomes; Metro Transit has final authority over all policies recommended by the workgroups.

-Regional providers have voiced concerns over the lack of technical support thus far and the need for a concrete plan. MVTA is unsure of how to manage AVL after installation with the lack of support.

2. Data:

-MVTA needs requested data partition costs from the council.

-AVL data is visible to all regional providers; Metro Transit expects that RAVL data will be viewed/used by all providers to support "day-to-day operations" without the requirement of obtaining prior written consent from the agency that owns the data; written consent is required for "internal planning activities" and "public reporting" only.

3. Cost:

-The level of commitment required by MVTA to manage AVL is not yet understood. Metro Transit has dedicated staff for AVL, MVTA does not. In 2009, MVTA logged 240 hours of staff time for the RAVL Project and installation has yet to begin. It may be necessary for MVTA to hire an additional staff member to manage AVL.

-Ongoing maintenance and troubleshooting costs for AVL are unknown. Schmitt's will incur costs associated with maintaining the AVL system, many of which will be passed onto MVTA.

4. Installation:

-Regional providers have reported numerous problems with installation (damage to buses, other system failures, etc.) MVTA wants to perform its own installation to prevent these problems.

-MVTA's installation timeline has been pushed back from December 2009 to May 2010; MVTA's AVL units have not been ordered; installation drawings have not been submitted to MVTA for approval; MVTA's "bus in a box" training tool has no estimated delivery date; MVTA's WLAN site survey and initial route geo-coding are not complete; system training for MVTA staff is not scheduled.

- Spare AVL components have not been delivered. Regional providers need these in order to repair a faulty system instead of removing the bus from service (AVL system is connected to other systems on bus so AVL system failure means no fare collection capability.) Trapeze quotes a 7% failure rate on AVL units, which equals 8 buses for MVTA per year, but there has been a 20% failure rate thus far on the regional fleet. AVL units must be returned to Trapeze for repair; average repair time is 2 months.

MVTA's Regional AVL Costs:

2009

One-time Option Fee	\$ 110,000
MVTA Staff Time (240 hours)	\$ 8,400
Total	\$ 118,400

2010

Additional Equipment (computers, monitors and wiring)	\$ 5,000
Annual MVTA/SST Staff Time (estimate)*	\$ 17,500
Annual Maintenance Agreement (begins in 2011)	\$ 0
Annual Equipment Repairs (under warranty)	\$ 0
Total	\$ 22,500

2011 and beyond

Annual Maintenance Agreement	\$ 36,445
Annual MVTA/SST Staff Time (estimate)*	\$ 17,500
Annual Equipment Repairs (estimate)**	\$ 20,000
Total	\$ 73,945

*Staff time: 500 hours x average hourly wage = \$17,500; activities include training, geo-coding for route changes, regular input of service adjustments/waivers, equipment troubleshooting/maintenance, etc.

**Annual equipment repairs: \$2,500 per bus (average repair cost) x 8 buses per year (7% failure rate) = \$20,000