

Status of ITS (AVL) Project

Michael Abegg
Transit Planning Manager
Minnesota Valley Transit Authority
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Purpose

- Update Committee and Board on progress of MVTa/RouteMatch AVL
- Update on progress of MVTa/Met Council compatibility
- Authorize work by Trapeze Software Group

MVTA/RouteMatch AVL Deployment

- Met Council chose to expand TransitMaster to non-Metro Transit providers
- Board directed MVTA to procure system meeting its needs with regional compatibility
- Competitive procurement
- RouteMatch began work in fall, 2011

Deployment Status

- System deployed on 118 existing MVTA buses
- Operating at both MVTA garages
- Some technical issues
 - Largest RouteMatch fixed-route deployment
 - New components requiring fine-tuning
 - Has slowed deployment of public-facing elements

Regional Compatibility

- Original MVTA & Met Council agreement included vaguely-worded “regional compatibility”
- Definition should have been settled at time of agreement, but wasn’t
- Lagged primarily due to low priority from Met Council staff
- Became a critical path element in opening of Cedar Red Line service, which has created higher level of engagement by Council and DCRRA

Challenge to Compatibility

- Delay in defining the compatibility project has had two consequences:
 - Cost much higher than originally envisioned
 - Project cannot be completed in time for Red Line startup
- Staff conclusion: Plan B needed to bridge gap and allow Red Line to open in summer 2013

Plan B Development

- MVTA & Council technical staff created list of 7 possible solutions
 - Some assumed installation of TransitMaster on buses
 - Others assume use of RouteMatch AVL in some way
- List provided to executive staff on Red Line project prior to completion of technical vetting
- Options requiring installation of TransitMaster recommended by executive staff

Plan B Details

- Temporary solution until RouteMatch-TransitMaster integration completed
- Deploy TransitMaster on Red Line buses only
- Creates operational challenges for MVTA & Schmitt & Sons to use two different systems
- No allowance for MVTA express buses to use Cedar TSP system at startup
- Red Line stations may only have real-time information on station-to-station service, not MVTA express and local routes

RouteMatch/TransitMaster Integration

- Trapeze needs to be under contract to do development work on integration – Council refused to add this to their current contract
- MVTA will need to execute a contract with Trapeze for the work
- MVTA & Trapeze have working agreement on terms and conditions, need to finalize scope of work, cost, and deadlines

Proposed Recommendations for Board

- Affirm commitment to RouteMatch AVL
- Concur with *temporary* TransitMaster deployment, acknowledging shortcomings
- Direct staff to proceed quickly with integration elements that can have early delivery (e.g. TSP)
- Authorize contract with Trapeze not-to-exceed \$750,000 with work due at end of 2013.