



Master Leases: Transit Radio System Replacement

(P502110)

Category	Transportation	Date Last Modified	03/09/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Other	2,767	-	-	2,767	2,123	644	-	-	-	-	-
TOTAL EXPENDITURES	2,767	-	-	2,767	2,123	644	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Short-Term Lease Financing	2,767	-	-	2,767	2,123	644	-	-	-	-	-
TOTAL FUNDING SOURCES	2,767	-	-	2,767	2,123	644	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Approp. Request	-	Year First Appropriation	FY21
Cumulative Appropriation	2,767	Last FY's Cost Estimate	1,750
Expenditure / Encumbrances	-		
Unencumbered Balance	2,767		

PROJECT DESCRIPTION

This project will replace the current stand-alone Transit Radio System with radios, consoles, and networking necessary to incorporate Transit Services radio operations into the new state-of-the-art public safety radio system. This will ensure that the federally required emergency communications systems for transit operations are continued between bus operators and central communications in a reliable and consistent manner. In addition, it will maintain and integrate Transit Services into regional operability and provide enhanced features pursuant to national standards for radio devices.

ESTIMATED SCHEDULE

In FY21, testing of the equipment and an initial role out of equipment will be done with approximately 1/3 of the fleet receiving radios and an introduction on console equipment to Central Communications in support of the new radios. In FY22, the balance of the equipment will be installed and the system should be fully functional.

COST CHANGE

Cost increase due to addition of funds necessary to complete the project.

PROJECT JUSTIFICATION

The current 450 MHz Transit Radio system can no longer be supported by the manufacturer as equipment production ceased over a decade ago. Rather than replace the Transit Radio system entirely, the Intelligent Transportation System (ITS) Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) currently in implementation using cellular data capability provides an opportunity to move Transit voice radio communications to the public safety system. Moving Transit voice radio operations to the Public Safety network will cost significantly less than replacing the entire system. In addition, the new Public Safety radio system will provide much higher reliability and much lower maintenance costs than support for the existing older outdated technology 450 MHz system. By moving Transit voice radio to the public safety system concurrent with the implementation of the new CAD/AVL system, additional cost savings for the radio integration portion of the CAD/AVL system will occur in the long term. By upgrading the voice radio used in the new CAD/AVL system, development of a unique and obsolete radio interface is no longer required.

FISCAL NOTE

FY21 supplemental in Short-Term Lease Financing for the amount of \$1,017,000.

COORDINATION

Department of Technology Services