

Intelligent Transit System (P501801)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 1/5/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	14,600	0	0	14,600	0	12,600	500	500	500	500	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	14,600	0	0	14,600	0	12,600	500	500	500	500	0

FUNDING SCHEDULE (\$000s)											
Mass Transit Fund	2,500	0	0	2,500	0	500	500	500	500	500	0
Short-Term Financing	12,100	0	0	12,100	0	12,100	0	0	0	0	0
Total	14,600	0	0	14,600	0	12,600	500	500	500	500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	12,600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 18	
First Cost Estimate		
Current Scope	FY 18	14,600
Last FY's Cost Estimate		0

Description

The purpose of this project is to replace vital transit technology systems, to enhance system accountability, and maintain electronic information signs throughout the county. This is part of the Division of Transit Services IT plan to maintain and expand our intelligent transit systems for compatibility, accountability, and safety.

Estimated Schedule

Replacement of Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system in FY18; maintenance and expansion of Real Time informational signs starting in FY18 (shifted from the Advanced Transportation Management System project).

Justification

The CAD/AVL system has reached the end of its useful life, and the system is experiencing critical operational issues such as gaps when no information is available to dispatch and on field operations. The upgrade from radio to cellular technology will eliminate dead zones and allow vehicle locations to be updated every 10 seconds rather than the current three minutes. The CAD/AVL is a crucial driver to continue with the Real Time sign program both in LED Ride On/Wmata stop signs and multimodal signs in buildings around the county.

Fiscal Note

\$500,000 shifted from ATMS project in FY18 and beyond for Real Time sign maintenance and expansion where needed.

Coordination

Department of Technology Services, Washington Metropolitan Area Transit Authority, and regional local transit operators.