

# ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



## STAFF REPORT

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**MEETING DATE:** 12/11/2024

**Staff Report No.** 19-212a

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**TO:** AC Transit Board of Directors  
**FROM:** Michael A. Hursh, General Manager/Chief Executive Officer  
**SUBJECT:** Global Traffic Technologies/Miovision Transit Signal Priority Bus System

### ACTION ITEM

**AGENDA PLANNING REQUEST:**

**RECOMMENDED ACTION(S):**

Consider authorizing the General Manager to execute a contract amendment with Global Traffic Technologies (GTT)/Miovision to service, upgrade & repair the GPS-based Transit Signal Priority (TSP) system on AC Transit buses.

Staff Contact:  
Ramakrishna Pochiraju, Executive Director of Planning & Engineering

**STRATEGIC IMPORTANCE:**

Goal - Convenient and Reliable Service  
Initiative - Infrastructure Modernization

The GTT/Miovision TSP system is one of the tools used to reduce transit travel time and increase transit reliability for District service. Like any technology and infrastructure project, the GTT/Miovision TSP system needs maintenance and upgrades to allow compatibility with other on-board equipment.

**BUDGETARY/FISCAL IMPACT:**

This contract amendment would account for approximately \$80,288 from District funds, which is included in the FY 2024-25 budget. This funding would allow for maintenance of the grant-funded on-board TSP equipment.

**BACKGROUND/RATIONALE:**

TSP is a tool to improve both reliability and travel time for buses. Today AC Transit uses the GTT/Miovision GPS-based TSP system on many high-frequency, high-ridership corridors, including Tempo Bus Rapid Transit (BRT), San Pablo Avenue, Grand Avenue, the Line 51 Corridor, Hesperian Bouvard Line 97, and the Dumbarton Bridge Corridor. In addition, AC Transit is working to add Telegraph Avenue and Mission Boulevard to the District's TSP-equipped corridors. Currently, over 400 buses (including Tempo BRT) are outfitted with the equipment and over 500 intersections within the District are using or soon to be using GTT/Miovision's GPS-based TSP equipment.

This contract amendment will enable the District to continue to use the grant-funded on-board TSP equipment on many high ridership corridors and resolve existing system integration issues while keeping the system in top performance.

The additional scope of work will include the following: an upgrade to all AC Transit buses with the latest version of the TSP Connected Vehicle Platform (CVP) software; resolve power & door sensor issues; rectify all other equipment issues; and resolve operational and maintenance issues. One example of operational and maintenance issues that will be resolved by the additional scope of work, is the change in head-sign wiring that impacted the connection between TSP hardware and the Clever system . This change impacted the ability of the TSP system to use Schedule Adherence as part of the system’s algorithm (the bus only requests TSP when it is more than a defined amount of time behind schedule). Other issues specific to the TSP system were also identified while investigating that connection issue. The repairs will resolve all the issues and enable the full use of the TSP and Clever systems.

The new amendment would represent 2.8% of the original contract value, with a cumulative increase of 17.7% over the original contract value.

	Contract Value	Revised Contract Total	% Change from Original Contract (Cumulative % Change)
Original Contract Amount	\$2,864,537		
Amendment 1 (Executed)	\$316,624	\$3,181,161	11.05%
Amendment 2 (Executed)	\$110,000	\$3,291,161	3.84% (14.89%)
<b>New Amendment</b>	<b>\$80,248</b>	<b>\$3,371,409</b>	<b>2.80% (17.70%)</b>
Revised Total	\$3,371,409	\$3,371,409	

**ADVANTAGES/DISADVANTAGES:**

The primary advantage of this contract amendment is to enable the District to continue to use the TSP system on board buses and provide tools to improve operating performance and improve the rider experience.

Other than the cost, there are no disadvantages to this contract amendment.

**ALTERNATIVES ANALYSIS:**

The main alternative would be to not repair the TSP equipment, which was paid for by other grants. This is not advisable as it does not meet previous grant commitments, and the system will then need to be replaced once newer technologies are widely available.

**PRIOR RELEVANT BOARD ACTION/POLICIES:**

SR 19-212 Transit Signal Priority Bus System Sole-Source Procurement  
BP 465 Procurement Policy

**ATTACHMENTS:**

None

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**Approved/Reviewed by:**

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