

Public Transportation Modernization, Improvement & Service Enhancement Program (PTMISEA)

## Final Project Report

Per G.C. 8879.50 (f)(2) "Within six months of the project becoming operable the recipient agency shall provide a report to the administrative agency . . . " Please provide the following information:

Fiscal Year : 10/11

PTMISEA Cycle :

Project Sponsor : Golden Gate Bridge, Highway & Transportation District

Contributing PTMISEA Sponsor:

Project Name: Advanced Communication and Information Systems (ACIS)

	Original Application	Final Project
<u>Project Scope</u>	The ACIS project includes all hardware, software, and services necessary to accomplish the supply, installation, testing, documentation, training, and startup of ACIS, consisting of the following components:  • Voice and data radio communications;  • Basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL), route and schedule adherence, transfer request protection, and text messaging;  • Real-time passenger information via the Internet, cell phones, and other wireless mobile devices.  • Dynamic message signs at selected transit centers, bus stops, and other locations. Real-time information to Metropolitan Transportation Commission's (MTC) 511.org system;  • On-board vehicle equipment including mobile data terminal, single point log-on interface, emergency alarm, text messaging, and interface with destination signs.	The project fulfilled these expectations throughout the service area.  The District deployed the ACIS to five radio communication stations located at various high level sites around the Bay Area to cover the Counties of San Francisco, Marin, Sonoma, Napa, Solano, and the northern and western parts of Contra Costa County. The system will support full APCO P25 interoperable voice communications to and from its transit fleet of buses, ferry vessels, various District dispatch centers, public safety personnel, Golden Gate Bridge operations personnel, various Emergency Operations Centers, local law enforcement, and fire response personnel. Its architecture is designed specifically to withstand critical failures with built-in redundancy and diversity in its transport backbone infrastructure to ensure normal interoperable voice communication operation during various critical incidents. Additionally, the ACIS conforms to the Regional ITS Architecture.
Funding	Original Approved Project Cost	Final Project Cost
99313 : 99314 : PTMISEA Interest : Other Funds	\$492,729	\$492,729 \$2,227,859
Federal: State: Local: Total Project Cost:	\$13,232,831 \$4,012,440 \$1,605,000 \$19,343,000	\$16,134,484 \$4,814,928 \$1,605,000 \$25,275,000
Schedule Date	Original Project Schedule	Final Project Schedule
Begin Environmental : End Environmental : Begin Design : End Design : Begin Right of Way : End Right of Way : Begin Construction : End Construction :		
Begin Vehicle/Equipment Order	Nov - 2008	Dec - 2008
End Vehicle/Equipment Order :	Nov - 2012	Jul - 2013
Begin Closeout Phase	Feb - 2013	Oct - 2014
End Closeout Phase	Jun - 2013	Sep - 2016
	Anticipated Performance Outcome	Actual Performance Outcome
Performance Outcomes Description/Improvement Percentages	Increase system reliability by 20%	ACIS increased system reliability by 20%. In addition, the benefits the District can expect from the ACIS are: 1) reduction in operational costs associated with maintenance of obsolete communication systems; 2) enhanced interoperability capabilities between operating divisions as well as with external public safety entities; 3) improved ontime tracking and performance of bus services; 4) improved service monitoring that provides more efficient use of the bus fleet; 5) improved customer satisfaction by deployment of real-time schedule information via 511 systems (including the 511 phone system and the 511.org web sites) resulting in improved real-time predictions that will benefit the system; and passenger information displays at thirty (30) bus stops, the San Francisco and Larkspur ferry terminals, and the San Rafael Transit Hub; and 6) reduced staff costs associated with utilizing automated monitoring systems instead of manual bus service checks.
Signature:	Gray- Fryo	2/15/17

Please include verification of the project completed as scoped by providing evidence of completion such as a photo and/or invoice of acquisition.

Note: The same authority that signed the Allocation Request or is designated on the Authorized Agent form must sign here.