

A G E N D A



Recommendation for Council Action

Austin City Council	Item ID	6768	Agenda Number	65.
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Meeting Date:	5/26/2011	Department:	Transportation
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Subject

Approve an ordinance accepting funds in the amount of \$285,000 from Capital Metropolitan Transportation Authority to be used to provide the priority operation of traffic signals for buses being operated on a Bus Rapid Transit route to improve travel time; amending the Fiscal Year 2010-2011 Austin Transportation Department Operating Budget Special Revenue Fund (Ordinance No. 20100913-002) to appropriate \$285,000; and amending the Fiscal Year 2010-2011 Austin Transportation Department Capital Budget (Ordinance No. 20100913-003) to transfer in and appropriate \$285,000 from the Austin Transportation Department Operating Budget Special Revenue Fund for traffic signals.

Amount and Source of Funding

Funding of up to \$285,000 will be provided by the Capital Metropolitan Transportation Authority.

Fiscal Note

A fiscal note is attached.

Purchasing Language:	
Prior Council Action:	
For More Information:	Robert Spillar, 974-2488; Gary Schatz, 974-7189; Ali Mozdbar, 974-4070; Gilda Powers, 974-7092.
Boards and Commission Action:	
MBE / WBE:	
Related Items:	Related to Item _____

Additional Backup Information

A portion of the Austin signal system is equipped with devices to provide priority operation for authorized vehicles. Currently, this operation is provided only to Fire and EMS emergency vehicles. In coordination with the Capital Metropolitan Transportation Authority (CMTA), the Austin Transportation Department proposes to provide prioritization to transit vehicles operating within the planned Metro Bus Rapid Transit (BRT) routes.

The City of Austin is responsible for installation, operation, and maintenance of the pre-emption/priority equipment. The procurement, installation, and on-going maintenance of the existing optically based devices is difficult. Advances in technology have led to the development of centralized GPS-based applications rather than intersection specific optically based applications. The technology tracks a user's (bus or emergency vehicle) location and sends a priority call to a traffic signal as the user approaches. A centralized approach will permit priority operation to be provided at significantly less cost than the current technology requiring equipment at each traffic signal location. Additionally, maintenance costs are reduced since there is no equipment installed at individual intersections. The City wishes to take advantage of improved technology to reduce the cost of deployment, operation, and maintenance and to take advantage of the operations and flexibility of such a system. Therefore, it is anticipated that the City's next Advanced Traffic Management System (ATMS) will include features or a module that provides pre-emption and/or priority treatment of traffic signals based on a vehicle's GPS location and related data.

Capital Metro has indicated that priority signal operation at traffic signals on the BRT routes is a requirement of their Federal Transit Administration (FTA) grant for this service. The City is partnering with Capital Metro to provide for this operation.