WELCOME

U.S. Department of Transportation
Office of the Assistant Secretary for Research and Technology
Module 23:

Leveraging Communications Technologies for Transit On-board Integration
Instructor

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Learning Objectives

Review key concepts from Module 19: On-board Transit Management Systems for Buses

Describe how to use current communication technology for on-board systems integration for buses

Illustrate how to procure systems that use current communication technology for on-board systems
Learning Objective 1

Review Key Concepts from Module 19 On-board Transit Management Systems for Buses
How to Use the Most Prevalent Standards for On-board Transit Management Systems

Summary of Contents and Use of SAE J1587

- Defines messages transmitted on SAE J1708 network
- Specifies transport, network and application layers
- Outdated and being replaced by J1939
- Defines format of messages and data being communicated between on-board microprocessors

Format:

- Message identifier (MID) – source address of transmitting node
- One or More Parameters
- Checksum

<table>
<thead>
<tr>
<th>MID</th>
<th>Parameter</th>
<th>Parameter</th>
<th>Parameter</th>
<th>Checksum</th>
</tr>
</thead>
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J1587 Message
How to Use the Most Prevalent Standards for On-board Transit Management Systems

Summary of Contents and Use of SAE J1587 (continued)

- J1587 is outdated, but is often found in legacy systems
  - Vehicle and component information
  - Routing and scheduling information
  - Driver information relating to driver activity

- SAE J1708, defining basic hardware and conditions required for on-board data exchange

- With J1708 backbone in place, J1587 added for general on-board information sharing and diagnostic functions

- Use of J1587 and J1708 described together
How to Use the Most Prevalent Standards for On-board Transit Management Systems

Summary of Contents and Use of SAE J1708

- Addresses transmission of information among bus components
- Identifies minimum hardware and procedural requirements for routing messages over network
- Establishes method for determining:
  - Which device is communicating (i.e., engine, farebox, etc.)
  - Length of time that each device is allowed to communicate
  - Which device has priority in accessing network when two try to gain access simultaneously
  - That message was received correctly should there be problems in transmission
- Describes physical and data link layer
- Transmission rate 9600 bps and message up to 21 bytes long
How to Use the Most Prevalent Standards for On-board Transit Management Systems

Summary of Contents and Use of SAE J1708 (continued)

- Exchange information between vehicle logic unit (VLU) and automatic vehicle location (AVL), fare collection, radio, passenger information and other systems

- Integration examples:
  - Passenger information systems with AVL provides automatic next-stop audio and visual announcements
  - Fare collection with passenger counters, passenger information systems and AVL identifies passenger trends
  - On-board cameras and AVL to store video images on-board for review or send emergency-related images in real time

- Combine health-monitoring capabilities of vital on-board components with AVL to send fault alarms in real time
How to Use the Most Prevalent Standards for On-board Transit Management Systems

Summary of Contents and Use of SAE J1939

- Defines **how information transferred across network** to communicate information such as vehicle speed
- Capable of handling requirements satisfied by J1708/ J1587/ J1922
- Spans all 7 Open Systems Interconnection (OSI) layers
- Data rate of **250,000 bits per second** - faster than J1708
- Permits connection **up to 30 units** compared to maximum of 20 for J1708
- Most messages defined by J1939 **intended to be broadcast**
  - Data transmitted on network without specific destination
  - Permits any device to use data without requiring additional request messages
  - Allows future software revisions to easily accommodate new devices
- Uses **29-bit identifier defined within CAN 2.0B protocol**
How to Use the Most Prevalent Standards for On-board Transit Management Systems

Summary of Contents and Use of SAE J1939 (continued)

- Defines message timeouts, how large messages are fragmented and reassembled, network speed, physical layer and how applications acquire network addresses
- Defined using individual SAE J1939 documents based on OSI model layers
- Uses Controller Area Network (CAN) protocol permitting any ECU to transmit message on network
- Every message uses an identifier that defines:
  - Message priority
  - From whom it was sent
  - Data that is contained within it
- Collisions are resolved non-destructively as result of arbitration process that occurs while identifier transmitted
- J1939 messages built on top of CAN 2.0b - make use of extended frames
How to Use the Most Prevalent Standards for On-board Transit Management Systems

Summary of Use of Wireless Access Points and On-board Internet

- Use of IEEE 802.11x
  - Agencies use wireless access points (WAPs) to upload/download data and perform software updates for vehicles
  - Current WAPs use IEEE 802.11ac
  - On-board Wi-Fi for passengers uses 802.11x

- What is Single-point Logon?
  - Computer-aided Dispatch (CAD) allows for single point logon for all on-board systems
  - Driver can initiate systems connected to CAD (e.g., AVL, farebox)
  - Reduces potential for error
  - Where more than one GPS unit on board provides one GPS location and time/date stamp for all systems
  - Keeps operational information being used and generated by on-board systems synchronized
Use of On-board Standards to Provide a Single-point Logon

Single-point Logon at King County Metro

On-Board Architecture

Base

Control Center

Roadside

4.9 GHz

700 MHz

Mobile Access Router

Mobile Radio

Vehicle Logic Unit

Driver Display Unit

Fare Transaction Processor

Other On-Board Devices

Digital Video Recorder

EXAMPLE
Illustrate How to Procure Systems Using Transit On-board Management Standards

Summary of How to Procure Systems Using Transit On-Board Standards

- Case Study of Procuring System(s) Using SAE J1708/1587
  - Norwalk Transit District (NTD) CAD/AVL System
  - Capital District Transportation Authority (CDTA) Intelligent Transportation Management System (ITMS)
  - Ann Arbor Area Transportation Authority (AAATA) CAD/AVL Hardware and Software
Illustrate How to Procure Systems Using Transit On-board Management Standards

NTD CAD/AVL On-board Systems

Legend
- Vehicle Area Network
- Voice Radio
- Other Connections
- Ethernet or Vehicle Area Network
- Existing system
- Core system
- Desired system
Single-point login

SAE J1708/1587 to connect ITMS Vehicle Logic Unit (VLU) with multiple technologies

Interface Control Document (ICD) for SPX-Genfare FastFare™ Fareboxes integration with ITMS

Additional Testing for Integration
Illustrate How to Procure Systems Using Transit On-board Management Standards

AAATA CAD/AVL On-board System – System Procurement
Which one of these differences between SAE J1939 and J1708 is NOT true?

Answer Choices

a) J1939 is much faster than J1708
b) J1939 permits a connection of more devices than J1708
c) J1939 is based on the Controller Area Network (CAN)
d) J1939 covers the same number of OSI layers as J1708
Review of Answers

a) J1939 is much faster than J1708
Incorrect. SAE J1939 has a data rate of 250,000 bits per second, making it much faster than J1708.

b) J1939 permits a connection of more devices than J1708
Incorrect. SAE J1939 also permits a connection of up to 30 units compared to a maximum of 20 for a J1708 network.

c) J1939 is based on the Controller Area Network (CAN)
Incorrect. J1708 is not based on the CAN.

d) J1939 covers the same number of OSI layers as J1708
Correct! J1939 covers all 7 layers while J1708 only covers 2.
Learning Objective 2

Describe how to use current communication technology for on-board systems integration for buses
Use of Mobile Gateway Routers (MGRs)

Introduction to Module

- Communication technologies to manage/integrate on-board devices rather than applications using these technologies

- Impact:
  - Data communicated outside vehicle might be communicated faster, but **data no different**
  - Mobile gateway routers (MGRs) **prioritize which communication technology** used to communicate which data, but **data no different**

- Example:
  - Real-time communication of fare information from on-board to web is **data intensive**
  - However, fare collection devices and applications **no different than they were before new communication technologies were deployed**
Use of MGRs

Definitions

- **Wireless gateway**: connects **local private device** or local private network to **carrier’s public network** and internet

- **Mobile gateway router (MGR)**:
  - Performs all functions of **wireless gateway**
  - Adds **sophisticated routing capabilities** and multiple Ethernet and/or WLAN connections
  - Single public IP assigned from carrier mapped in MGR so that one port is mapped to **camera**, another to **sensor**, and another to **manage MGR**, and another to locally connected network for **web access**

- Sometimes referred to as **On-board Mobile Gateway Router (OMGR)**

- **Current transit communications technology** is:
  - Moving functionality to the **cloud**
  - **Integrating functions** with customer experience and new mobility options
  - **Improved situational awareness** and performance metrics
  - Evolution of on-board IoT **edge logic**
Use of MGRs

Chronology of On-board Communications Technology

1990
- 1st Gen – Reliance on Land Mobile Radio (LMR)
- Relies heavily on on-bus processing and data

2005
- 1.5 Gen – Emergence of Mobile Gateway Router (MGR)
- More flexible communications and improved central system interaction

Today
- 2nd Gen – Appearance of Internet of Things (IoT) Gateways
- Core functions remain on-bus with on-board analytics and “smarts” move into the cloud
Use of MGRs

**Vision of Communications Technologies in Future**

- MGR facilitates integration of on-board devices as well as communication with cloud, Internet, dispatch center, etc.
- MGR can provide Internet access to passengers
- On-board edge computing allows data produced by IoT devices to be processed closer to where it is created
- Other mobility services can utilize the cloud being used by transit to facilitate integrated payment

**Mobility Options Integration**

**EDGE COMPUTING ANALYTICS**

**CLoud Services**
Use of MGRs

Applications that use On-board Communications Technologies

- Automated and mobile fare payment and validation
- Automated and mobile fare payment backhaul
- Computer-aided dispatch/automatic vehicle location (CAD/AVL)
- Passenger Internet access
- Automatic passenger counters (APCs)
Applications that use On-board Communications Technologies

- On-board security cameras
- Remote engine (and other bus component) diagnostics and fuel consumption
- Driver performance, including speed, idle time and braking
- Digital maps, signage and advertising
Use of MGRs

Communications Technology Architecture Today (Gen 1.5)*

*Not all on-board devices are IP-ready in Generation 1.5

Communications:
- Ethernet/IP
- Serial/J1708/Other
Use of MGRs

Communications Technologies Architecture Today (Gen 2)

Communications:
- Ethernet/IP
Use of MGRs

On-Board Integrated Technologies

Mobile Data Terminal (MDT)

Cloud or Data Center

On-board Mobile Gateway Router (OMGR)

Operations Center

On-board Technologies

Use of MGRs
Determine and Select the Best Available Network

Determining the best network for each data stream

- Prior to use of MGRs, separate, dedicated router deployed for each on-board application
- Current technology includes single MGR that provides encryption, authentication and message integrity
- Not all data generated on-board and being communicated from dispatch to vehicle has same value
- Subsystems such as fare payment or bus engine data must take priority, while passenger Wi-Fi and digital signage are less important
Determine and Select the Best Available Network

Mechanics of data traffic prioritization

- Goal of MGR: Ensure that high-priority traffic has lowest latency
- Accomplished using Internet Engineering Task Force (IETF) standard for Differentiated Services (DiffServ) - enhancement to IP
- Using quality of service (QoS)* settings at MGR, can specify importance of data in that packet
- IP packet receives priority throughout its journey to back office or data center. This ensures that connectivity prioritizes data traffic that matters most

*QoS is a family of evolving Internet standards that provides ways to give preferential treatment to certain types of IP traffic.
Determine and Select the Best Available Network

Connect to multiple communication systems

- MGRs can connect to 2 different wireless/mobile carriers
  - For redundancy - If one carrier goes down, some MGRs can automatically switch to the other carrier
  - For different roles or messaging

- Typical functionality:
  - Private and public data communication
  - Video and vehicle data offload over Wi-Fi backhaul
  - Passenger Wi-Fi
  - Wired Ethernet for onboard systems
  - Secure key generation and storage
Complicated Data Transaction Example

- Fare payment via **debit or credit cards** through MGR:
  - Account for **payment card industry** (PCI) standard for security
  - **PCI compliance required** for processing card-based payments

- MGRs can provide **security that meets PCI** specifications because requirements can be incorporated into MGR:
  - Stateful firewall*
  - Encryption
  - Network segmentation
  - Event logging
  - User Authentication

*Stateful firewalls can watch traffic streams from end to end. They are aware of communication paths and can implement various IP Security (IPsec) functions.
Use of Cloud Platforms and Web Services

Types of cloud platforms and web services

- Cloud computing: **on-demand resource** to run applications, databases, virtual machines & servers

- 3 primary types of cloud environment:
  - **Public cloud services** are:
    - Hosted by third-party cloud service providers
    - Accessible through web browsers
    Examples: Amazon Web Services (AWS), Microsoft Azure & Google Cloud
  - **Private clouds**:  
    - Dedicated and accessible to single organization  
    - Examples: HP Enterprise, VMWare & IBM
  - **Hybrid clouds** combine various aspects of public and private clouds:  
    - More control over data and resources than in public cloud  
    - Still be able to scale like in public cloud when needed
Cloud service model categories

- Infrastructure as a Service (IaaS):
  - Cloud layer enabling **self-service model** for managing virtualized data center infrastructure
  - Customers pay for **on-demand access** to pre-configured computing resources

- Platform as a Service (PaaS):
  - Cloud layer providing tools for organizations to focus on **building and running web applications & services**
  - PaaS environments **support developers, operations & hybrid teams**

- Software as a Service (SaaS): applications **hosted by third party & delivered over web browser**
Using Current Communication Technology to Conduct On-board Functions

Introduction to Example One

- **Valley Regional Transit (VRT)** in Boise, ID area
- Long Term Evolution (LTE) **MGRs deployed** in buses including:
  - Wi-Fi access point
  - Content filtering
  - Global Positioning System (GPS) and telematics integration
  - Cloud access
  - Troubleshooting
- Hybrid cloud platform
Using Current Communication Technology to Conduct On-board Functions

Introduction to Example Two

- Los Angeles Metro Cloud-based Transit Signal Priority (TSP):
  - Uses **IP-based devices** and **cellular networks**
  - 7 core elements:
    - Cloud-based platform for standardized signal system interfaces
    - Cloud-based **analytics platform**
    - Maintain support for legacy equipment and communications infrastructure
    - Support for **multiple signal system designs**
    - **Commercial cellular networks** for next-generation bus communication
    - Adopt **NTCIP 1211** messaging standards
    - Implementation of **MGR**
Valley Regional Transit

- Valley Regional Transit (VRT) - regional public transportation authority for Ada and Canyon counties in southwest Idaho
- 1.3 million fixed-route and paratransit trips per year using 60 buses
- Prior situation: 2G/3G modems in fixed-route buses had problems:
  - Connectivity was routinely lost
  - Modem and vehicle logic unit (VLU) could be ruined by accidentally plugging modem into wrong port of VLU
  - Inconsistent connectivity causing VLUs to send outdated information causing TSP errors and inaccurate real-time information
Using Current Communication Technology to Conduct On-board Functions

Valley Regional Transit (continued)

- Needed to **ensure connectivity**, especially in underground facility
- Desire to offer **free rider Wi-Fi**
- Installed **in-vehicle routing platform** in each bus, along with remote troubleshooting through the cloud and instant firmware upgrades
- Ability to add **automated vehicle announcements** (AVA) and **automated passenger counters** (APCs) in future
Using Current Communication Technology to Conduct On-board Functions

Valley Regional Transit (concluded)

- MGR uses **multi-zone GPS repeater** to ensure uninterrupted vehicle tracking
- Constant wide area network (WAN) connectivity and GPS access **improve accuracy of real-time information**, resulting in fewer phone calls to VRT’s customer service team
- More than **350 passengers per day** are utilizing guest Wi-Fi
- Can **track Wi-Fi usage**, customize splash page, and **survey riders**
- Can troubleshoot and deploy **firmware updates remotely**
- Considering **new fare payment system** and **real-time CCTV monitoring**
Using Current Communication Technology to Conduct On-board Functions

LA Metro Existing TSP Architecture

Legend
- CAD/AVL: Computer-Aided Dispatch/Automatic Vehicle Location
- DTGP: Decision to Grant Priority
- DTRP: Decision to Request Priority
- MGR: Mobile Gateway Router
- OBU: On-Board Unit
- TOC: Transit Operations Center
- WLAN: Wireless Local Area Network

Diagram:
- Signal Cabinet
  - Wi-Fi Antenna
  - 802.11 Radio
  - Terminal Server
  - Signal Controller
  - DTGP
- Bus
  - Wi-Fi Antenna
  - 802.11 Radio
  - GPS Antenna
  - BSP OBU
  - DTRP
  - CAD/AVL
  - 508 MHz Data Radio

CSP WLAN

Agency-Owned 508 MHz Data Radio System

TOC

CAD

Example
Using Current Communication Technology to Conduct On-board Functions

LA Metro Next Generation Cloud-based TSP

802.11 to Legacy CSP

DSRC to CV signal

Cellular to BSPaaS cloud

802.11/DSRC Radio

Cellular/Data Radio

CAD/AVL

DTRP

MGR

Other on-board systems

EXAMPLE
Using Current Communication Technology to Conduct On-board Functions

LA Metro Cloud-based TSP Information Flow

- Field Comm. Hub
- Signal Cabinet
- Signal Controller
- ATMS
- TMC
- Internet
- BSP-as-a-Service Platform
- TOC

NTCIP 1211 priority request
Action taken
NTCIP 1211 / ATMS standard priority request
Action taken
Analyzed data

Bus priority information:
- location
- heading
- speed
- status info

3rd Party API Access

Bus (on Next-Gen Corridor)
Using Current Communication Technology to Conduct On-board Functions

LA Metro TSP Concept Exploration

- Vehicle-to-Infrastructure (V2I) Connected Vehicle
- V2I Cellular to Isolated Signal
- Vehicle-to-Center (V2C) Cellular to Centralized TMC
- Center-to-Center (C2C) Fully Centralized TOC and TMC
- BSP (Bus Signal Priority)-as-a-Service (BSPaaS) Cloud Application
- As of October 2019, integrated new ATMS with BSP infrastructure, and other municipalities deploying current architecture for their BSP system.
- City of Arcadia deployed using BSPaaS
Using Current Communication Technology to Conduct On-board Functions

LA Metro BSPaaS Concept
What is the difference between Generation 1.5 and 2.0 of on-board architectures?

**Answer Choices**

a) The mobile gateway router (MGR) was introduced in Generation 2
b) Not all on-board devices are IP-ready in Generation 1.5
c) On-board analytics and “smarts” stay on-board in Generation 2
d) Ethernet is no longer used in Generation 2
Review of Answers

a) The mobile gateway router (MGR) was introduced in Generation 2

Incorrect. The MGR was introduced in Generation 1.5

b) Not all on-board devices are IP-ready in Generation 1.5

Correct! Not all devices are IP-ready currently

c) On-board analytics & “smarts” stay on-board in Generation 2

Incorrect. Core functions remain on-bus with on-board analytics & “smarts” move into the cloud

d) Ethernet is no longer used in Generation 2

Incorrect. Ethernet continues to be used in Generation 2
Learning Objective 3

Illustrate how to procure systems that use current communication technology for on-board systems
CASE STUDY
Procuring and implementing CAD/AVL system using an MGR

Capital District Transportation Authority (CDTA) Intelligent Transportation Management System (ITMS)

- CDTA in Albany, NY replacing their aging CAD/AVL system
- ITMS procurement included requirement for OMGRs
- In Section 5 of RFP: Wireless Data Communication Requirements, Section 5.2 Wireless Data Communications includes Section 5.2.3 **On-Board Mobile Router/Wireless Gateway**
Procuring and Implementing CAD/AVL System Using an MGR

CDTA ITMS MGRs

- Open Payment System Infrastructure
- Transmit vehicle location data to vendor’s central real-time prediction system
- Central Data System (CDS) wireless communications with on-board ITMS equipment, components, and devices via, in part, wireless MGRs on-board vehicles
- On-board Wi-Fi enabled Internet access to customers on all CDTA vehicles
CDTA ITMS MGRs

- 4 port, multi card, redundant configuration (multiple cellular cards) MGR
- Has 2 subscriber identity modules (SIMs): one for private connectivity and one for public Wi-Fi
- Private link will transfer:
  - Real-time location information
  - Alarms
  - Vehicle health
  - Canned messaging
  - Passenger loads
  - Potentially camera footage
  - In the future, farebox transaction data
- Wirelessly transfer data to bus at garage, including CAD/AVL, infotainment and TSP
- Use same Wi-Fi communication for farebox and camera data
Proven Solution - hardware needed to be already deployed and proven to be reliable

Management Software - tools for maintaining equipment as well as configuring and monitoring equipment is critical. Several criteria:

- Automatic alerts
- Easy to use reporting writing
- Certain amount of customization using existing and custom fields, and features

Hardware - flexibility to handle multiple inputs (4-8 Ethernet ports), antennae and multiple SIM cards for redundancy

Private and Public Networks - need to operate both private and public networks for internal data transfer and public Wi-Fi
CASE STUDY
Procuring System Requiring On-board Integration and Transaction Processing

TriMet’s Hop Fastpass

- Tri-County Metropolitan Transportation District of Oregon (TriMet) deployed **Hop Fastpass** - fare payment system that first launched in 2017

- **Open architecture design:**
  - Provides **flexibility to adjust** individual software and hardware components
  - Allows TriMet to **capitalize on changing technologies** or falling costs
  - **Avoided negotiations** with systems integrator that could minimize (or profit from) changes to fare payment system over time

- Issued RFP in 2013, including requirements for:
  - Onboard validators with Ethernet port that enables **connection to existing MGRs** installed on TriMet and C-TRAN buses
  - Where available, MGRs will serve as **primary means of off-board communication** with the eFare back
TriMet’s Hop Fastpass (continued)

- **Went live in July 2017**, with physical card that worked on TriMet, C-TRAN (Clark County, WA) and Portland Streetcar

- **Fall 2017, open payments deployed:**
  - Payment card with embedded contactless chip
  - Apple Pay, Android Pay (now Google Pay) or Samsung Pay

- **Spring 2018**, Android Pay or Samsung Pay users **create “virtual Hop card”** - provides all benefits of physical Hop card

- In May 2019, Apple Pay users could use a virtual card

- **Hop benefits** no matter which payment media used:
  - Fare capping
  - Autoloading
  - Monthly passes
  - Concession
  - Add value online, by visiting regional transit ticket offices, making phone call, via mobile app or at more than 500 stores that are part of Hop retail network
TriMet’s Hop Fastpass (continued)

Procuring System Requiring On-board Integration and Transaction Processing

Legend
- Fare Data (to ABP)
- Customer Data (to CRM)
- Financial Data
- Device Management Data

- Onboard Validators
- Off-Board Validators
- Internet (VPN) / TriMet LAN
- Mobile Inspection Device
- Retail Device
- Device Monitoring Tool
- Maintenance Management Tool
- Device Monitoring and Management System
- Maintenance Management System
- Financial Clearing and Settlement System
- Data Warehouse
- Reporting System
- Reporting Tool
- TriMet MMIS
- TVM Back Office
- Ticket Vending Machines
- Retail Network

SUPPLEMENT
TriMet’s Hop Fastpass – Complex Transaction Processing

- Onboard validators with Ethernet port enabling connection to existing MGRs installed on TriMet and C-TRAN buses. **MGRs serve as primary means of off-board communication with eFare back office**

- All validators include Wi-Fi (802.11a/b/g/n/ac) to **enable integration with other systems via MGR**, exchange of non-critical data at designated locations, and sharing data connections on vehicles & at rail platforms

- eFare validators equipped with **real-time communication** to Account Management and Processing System (AMPS) for processing fare payments

- Validators will provide payment result **within 500 milliseconds** of valid fare media for all fare payment types
Migrating to Using Current Communication Technology

Alameda-Contra Costa Transit District (AC Transit)

- Separate on-board components - not integrated
- CAD/AVL and land mobile radio (LMR) systems in place since 2003
- Needed scalable, open architecture and integrated platform:
  - More predictable for riders
  - Adapt to high-frequency service changes and dynamic route management
  - Improve operator safety
  - Leverage GIS mapping
  - Provide robust data management and visualization

- Decades old technology for Voice and Data
- Aging LMR System; costly to replace
- Considered joining the Regional Communications System (RCS)

- User Experience and reliability - critical considerations when weighing all options
Migrating to Using Current Communication Technology

AC Transit - Public Broadband: A viable option

Quick Deployment
With no expensive infrastructure to build out, a network can be quickly deployed with limited disruption to daily operating procedures

Reduced Costs
No expensive network to procure, deploy and maintain
No dedicated resources needed for maintenance or enhancements

Reliability
Broadband networks backed by 24/7 – 365-day support personnel to ensure uptime and reliability

No Fears of Obsolescence
Unlike closed private networks, the mobile broadband networks are continuously being enhanced and they will not become obsolete
Migrating to Using Current Communication Technology

AC Transit - Solution

- State-of-the-art technology to enable:
  - Flexible and efficient dispatching
  - Vehicle management
  - Disruption management
  - Vehicle maintenance
  - Real-time passenger information
  - Voice communication
  - Pro-active monitoring and predictive maintenance

- Open architecture and support for APIs, integrated CAD/AVL with data systems and Voice over IP (VoIP)
Migrating to Using Current Communication Technology

AC Transit - Benefits of Multiple Communications Technology

- Reduce mobile workforce communication outages
- Extend service area coverage
- Leverage capitalized LMR assets longer
- Move from low data rate private radio system to high-speed network of 4G and 5G technology & mobile edge computing
- Utilize lower cost technologies while enhancing overall reliability

- LMR features using VoIP technology
  - Half or full duplex conversations
  - Private Calls
  - Scan
  - Priority Scan
  - Emergency Alarm and Covert Monitoring
  - Fleet calls
  - Individual and group text messaging

- Improve mobile workforce efficiency
- Provide path for technology evolution
- Maintain FCC licenses through active use of channels
Migrating to Using Current Communication Technology

AC Transit – Digital Framework
ACTIVITY
CDTA’s selection of an OMGR included which considerations?

Answer Choices

a) Need to operate both private and public networks for internal data transfer and public Wi-Fi

b) Flexibility to handle multiple inputs, antennae and multiple SIM cards for redundancy

c) Hardware needed to be already deployed and proven to be reliable

d) All of the above
Review of Answers

a) Need to operate both private and public networks for internal data transfer and public Wi-Fi
   
   *Incorrect. This answer is correct along with b and c*

b) Flexibility to handle multiple inputs, antennae and multiple SIM cards for redundancy
   
   *Incorrect. This answer is correct along with a and c*

c) Hardware needed to be already deployed and proven to be reliable
   
   *Incorrect. This answer is correct along with a and b*

d) All of the above
   
   *Correct! All statements are correct*
Which one of these benefits has been experienced by AC Transit due to their implementation of multiple technology communications?

Answer Choices

a) Limit service area coverage
b) Provide a path for technology evolution
c) Eliminate LMR assets
d) Reduce the number of FCC licenses
Review of Answers

a) Limit service area coverage
   
   *Incorrect. One of the benefits was to extend service area coverage*

b) Provide a path for technology evolution
   
   *Correct! This was one of the benefits resulting from the deployment of multiple communication technologies.*

c) Eliminate LMR assets
   
   *Incorrect. One of the benefits was to leverage capitalized LMR assets longer.*

d) Reduce the number of FCC licenses
   
   *Incorrect. One of the benefits was to maintain FCC licenses through active use of channels.*
Module Summary

Review key concepts from Module 19: On-board Transit Management Systems for Buses

Describe how to use current communication technology for on-board systems integration for buses

Illustrate how to procure systems that use current communication technology for on-board systems
Thank you for completing this module.

Feedback
Please use the Feedback link below to provide us with your thoughts and comments about the value of the training.

Thank you!