2013 Transit Management Survey

AGENCY CHARACTERISTICS

1. a. County where agency headquarters is located:

1. b. Other counties in service area:

TRANSIT VEHICLE CHARACTERISTICS

2. Total number of vehicles used in revenue service:
   Fixed Route Bus:
   Heavy or Rapid Rail:
   Light Rail:
   Paratransit:
   Demand Responsive:
   Commuter Rail:
   Ferry Boat:

3. Total number of vehicles equipped with Automated Vehicle Location (AVL):
   Fixed Route Bus:
   Heavy or Rapid Rail:
   Light Rail:
   Paratransit:
   Demand Responsive:
   Commuter Rail:
   Ferry Boat:

4. Total number of vehicles with real-time monitoring of vehicle components:
   Fixed Route Bus:
   Heavy or Rapid Rail:
   Light Rail:
   Paratransit:
   Demand Responsive:
   Commuter Rail:
   Ferry Boat:

5. Total number of vehicles where automated dispatching or control software is available:
   Fixed Route Bus:
   Heavy or Rapid Rail:
   Light Rail:
   Paratransit:
   Demand Responsive:
   Commuter Rail:
   Ferry Boat:
6. **Total number of vehicles equipped with mobile data terminals:**
   - Fixed Route Bus:
   - Heavy or Rapid Rail:
   - Light Rail:
   - Paratransit:
   - Demand Responsive:
   - Commuter Rail:
   - Ferry Boat:

7. **Total number of vehicles that have Automatic Passenger Counters:** (Do not include registering fareboxes)
   - Fixed Route Bus:
   - Heavy or Rapid Rail:
   - Light Rail:
   - Paratransit:
   - Demand Responsive:
   - Commuter Rail:
   - Ferry Boat:

**TRANSIT SIGNAL PRIORITY/PREEMPTION**

8. **Number of Fixed Route Buses that have traffic signal priority capability:**

9. **Number of Fixed Route Buses that have traffic signal pre-emption capability:**

10. **Number of Light Rail vehicles that have traffic signal priority capability:**

11. **Number of Light Rail vehicles that have traffic signal pre-emption capability:**

12. **Number of Demand Responsive vehicles that have traffic signal priority capability:**

13. **Number of Paratransit vehicles that have traffic signal priority capability:**

**RAMP METER SIGNAL PRIORITY**

14. **Number of Fixed Route Buses with ramp meter signal priority capability:**

15. **Number of Demand Responsive vehicles with ramp meter signal priority capability:**

16. **Number of Paratransit vehicles with ramp meter signal priority capability:**
VEHICLES OPERATED AS PROBES

17. Does your agency operate any vehicles as probes to collect travel time, speed or road condition information?
   Yes
   No (go to Next Section)

18. Total number of Fixed Route Buses operated as vehicle probes to collect travel time, speed, and conditions on FREEWAYS:

19. Total number of Fixed Route Buses operated on vehicle probes to collect travel time, speed, and conditions on ARTERIALS:

20. Total number of Ferry Boats operated as vehicle probes to collect travel time, speed, and conditions on waterways:

21. Does your agency share vehicle probe data with any other agency?
   Yes
   Indicate which agencies: (Check all that apply)
   Freeway Management
   Arterial Management
   Other Transit
   Other (please specify):
   No

ORGANIZED REGIONAL INCIDENT MANAGEMENT PROGRAM

22. Do your agency's operators or dispatchers report traffic incidents (e.g., stalled vehicles, crashes) to other agencies involved?
   Yes
   What reporting tools and methods are used to report traffic incidents? (Check all that apply)
   Telephone or radio call to traffic incident management agency
   Direct entry in automated reporting system
   Other (please specify):
   No

PLANNING FOR EMERGENCIES AND PLANNED SPECIAL EVENTS

23. Does your agency participate in multi-agency regional planning for planned special events?
   Yes
   No

24. Does your agency participate in multi-agency regional planning for emergency evacuations (e.g., due to hurricane, other natural or man-made disaster)?
   Yes
   No
ELECTRONIC FARE PAYMENT

25. Number of vehicles / stations equipped with Magnetic Stripe Readers:
   Fixed Route Buses:
   Heavy or Rapid Rail Stations:
   Light-Rail Stations:
   Demand Responsive Vehicles:
   Paratransit Vehicles:
   Commuter Rail Stations:
   Ferry Boat Landings:

26. Number of vehicle / stations equipped with Smart Card Readers (with embedded computer chip):
   Fixed Route Buses:
   Heavy or Rapid Rail Stations:
   Light-Rail Stations:
   Demand Responsive Vehicles:
   Paratransit Vehicles:
   Commuter Rail Stations
   Ferry Boat Landings:

27. Does your agency electronically store collected fare payment data for use in route and service planning?
   Yes
   No

28. Please indicate with which modes your agency’s electronic fare payment system is integrated: (Check all that apply)
   Bus (within my agency)
   Commuter Rail (within my agency)
   Ferry (within my agency)
   Vans (within my agency)
   Other transit agencies
   Parking payment systems
   Other toll collection systems in this metropolitan area (e.g., road or bridge tolls)
   Electronic fare payment is not integrated.
   We do not have fare payment.

29. Please indicate the types of electronic fare payment system operated by your agency: (Check all that apply)
   Closed loop, proprietary system
   Open loop, bank card system
   Other (please specify):
TRAVELER INFORMATION OR TRIP PLANNING

30. Has your agency deployed a web-based trip planner to assist travelers in making trip related decisions?
   Yes
   No

30-a. If you answered Yes to question 30, please answer the following questions about your agency’s web-based trip planner:
   Does this tool incorporate multiple transit systems?
     Yes
     No
   Does this tool incorporate modes other than transit (e.g., walking, biking, auto)?
     Yes
     No
   Does this tool incorporate real-time traffic condition information??
     Yes
     No

31. Does your agency have an agreement with a private vendor to distribute real-time transit information to travelers?
   Yes
   No

Please indicates the methods used to disseminate (#32) *Transit Routes, Schedules, and Fare Information* and / or (#33) *Real-time Transit Schedule Adherence or Arrival and Departure Times* to the public: (Check all that apply)

32. Transit Routes, Schedules, and Fare Information
   Website
   Email
   Twitter
   Facebook
   App for mobile device such as smart phone or tablet
   511
   Other (non-511) telephone systems (including customer service centers)
   Dynamic Message Signs In-station
   Dynamic Message Signs In-vehicle
   Dynamic Message Signs At stop
   Kiosks
   Other (please specify):
33. Real-time Transit Schedule Adherence or Arrival and Departure Times
   - Website
   - Email
   - Twitter
   - Facebook
   - App for mobile device such as smart phone or tablet
   - 511
   - Other (non-511) telephone systems (including customer service centers)
   - Dynamic Message Signs In-station
   - Dynamic Message Signs In-vehicle
   - Dynamic Message Signs At stop
   - Kiosks
   - Other (please specify):

34. Please indicate the total number of the following facilities:
   - Bus Stops
   - Rail Stations
   - Bus Stations
   - Multi-modal Stations or Transfer Stations

35. Please indicate the total number of your agency’s facilities where dynamic traveler information (e.g., schedule and system information) is electronically displayed to the public or delivered by SMS or text:

<table>
<thead>
<tr>
<th></th>
<th>Publicly Displayed</th>
<th>Delivered by SMS or Text</th>
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</thead>
<tbody>
<tr>
<td>Bus Stops</td>
<td></td>
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<tr>
<td>Rail Stations</td>
<td></td>
<td></td>
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<tr>
<td>Bus Stations</td>
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<td></td>
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<tr>
<td>Multi-modal Stations or Transfer Centers</td>
<td></td>
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</tr>
</tbody>
</table>

36. Total number of fixed route buses that electronically display automated or dynamic traveler information (e.g., schedule and system information) to the public:

SAFETY AND SECURITY

37. Total number of fixed route buses with audio or video surveillance to enhance security:

38. Total number of facilities with audio or video surveillance to enhance security:
   - Bus Stops
   - Rail Stations
   - Bus Depots
   - Multi-modal Stations or Transfer Centers
39. Total number of vehicles that can be remotely shut down via wireless communication:
   Fixed Route Bus
   Heavy or Rapid Rail

40. Does your agency use advanced video technologies to re-create crashes for accident review?
   Yes
   No

TRANSPORTATION DEMAND MANAGEMENT

41. Does your agency use data from technologies such as AVL/CAD systems and automatic passenger counter
   systems, to assist in planning?
   Yes
   No

42. Does your agency employ automated vehicle location, combined with dispatching and reservation
   technologies to provide flexible routing and scheduling?
   Yes
   No

43. Does your agency employ vehicle monitoring and communication technologies to facilitate the coordination
   of passenger transfers between vehicles or between transit systems (e.g., connection protection)?
   Yes
   No

44. Does your agency provide ride sharing and carpool matching services?
   Yes
   No

45. Does your agency operate a transportation management travel coordination center and/or participate in a
   brokerage service that coordinates travel requests or performs vehicle dispatching, or billing for multiple
   agencies (e.g., social service agencies, Health and Human Services, other transit agencies)?
   Yes, operates a transportation management travel coordination center
   Which of the following functions does this center perform? (Check all that apply)
   Coordinates travel information
   Performs vehicle dispatching
   Performs billing
   Other (please specify):
   Yes, participates in a brokerage service
   No
INTEGRATED CORRIDOR MANAGEMENT

46. Have you identified corridor(s) for the purpose of integrating operations across multiple transportation facilities (including freeways, major arterials, and public transit networks) in order to actively manage travel demand and capacity in the corridor as a whole?
   Yes
   How many corridors have been identified for integrated transportation operations?
   1 corridor identified
   2 corridors identified
   3 or more corridors identified
   No (go to Next Section)

47. The next set of questions all pertain specifically to the corridor you identified above. If you identified more than one corridor, please tell us about the corridor where the greatest level of coordination is taking place. In your responses, please do NOT include coordination efforts that are occurring outside the specific corridor you have identified.

Please name the key facilities that comprise the corridor (please be as specific as possible):
   a. Freeway(s) (e.g., US-75):
   b. Key Arterial(s) (e.g., Greenville Avenue, US-75 Frontage Roads):
   c. Public Transit Services (e.g., DART Red/Orange Light Rail Line, MTS Express Bus):
   d. Other (e.g., freight, rail, bicycle, pedestrian):

48. Approximately how long is the corridor?
   Less than 10 miles
   11-20 miles
   21-30 miles
   31-50 miles
   More than 50 miles

49. For each agency type listed below, please indicate whether you are currently coordinating or plan to coordinate integrated transportation operations in the corridor specified above. If yes, please provide the name of the agencies in the corridor with which your agency is coordinating (referred to as the "coordinating agencies" in this survey). Please do NOT include coordination efforts that are occurring outside the corridor. For each agency type, a-d, select only one response.

<table>
<thead>
<tr>
<th>Agency Type</th>
<th>Currently Coordinate in Corridor</th>
<th>Plan to Coordinate in Corridor</th>
<th>No Plans to Coordinate in Corridor</th>
<th>Not Applicable</th>
<th>Agency Names</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeway agencies:</td>
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<tr>
<td>Arterial agencies:</td>
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<td>Transit agencies:</td>
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<tr>
<td>Other agencies (e.g., MPOs, Toll Authorities, Port Operators):</td>
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</tbody>
</table>
50. a. Has your agency signed any formal multi-jurisdictional or multi-agency Agreements, Memorandums of Understanding (MOUs), or other instruments with these coordinating agencies regarding the integrated operations of the corridor?
   Yes, already signed
   One instrument signed
   Multiple instruments signed
   No, but agreements, MOUs, or instruments are being developed (plan to sign)
   No, there is no plan to develop or sign Agreements, MOUs, or other instruments
   Do not know

   IF SIGNED OR PLAN TO SIGN: Please describe what is covered by the Agreements, MOUs, or instruments:

51. How are data about conditions in the corridor shared among the coordinating agencies? (Check all that apply)
   Manual data sharing: Corridor stakeholders call, radio, fax or email relevant corridor data to one another
   Automated sharing of real-time video data (video servers/switcher communicate directly to one another in real time to share video images through video protocols)
   Automated sharing of real-time data (computers, database servers communicate directly to one another to transmit data automatically (in real time) via center-to-center protocols)
     In general, is this sharing of real-time data active or passive? (select one)
     Active (your agency receives alerts; data is pushed to your agency)
     Passive (your agency must access the data; no alerts are received)
   Information Clearing House/Information Exchange Network (IEN) between corridor networks/agencies
     (a software system that collects, aggregates, warehouses and distributes traffic flow/transit performance data and incident/construction data for the corridor. All corridor agencies can access the agency/network information)
     In general, is this sharing of data active or passive? (select one)
     Active (your agency receives alerts; data is pushed to your agency)
     Passive (your agency must access the data; no alerts are received)
   Other (please specify):
52. a. We want to understand if data is sent and/or received among the coordination agencies in the corridor. For each type of data below, please indicate if your agency receives this data from the other coordinating agencies in the corridor, collects and sends this data to the other coordinating agencies, collects but does not send this data to the other coordinating agencies, or does not collect this data. For each item, a-i, check all that apply.

<table>
<thead>
<tr>
<th>Data Type</th>
<th>My Agency Receives</th>
<th>My Agency Collects and Sends</th>
<th>My Agency Collects but Does Not Send</th>
<th>My Agency Does Not Collect</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>a-Freeway incident data</td>
<td></td>
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<tr>
<td>b-Freeway traffic volumes, speeds, or travel times</td>
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<td>c-Arterial incident data</td>
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<td>d-Arterial traffic volumes, speeds, or travel times</td>
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<tr>
<td>e-Transit incident data</td>
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<td>f-Transit vehicle location data (AVL)</td>
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<tr>
<td>g-Transit schedule adherence data</td>
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<td>h-Transit passenger count data</td>
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<tr>
<td>i-Other data (please describe below):</td>
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</table>

b. For each type of data that is sent or received among coordinating agencies (as indicated in part a above), please indicate with what level of frequency the data is shared. For each item, a-i, select only one response.

<table>
<thead>
<tr>
<th>Data Type</th>
<th>0-5 Minutes</th>
<th>6-15 Minutes</th>
<th>16-59 Minutes</th>
<th>60+ Minutes</th>
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</thead>
<tbody>
<tr>
<td>a-Freeway incident data</td>
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<tr>
<td>b-Freeway traffic volumes, speeds, or travel times</td>
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<td>c-Arterial incident data</td>
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<tr>
<td>d-Arterial traffic volumes, speeds, or travel times</td>
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<tr>
<td>e-Transit incident data</td>
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<tr>
<td>f-Transit vehicle location data(AVL)</td>
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<tr>
<td>g-Transit schedule adherence data</td>
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<tr>
<td>h-Transit passenger count data</td>
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<tr>
<td>i-Other data (described above):</td>
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</table>
53. For each of the following types of operations strategies please indicate whether your agency is currently coordinating or plans to coordinate operations with other corridor agencies across transportation facilities (i.e., freeway, arterial and transit) in order to achieve shared operations objectives. For each item, a-n, select only one response.

For example, if traffic signal timing is coordinated across facilities, then signal timing on arterials is adjusted based on information about both freeway and arterial conditions.

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Currently Coordinate Across Facilities</th>
<th>Plan to Coordinate Across Facilities</th>
<th>No Plans to Coordinate</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic incident management</td>
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<tr>
<td>Freeway ramp metering</td>
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<tr>
<td>Emergency management (e.g., evacuations)</td>
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<tr>
<td>Cross jurisdictional traffic signal coordination</td>
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<tr>
<td>Traffic responsive signal timing/coordination</td>
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<tr>
<td>Transit signal priority</td>
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<tr>
<td>Physical bus priority (e.g. bus-on-shoulder)</td>
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<tr>
<td>Demand-sensitive transit capacity increases (e.g., add cars/routes)</td>
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<td>Real-time parking availability information (e.g., at transit stations)</td>
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<td>Road weather management</td>
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<tr>
<td>Planned special events</td>
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<tr>
<td>Real-time traveler information delivered pre-trip</td>
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<tr>
<td>Real-time information delivered en-route (e.g., Dynamic Message Signs)</td>
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<tr>
<td>Other data (please describe below):</td>
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</table>

54. How would you describe the institutional coordination among the corridor stakeholders? Please select one response from the following scale, which ranges from less formal institutional coordination (1) to more formal institutional coordination (5).

1 (Less Formal) - Ad hoc coordination; no regular meetings; corridor stakeholders address near-term issues only
2 - Informal working groups; regular meetings among corridor stakeholders
3 - Formally established working groups; assigned responsibilities for Integrated Corridor Management
4 - Funded staff person(s) and well-defined responsibilities for Integrated Corridor Management
5 - (More Formal) - Legal entity with dedicated resources and a governing board
55. Have the coordinating agencies in the corridor developed any of the following Integrated Corridor Management (ICM) documents for the corridor? For each item, a-d, select only one response.

<table>
<thead>
<tr>
<th>Document Completed</th>
<th>Currently Developing</th>
<th>Plan to Develop Next 2-3 Years</th>
<th>No Immediate Plans to Develop</th>
<th>Do Not Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>a- ICM Concept of Operations (ConOps)</td>
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<tr>
<td>b- ICM System Requirements Specifications (SyRS)</td>
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<td>c- ICM Analysis Modeling and Simulation (AMS) Plan</td>
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<tr>
<td>d- ICM Implementation Plan</td>
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56. Have the coordinating agencies in the corridor developed a documented set of response plans or strategies, in any level of detail, that are based on shared operational objectives and that are designed to optimize performance in the corridor as a whole (e.g., across transportation facilities/modes) during conditions of both recurring and non-recurring congestion? In your response, please do not include response plans developed for emergency situations, such as evacuations.

- Response plans or strategies have been developed for day-to-day operations during conditions of both recurring and non-recurring congestion
- Response plans or strategies are currently being developed
- There are plans to develop response plans or strategies
- There are no plans to develop response plans or strategies (skip to last question for additional comments)
- Do not know

57. Has your agency deployed or does it plan to deploy a Decision Support System (DSS) to assist in the integrated operations of the Corridor?

*NOTE: A DSS is a subsystem that utilizes measurements of real-time corridor conditions to recommend coordinated response plans to all corridor agencies. The DSS continues to update its recommendation based on corridor measurements showing changing corridor conditions.*

- Yes, deployed
- Plan to deploy
- No (no plans to deploy)
- Do not know

58. Have the coordinating agencies identified corridor-level/multimodal performance measures (e.g., person throughput, average travel time, average travel speed, etc.) that will be used to measure the effectiveness of the strategies and response plans that are implemented in the corridor?

- Yes, corridor-level/multimodal performance measures identified
- Agency plans to identify corridor-level/multimodal performance measures
- No plans to identify corridor-level/multimodal performance measures
- Do not know

59. Additional comments about the integration and coordination of operations in the corridor:
DATA COLLECTION AND ARCHIVING

60. Does your agency have an archived data management system?
   Yes
   No

61. What information does your agency collect/archive in real time? (Check all that apply)
   Vehicle time and location
   Vehicle diagnostics and health
   Passenger count
   Trip itinerary planning records
   Passenger information
   Vehicle monitoring status
   Road surface conditions
   Emergency vehicle signal preemption events
   Transit vehicle signal priority events
   Weather conditions (e.g., snow, fog, rain)
   Incidents
   Impact of work zones on transit operations
   Do not collect/archive data in real time
   Other (please specify):

62. What are the data used for? (Check all that apply)
   Operation planning/analysis
   Construction impact determination
   Capital planning/analysis
   Work zone planning/analysis
   Incident detection algorithm development
   Roadway impact analysis
   Accident prediction models
   Dissemination to the public
   Traffic management
   Measurement of performance
   Safety analysis
   Other (please specify):

63. Are any data provided to third parties so they can create transit traveler information applications?
   Yes
   Check all that apply:
   - My agency has developed data sharing boilerplate agreements
   - My agency places restrictions on the data provided outside the agency (please describe below in 63a)
   - Applications have been developed by third party application developers (please describe below in 63b)
   No (go to Next Section)

63a. Please describe any restrictions (if applicable) indicated in question 63:

63b. Please describe any applications (if applicable) indicated in question 63:
ITS STANDARDS

64. Please check any of the following transit-related ITS standards implemented by your agency: (Check all that apply)
   - Contactless Fare Media System Standard (CFMS)
   - Traffic Management Data Dictionary (TMDD)
   - Message Sets for External Traffic Management Center Communications
   - Standards for Transit Communications Interface Profiles APTA TCIP-S-001 3.0.0
   - Standard for the Interface Between the Rail Subsystem and the Highway Subsystem at a Highway Rail Intersection IEEE 1570-2002
   - Serial Data Communications Between Microcomputer Systems in Heavy-Duty Vehicle Applications SAE J1708
   - Standard for ATIS Message Set Delivered Over Reduced Bandwidth Media SAE J2369
   - ITS In-Vehicle Message Priority SAE J2395
   - My agency has not implemented any of these standards

DEDICATED SHORT RANGE COMMUNICATIONS (DSRC) STANDARD

65. Is your agency familiar with Dedicated Short-Range Communications (DSRC) technology?
   - Yes
   - No (go to Next Section)

66. Does your agency currently use or have plans to use dedicated short-range communications (DSRC) in operating any of its ITS infrastructure?
   - Currently use DSRC
   - Plan to use DSRC
   - No plans to use DSRC (go to Next Section)

67. Is your agency using or does it plan to use any DSRC-enabled technologies to support the deployment of the following?

<table>
<thead>
<tr>
<th>Technology</th>
<th>Currently Using</th>
<th>Plan to Use</th>
<th>No Plans to Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety applications (e.g. intersection collision avoidance)</td>
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</tr>
<tr>
<td>Mobility applications</td>
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<tr>
<td>Tolling operations</td>
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<tr>
<td>Commercial Vehicle Operations and regulation</td>
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</tbody>
</table>

I
ITS FUNDING

68. Screening question: Do you have a separate budget for ITS?
   Yes
   No

68a. Please indicate whether you track the budget separately for each of the following categories:
   - ITS Planning and Systems Engineering
   - Device Installation
   - ITS Operations
   - ITS Maintenance and Inspection
   - Repair of ITS Technologies
   Do not track categories separately (go to next section)

68b. Please indicate the percentage of budget allocated to each category that is separately tracked:
   - ITS Planning and Systems Engineering
   - Device Installation
   - ITS Operations
   - ITS Maintenance and Inspection
   - Repair of ITS Technologies
   Do not track categories separately (go to next section)

ITS PURCHASE DECISION-MAKING

69. Please rate the importance of each of the following factors to your agency’s decision to purchase ITS technologies: (1 = Not at All Important; 2 = Not Very Important; 3 = Neutral; 4 = Somewhat Important; 5 = Very Important) Please check only one rating box per row.

<table>
<thead>
<tr>
<th>Factor</th>
<th>Not at All Important</th>
<th>Not Very Important</th>
<th>Neutral</th>
<th>Somewhat Important</th>
<th>Very Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost of initial deployment</td>
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<tr>
<td>Cost to maintain and repair</td>
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<tr>
<td>Public/constituent involvement</td>
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<td>Funding/grant availability</td>
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<tr>
<td>Mobility benefits (e.g., to address congestion)</td>
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<tr>
<td>Safety benefits</td>
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<tr>
<td>Environmental benefits</td>
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<tr>
<td>Integration with other agencies</td>
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<tr>
<td>Integration with your current technologies</td>
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<tr>
<td>TCIP compliant</td>
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<td>Already used by other agencies</td>
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<td>Other (please specify):</td>
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</table>
70. Does your agency have any plans to invest in new ITS technology or to expand current ITS coverage in 2014 through 2016?
   Yes
      Check all that apply:
      Invest in new ITS
      Expand current ITS coverage
   No

70b. Please describe new ITS (if applicable):

BENEFITS OF TRANSIT MANAGEMENT TECHNOLOGIES

71. Based on your agency experience, please rate the benefits of the following technologies using a scale of 1 (No Benefit) to 5 (Significant Benefit) or No Experience. Please check only one box per row.

<table>
<thead>
<tr>
<th>Technology</th>
<th>No Benefit (1)</th>
<th>Moderate Benefit (3)</th>
<th>Major Benefit (5)</th>
<th>No Experience</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automatic Vehicle Location</td>
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<tr>
<td>Communications</td>
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<td>Traveler Information</td>
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<tr>
<td>Data Management - GIS</td>
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<tr>
<td>Computer Aided Dispatch and Scheduling</td>
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<tr>
<td>Maintenance Tracking</td>
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<tr>
<td>Electronic Fare Payment</td>
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<td>Security Cameras</td>
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<tr>
<td>Weather Information System</td>
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<td>Automatic Passenger Counters</td>
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<td>Transit Signal Priority</td>
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ADDITIONAL COMMENTS

72. Please use the space below to provide any additional comments regarding your agency's deployment, operations or maintenance of ITS. (Please be as specific as possible when commenting on particular ITS technologies.)