

**T** Transportation Committee  
**Meeting date: September 10, 2012**  
**For the Council Meeting of September 26, 2012**

**ADVISORY INFORMATION**

**Date:** August 23, 2012  
**Subject:** Sole Source Contract with ACT Traffic Solutions, Inc.  
**District(s), Member(s):** All  
**Policy/Legal Reference:** Council Policy 3-3 Expenditures – Procurement of Goods and Services over \$250,000  
**Staff Prepared/Presented:** Brian Lamb, General Manager, 612-349-7510  
Marilyn Porter, Director Engineering & Facilities, 612-349-7689  
Pat Jones, Asst. Director Facilities Engineering, 612-349-7606  
Claudius Toussaint, Project Manager, 612-349-7770  
**Division/Department:** Engineering & Facilities

**Proposed Action**

That the Metropolitan Council authorizes the Regional Administrator to negotiate and execute a sole-source contract with ACT Traffic Solutions, Inc. for furnishing and installing Transit Signal Priority (TSP) components and software at an estimated cost of \$340,000.

**Background**

The region’s first Bus Rapid Transit (BRT) system is being constructed on Cedar Avenue. The TSP system is planned to be installed on buses and at signals along the Cedar Avenue BRT corridor between 140<sup>th</sup> St. in Apple Valley and 179<sup>th</sup> St. in Lakeville. Cedar BRT vehicles will trigger extended green lights and truncated red lights to improve transit travel times through signalized intersections on the Cedar Avenue corridor.

Transit Signal Priority is currently used by Metro Transit at 29 intersections. 27 of the intersections are along the Central Avenue corridor in northern Minneapolis and the adjacent suburbs including Columbia Heights. The remaining two intersections are near the Rosedale Transit Center in Roseville. Of these 29 intersections, 18 are operated by the City of Minneapolis, 10 are operated by the Minnesota Department of Transportation (MnDOT), and one is operated by Ramsey County.

All Metro Transit buses (approximately 850) are equipped with the hardware necessary to facilitate TSP. The EMTRAC brand of TSP equipment was used to equip both the buses and the 29 intersections. EMTRAC uses GPS-based technology to perform TSP and also interfaces with the TransitMaster Automated Vehicle Location (AVL) system on the buses to provide TSP calls on a conditional basis (when buses are behind schedule by a user-configurable amount of time).

**Rationale**

EMTRAC is Metro Transit’s TSP system. ACT is the only authorized representative and support firm for EMTRAC Systems in Minnesota. All sales and support of the EMTRAC system in Minnesota is handled by ACT (see attached letter).

**Funding**

CTIB (Counties Transit Improvement Board) funding in the amount of \$340,000 is available in this project.

**Known Support / Opposition**

Dakota County Regional Railroad Authority and Minnesota Valley Transit Authority staffs are in support of this action. There is no known opposition to this action.

June 7, 2012

Gary Nyberg  
Metropolitan Council/  
Metro Transit  
390 North Robert Street  
St. Paul, MN 55101

Re: EMTRAC Systems authorized representative/support in Minnesota

Dear Mr. Nyberg,

This letter is confirmation that ACT Traffic Solutions Inc. (ACT) is the only authorized representative and support firm for EMTRAC Systems in Minnesota. All sales and support of the EMTRAC system in Minnesota is handled by ACT. Please let me know if you have any questions.

Sincerely,

Brett Lievers  
President  
ACT Traffic Solutions Inc.  
952-288-4830  
[brett@acttrafficsolutions.com](mailto:brett@acttrafficsolutions.com)