

ATMS Project 'On Track, Under Budget' and Due This Fall

By BILL HEARD, Editor

(June 17, 2003) "On track, on schedule and under budget," says ATMS Project Manager Tom Pope, describing the progress MTA is making with implementation of its new, state-of-the-art ATMS bus communications equipment.

The ATMS – Advanced Transportation Management System – package includes new voice and data radios, a Global Positioning System (GPS) vehicle location, and automatic passenger counting, and automatic announcement system, and a computer-aided dispatch center.

Pope, along with executives from ATMS contractor Motorola, demonstrated the systems, last Friday, for CEO Roger Snoble, Deputy CEO John Catoe, Chief of Staff Maria Guerra and others.

Contractor crews are scheduled in September to begin converting the entire 2,350-bus fleet to ATMS. The installations will be conducted in the maintenance shops at inactive Division 12 in Long Beach.

30 conversions a day

Pope says the ATMS conversions will begin with buses from divisions 10, 6 and 7 and proceed at a rate of 30 buses a day. The Regional Rebuild Center will provide 30 refurbished TMS diesel coaches for use as substitutes while division buses are being converted.

With compatible equipment installed in both buses and road supervisors' cars, communications and data transfers among Bus Operations Control dispatchers, bus operators and road supervisors will make it easier to locate a bus in trouble or to react more quickly to street blockages and detours.



TOS Kevin Dukes of the ATMS team demonstrates the bus equipment for CEO Roger Snoble.



ATMS Project Manager Tom Pope indicates that the automatic voice annunciator provides both audio and digital announcements of upcoming bus stops.



Lorenzo Lopez, equipment engineering supervisor on the ATMS team, notes that the front passenger seat has been removed in this road supervisor's test car to accommodate a computer terminal, GPS terminal and an array of radios

"ATMS gives us a tool to enhance the quality of customer service," says Snoble. "We'll know where the buses are, know what's happening and we'll be able to bring all this information together to improve service and make life better for our operators and dispatchers."

The New Technology and Systems Implementation Department is coordinating the project. Project managers have saved some \$550,000 on the \$96 million contract, Pope says, by avoiding duplication of hardware, re-evaluating the number of ATMS units needed and finding ways to save time on bus installations.

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