



Meeting Name: Public Services

Meeting Date: January 13, 2026

Item Name: TripSpark Hardware/Software Sole Source Upgrade

Department: Augusta Transit

Presenter: Sharon Dottery

Caption: A motion to approve the sole source upgrade purchase of hardware/software equipment for bus reporting data for ridership, and fare collections data.

Background: Augusta Transit purchased the Trip/Spark Data System in 2016, and we are upgrading the technology. We recently upgraded our fare collection receiver, our Server and our mapping system with TripSpark.

Augusta Transit has made a significant investment in TripSpark STREETS and PASS software as a core element of its transit management system. The myDrive and Ranger MDTs are the exclusive in-vehicle endpoints that enables real-time data transmission to STREETS and PASS. Attempting to install a non-proprietary TripSpark MDT would require substantial system reconfiguration posing risks of data loss, operational downtime, decreased maintenance efficiency, and considerable additional costs—far exceeding the cost of a sole source installation.

Augusta will benefit from the leading industry Irma Matrix APC sensors, manufactured by iris Inc., which utilizes infrared (LED) time-of-flight technology that provides 3D image recognition and a count accuracy of over 98%. Most importantly, TripSpark's STREETS ecosystem provides a 360-degree integration to Iris APCs - providing the highest return on investment possible for this technology. Specifically, STREETS ITS, myDrive MDTs, and TBox AVA, fully automate passenger counting, and provide real-time data transfer that is immediately accessible in STREETS reporting. Additionally, TripSpark's APC integration with STREETS provides the following benefits that no other solution in the industry can match:

Analysis:

Data Linkage – Correctly linking APC data to stops, trips, and routes is critical for NTD and performances reporting. STREETS links the data the moment it is generated. This means it doesn't matter whether you are early, late, or cancel a trip – the data will be correct. Solutions that “match” the ridership data with schedule information algorithmically, using static schedule data, locations, and timestamps, are not as reliable. With these solutions, a cancelled trip will break the linkage.

Real-time Passenger Load – With TripSpark's APC integration, Augusta will know how full buses are in real-time. With direct vehicle capacity feedback to your drivers via myDrive MDTs Augusta will no longer need to rely on drivers or radio for alerts. Instead, you will be able to leverage automatic events for dispatch when buses are nearly full and send out extra service before pass-bys occur.

FTA Approved Algorithm – Not an add-on, this will be part of your default STREETS solution with TripSpark’s APC integration, allowing for block-level and trip-level load balancing. Further, Augusta will have access to real-time reporting on accurate passenger mile and average passenger trip length calculations, as well as the ability to account for passengers that stay on the bus past end-of-line.

APC Gateway - The APC Gateway is a tool that automates the process of loading, validating, and data cleansing the automatic passenger counting information. The Gateway utilizes numerous parameters to clean volumes of data coming from our ITS system and loads them into a relational model that can be further analyzed in STREETS.

Financial Impact: This purchase will be funded with Federal, Local GDOT TTFP grant funds from the Transit Department’s 2026 Capital Budget. The allocated funding breakdown is:

<u>Funding Sources</u>	<u>Total</u>	<u>Split</u>	<u>Federal</u>	<u>Local</u>
GDOT TTFP Grant	\$ 65,000	0	\$0.00	\$0.00
GDOT TTFP Grant	\$ 55,000	0	\$0.00	\$0.00
FTA Grant GA-2021-023-00	\$192,253	80/20	\$153,802.40	\$38,450.60
FTA Grant GA-2021-023-00	\$107,030	80/20	\$ 85,624.00	\$21,406.00
Total	\$419,283		\$239,426.40	\$59,856.60

Alternatives: Deny request.

Recommendation: Approve the sole source purchase of the software/hardware upgrade from TripSpark allowing continuity of the system and allowing Transit to move forward with this project.

Funds are available in the following accounts:

54709-1122/54-24210

54709-1122/54-24220

54709-1226/54-21160

54709-1226/54-24320

REVIEWED N/A

AND

APPROVED BY: