

City of Culver City, California
City Council Agenda Item Report

Meeting Date: 08/08/05		Item Number: <u>A-7</u>	
AGENDA ITEM: Consideration to Authorize the Award of a Contract, not to Exceed \$4,125,000, to Orbital Transportation Management Systems to Design, Furnish, Install and Test the Culver City SmartBus System			
Contact Person/Dept.: Art Ida		Phone Number: (310) 253-6545	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☐ No ☒	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Public Notification: Master Notification List 8/3/05; Orbital TMS; Siemens VDO Automotive; Trapeze ITS Division; Clever Devices			
Department Approval: Steve Cunningham 7/28/05		CAO Approval: Jerry Fulwood 8/3/05	
City Controller Approval: Marlee Chang 8/3/05			
<u>RECOMMENDATION:</u> That the City Council authorize staff to enter into a contract with Orbital Transportation Management Systems to design, furnish, install and test the Culver City SmartBus System. The contract, not to exceed \$4,125,000, includes a ten percent contingency for unforeseen expenditures. <u>BACKGROUND:</u> For several years, the Transportation Department has evaluated and analyzed Intelligent Transportation System (ITS) technologies that will enable staff to better manage the operations of Culver CityBus by enhancing safety, improving service, and reducing costs through gains in efficiencies. The technology has now evolved to the point where it is a highly reliable, effective tool. Further, since the introduction of this technology, costs have come down dramatically to the point where it is no longer cost prohibitive to consider implementation of such a program. The Transportation Department desires to modernize the transit bus fleet by implementing ITS technologies that continuously and automatically provides operations supervisors and dispatchers with the location of each bus. The Automatic Vehicle Location (AVL) subsystem determines the bus location by utilizing Global Positioning System (GPS) technology, and a Computer Aided Dispatch (CAD) subsystem that generates an area map display of the location of buses in real time. This system will also integrate other ITS technologies such as automatic passenger counters, automatic bus stop voice annunciation, onboard video surveillance, and vehicle health monitoring.			

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Agencies that have incorporated ITS Technologies have found that the ability to monitor bus location and schedule status has improved on-time performance, reduced the number of schedule related public complaints, and reduced response time in the case of an emergency. It is becoming increasingly apparent that the installation and use of ITS systems results in significant improvements in transit system operations. This technology will also assist the department in complying with regulatory requirements related to the Americans with Disabilities Act as well as National Transit Database reporting mandates.

On August 12, 2004 a Request for Proposals (RFP) was issued for the SmartBus System. The RFP was published on August 9, 2004 in the Passenger Transport (a national transportation publication) and the City's website.

DISCUSSION:

Potential proposers were given an equal opportunity to provide the Department with a qualified bid. The City received four (4) bids from companies that provide ITS technology:

1. Orbital Transportation Management Systems (TMS)
2. Siemens VDO Automotive
3. Trapeze ITS Division
4. Clever Devices

In order to streamline the evaluation process, minimum requirements were issued in the RFP. Only the firms which passed the minimum requirements were asked to participate in the best and final offer process. The minimum requirements were as follows:

1. Proposer shall have cumulative SmartBus type (integrated communication AVL/CAD) sales of at least \$10 million over the past five years.
2. Proposer shall demonstrate the ability to finance at least \$1 million as evidenced through financial documentation of letter of credit availability.
3. Proposer shall demonstrate the ability to secure the requisite performance and Subcontractor Payment Bonds.

The evaluation team determined that two firms, Trapeze and Clever Devices, did not meet the minimum requirements. Orbital TMS and Siemens VDO met the minimum requirements and were asked to submit their best and final offers. The Transportation Department received the best and final offers from the two firms and evaluated them based on the following criteria:

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Economic Factor (25%): Proposers were given a higher evaluation for lower total price.

Technical Proposal (50%): Proposers were evaluated based on completing a thorough technical proposal which included all required submittals, certificates and other items. Proposers were also evaluated based on the experience of the Project Manager, Senior Technical Staff Member, and other key personnel. Proposers were asked to demonstrate the ability to meet or exceed reliability and maintainability requirements, software integration, and deployment approach. The evaluation team also reviewed the training plan, documentation manuals, and the testing of the systems.

Experience and References (25%): Proposers were asked to provide successful project implementations of similar SmartBus systems and references from previous customers.

Based on the criteria above, the evaluation team determined that Orbital TMS was the most responsive proposer.

Orbital has significant experience and is one of the leading suppliers of satellite-based fleet management systems for the expanding Intelligent Transportation Systems market. Some of Orbital's current ITS customers include the Los Angeles Metropolitan Transportation Authority, RTC (Las Vegas), Houston Metro, CTA (Chicago), SEPTA (Philadelphia), MARTA (Atlanta), WMATA (Washington, DC), RTD (Denver) and SBS (Singapore).

FISCAL ANALYSIS:

The prices proposed by the firms submitting consisted of their best and final offer for base equipment. The base equipment includes Computer Aided Dispatching (CAD), Automated Vehicle Location Systems (AVL), Vehicle Health Monitoring (VHM), Video Security Systems (VSS), Fixed Radio Subsystem, and Road Supervisor Subsystems.

Orbital TMS	\$3,748,924
Siemens VDO	\$3,819,099

There are several optional equipment items that were included in the request for proposals.

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Staff has elected to defer ordering the following optional modules until after the base equipment has been successfully implemented:

Bus Signal Prioritization (BSP)
Passenger Information Subsystems
Interface to the Universal Fare System (UFS)
Interface to Regional Integrated Intelligent Transportation Systems (RIITS) network.

Staff is recommending that a contract with Orbital TMS be authorized not to exceed \$4,125,000 which would include a 10% contingency amount to fund unforeseen additional expenditures arising out of this project. The Transportation Department has allocated Federal Transit Administration (Section 5307) capital grant funds in the current budget for this contract.

There will be no impact on the City's general fund.

ATTACHMENTS:

SmartBus Project Overview

MOTION:

That the City Council:

1. Approve a contract with Orbital TMS to Design, Furnish, Install and Test the Culver City SmartBus System in an amount not to exceed \$4,125,000;
2. Authorize the City Attorney to prepare the necessary contract documents and allow the Chief Administrative Officer to execute the contract on behalf of the City.