

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT FOR LIGHT RAIL COMMUNICATION ENHANCEMENT SERVICES IN SUPPORT OF PASSENGERS WITH MOBILITY RESTRICTIONS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow the General Manager/CEO to enter into a Contract for up to \$850,000 to purchase a technology solution in support of providing enhanced communications at light rail stations to provide necessary information to passengers with mobility restrictions at Central Business District stations to direct them to the appropriate boarding location based on whether the arriving train is a low-floor or high-floor vehicle.

FISCAL IMPACT

The total not to exceed amount for this contract is \$850,000 over the five-year term with the Solution Development and Implementation not to exceed \$400,000, and the five-year cost of Managed Services not to exceed \$300,000 (to be paid in monthly increments).

In addition, Modification Services may be required during the Contract term. These will be provided on a Work Order basis. The Contract Total Consideration will include a contingency of \$150,000 for Modification Services. Funding for Modification Services will be identified as part of the modification services estimate and approval process for each Work Order.

The total cost of the Solution Development and Implementation is included in the Fiscal Year 2024 Operating Budget. Managed Services and Modification Services expenses will not be incurred in Fiscal Year 2024. Future Fiscal Year costs will be included in the respective Operating Budgets.

The potential exists that work performed under the Modification Services portion of the Contract may substantially change the Managed Services cost. Therefore, as part of approving any Work Order, this cost will be identified separately within the overall cost of the work proposed and may trigger an amendment to the Contract to allow for payment of a higher Managed Services fee.

DISCUSSION

The timing of this project coincides with the delivery of new Siemens S700 light rail vehicles (LRVs), which will begin revenue service in summer 2024 on the Gold Line. SacRT's existing fleet of LRVs are all high-floor, requiring passengers to ascend steps to board. Passengers with mobility restrictions must use the mini-high platform to board using a ramp deployed by the vehicle operator.

When the S700 LRVs begin revenue service, passengers will board from an elevated portion of the main station platform using a ramp that can be deployed by the passenger by pressing a button on the exterior of the train to actuate. SacRT is currently in the process of converting station platforms to accommodate the low-floor vehicle boarding.

- Existing Fleet: High-Floor
 - Passengers with mobility restrictions must board using the mini-high platform located at the end of the Station platform.
 - Passengers without mobility restrictions must use steps to board.
- New Fleet: Low-Floor
 - Passengers with mobility restrictions must be on the elevated portion of the main station platform to board and will be able to use a passenger-actuated button to deploy the bridgeplate/ramp for boarding.
 - Passengers without mobility restrictions may board from any door.

The S700s *will not* be used in a mixed train consist configuration, meaning that trains will either be wholly comprised of existing LRVs (high-floor) or new S700s (low-floor). The initial conversions will accommodate a two-car low-floor vehicle. Based on the vehicle availability schedule, it is anticipated that SacRT will be able to operate Gold Line service using only low-floor trains. However, there are stations in the Central Business District serving multiple lines that will be served by both high and low-floor trains.

Where a light rail station serves both train types, it is important to ensure that passengers with mobility restrictions are waiting in the correct boarding location. Therefore, SacRT must provide relevant and timely information to these passengers detailing which location is the appropriate boarding location for the arriving train.

SacRT utilizes Digital Messaging Signs (DMS) and a Public Address (PA) system to communicate helpful information to passengers at its light rail stations. The DMS provides visual communication, while the PA provides audible announcements.

Under the proposed scope of work, the Contractor must develop, deploy, and support a software solution that uses existing station DMS and PA to direct passengers with mobility restrictions to the appropriate boarding location based on the arriving train configuration. The following stations are currently included in the scope of work, as they serve multiple SacRT trainlines:

Station	Inbound/Outbound	Lines Served
16 th Street	Both	Gold, Blue
13 th Street	Both	Gold, Blue, Green
Archives Plaza	Both	Gold, Blue, Green
8 th & Capitol	Inbound	Gold, Blue, Green
8 th & K	Inbound	Gold, Green
8 th & H County Center	Inbound	Gold, Green
7 th & I County Center	Outbound	Gold, Green
7 th & Capitol	Outbound	Gold, Blue, Green
8 th & O	Both	Gold, Blue, Green

It is anticipated that once a Contract is in place, the project will take approximately 12 months to complete. The project is tentatively broken into four phases, which will serve as payment milestones; however, the duration of each phase is currently an estimate and will likely change during Phase I.

- Phase I | Estimated at 90 Days
 - Project Kick-off
 - Design Review
 - Identification of Software
 - Specification of professional services
 - Initial development
- Phase II | Estimated at 90 Days
 - Alpha Deployment of solution
- Phase III | Estimated at 90 Days
 - Beta Deployment of solution
- Phase IV | Estimated at 90 Days
 - Final Rollout and Implementation

The Request for Proposals (RFP) was published on June 14, 2023 on PlanetBids eProcurement system and over 212 registered vendors were notified. The solicitation closed on July 12, 2023, with a single proposal submitted by Davra. This proposal was collectively evaluated and scored by staff from the Information Technology Department using the following criteria:

- Contract Understanding
- Expertise, Experience & Technical Qualifications
- Project and Maintenance Approach
- Price / Fee / Rate Schedule

Davra has been deemed a qualified and responsive proposer; however, SacRT has not yet issued a Notice of Intent to Award and there are aspects of the proposal that will be subject to negotiation.

Due to the urgency of completing the required work for the start of revenue service with the new low-floor trains, it is important to timely award this Contract. This delegation is requested to allow Staff to complete contract negotiations and promptly move to contract execution after the 10-day protest period (assuming no protests are received). .

RESOLUTION NO. 2023-08-084

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

August 28, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT FOR LIGHT RAIL COMMUNICATION ENHANCEMENT SERVICES IN SUPPORT OF PASSENGERS WITH MOBILITY RESTRICTIONS

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, authority is delegated to the General Manager/CEO to approve and execute a Contract For Light Rail Communication Enhancement Services to provide for development, implementation, and support of a technological solution to direct passengers with mobility restrictions to the correct boarding location, including Managed Services for a term of 5 years, with Modification Services provided on a Work Order basis, for an aggregate Total Consideration amount not to exceed \$850,000.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary