MEMORANDUM

TO: FCRTA Board of Directors;
FCOG / FCRTA Policy Advisory Committee;
FCOG Transportation Technical Committee; and
The General Public

FROM: Jeffrey D. Webster, General Manager


ACTION SUMMARY

The Fresno County Measure - C Expenditure Plan included funding for the FCRTA to consolidate its dispatching operations with the Fresno Economic Opportunities Commission (FEOC). We continue to make progress in that objective. Several years ago, the FEOC completed the construction of its new Transit Systems offices, that set-aside space for the Dispatching Center.

In the past, computer assisted dispatching programs did not offer significant service improvements to transit agencies that provided demand responsive (Dial-A-Ride) services on a "real time" basis (call now and receive requested transit service in a few minutes). Previously, Federal Transit Administration (FTA) and the Americans with Disabilities Act (ADA) acknowledged that transit agencies that choose to provide demand responsive services could do so on a twenty-four (24) hours prior reservation basis. Such an arrangement proved to be ideal for software developers and many products have been available, in the past. The FCRTA has always provided "real-time" demand responsive services. To do otherwise, would result in a significant negative impact to our services to the public.

Until recently, software companies felt that their solution met the needs of their clients. They now recognize that there are a significant number of "other operators" that would be interested in their software, if it were to prove responsive to their needs. The Staffs have been introduced to a number of new products at our annual State and National Transit Association Meetings. We have reviewed existing installations at other transit agencies to determine the actual performance of the available products. The Staffs have reviewed initial price information, costs for up-grades, and annual licensing fees. The expenditures vary significantly, and those with higher cost feel "you get what you pay for".

Following a thorough review of comparable procurements for Computer Assisted Dispatch Software across the State and Nation, the FCRTA has determined that it should piggyback on recent (October 18, 2012) competitive bid procurement that following FTA Guidelines, with the Bay Area Transportation Authority (BATA) of Traverse City, Michigan, who awarded a Contract to Mobilitat for their "Easy Rides Plus" Program.

FCRTA staff also notes that they have examined the basis of the software package and have determined that it meets Intelligent Transportation Systems (ITS) mandates stipulated by the United States Department of Transportation (USDOT), the FTA and the California Department of Transportation.
(Caltrans) and it is consistent with recommendations contained in the FCOG’s “Fresno County Intelligent Transportation System Strategic Deployment Plan”.

FCRTA is responsible for seeking opportunities to do business with Disadvantaged Business Enterprises (DBE) and Women Owned Business Enterprises (WBE). The Mobilitat Company has been, and continues to be a “certified” Women’s Owned Business Enterprise in compliance with stipulated State and Federal objectives.

FCRTA has determined that Mobilitat’s software has features for multi-language configuration and communication with the customer, in response to the Federal Civil Rights Act, Title VI mandates, to further enhance Environmental Justice (EJ) considerations to other State and Federal regulations and laws.

With an Executed Agreement by May 1, 2013, the following phased Implementation Schedule is expressly configured for the associated transit staff of the Fresno County Rural Transit Agency (FCRTA) including the General Manager, and Operations Manager, and its Rural Area co-designated Consolidated Transportation Service Agency (CTSA) and Contractor, the Fresno Economic Opportunities Commission’s (FEOC) - Transit Systems, with the associated transit employees of the Cities of: Coalinga, Kerman, and Reedley. The initial activities are intended to take place between May 1, 2013 and June 30, 2013, with the expressed intent of “going live” under the Software Contract beginning July 1, 2013, for the first year of operation concluding on June 30, 2014. To ensure incremental progress and ultimate success, Mobilitat will systematically request the necessary data and information to support its Easy Rider Plus program. Mobilitat will coordinate set-up and web training schedules with all participants. Depending on each organization’s schedule, or other factors, each organization will have a similar implementation schedule, as this one, and may start on a staggered basis. The initial On-Site Trips will be separate for FCRTA and FEOC, but over time subsequent trips may be combined with all the associated transit staff, including the Cities of Coalinga, Kerman, and Reedley, in order to remain on Budget. Initially implementation will focus on a couple of FCRTA’s Subsystems under Contract with the FEOC, the work will expand to include fifteen (15) subsystems (Auberry Transit, Del Rey Transit, Firebaugh Transit, Fowler Transit, Huron Transit, Kingsburg Transit, Mendota Transit, Orange Cove Transit, Parlier Transit, Rural Transit, Sanger Transit, San Joaquin Transit, Selma Transit, Southeast Transit, and Westside Transit). The implementation phasing of Coalinga Transit, Kerman Transit and Reedley Transit will be secondary. FCRTA’s entire operation will be implemented in a timely manner to realize system improvements for all participants. Subsequent continuation Agreements will be negotiated as part of FCRTA’s Annual Budget preparation and adoption process, prior to each additional Fiscal Year, beginning on July 1st.

The Staffs of FCRTA, FEOC, and Mobilitat have utilized the software pricing information from the successful BATA procurement to develop a detail proposal to implement our program in three (3) phases. The Agreement is separated into two (2) budgets, the first for Mobilitat’s “Easy Rider Plus” Software, and the second for the Hardware. The Mobilitat Contract covers the installation of the Software Program, its programming of our data, training, supervision, and on-going support. It’s cost is $134,302.00. Mobilitat has recommended that we procure through our “governmental discount programs” the Computers, Tablets and their usual operating software and the cellular data plan, to insure we get the best possible deal. The cost for that portions is estimated to cost $15,117.00. Therefore the total cost is $149,419.00.

For your information, Mobilitat’s second fiscal year (2014-15) cost is estimated to be $23,055.00 for software licensing fees and maintenance.

These cost are included in our budget expenditures for our Measure - C funds.

RECOMMENDATION

The FCRTA General Manager recommends the approval of the Computer Assisted Dispatching Software with Mobilitat, and Hardware with cellular procurement, totaling $149,419.00 by approving Resolution 2013-04 (Attachment), following an expressed opportunity for public comment.
### SERVICES TO BE PERFORMED BY MOBILITAT

#### EASY RIDES PLUS

<table>
<thead>
<tr>
<th>Sequence of Work</th>
<th>Item Description</th>
<th>Explanation</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Phase 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Software Items</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Copy of Scheduling System Software:</td>
<td>Includes installation on the Server Plus 4 Work Stations</td>
<td>Web-Request and Ride Reminder IVR Feature</td>
<td>$45,900.00</td>
</tr>
<tr>
<td><strong>Title VI &amp; Environmental Justice Enhancement</strong></td>
<td>Addition of Spanish Ride Reminder</td>
<td></td>
<td>$750.00</td>
</tr>
<tr>
<td>Work Stations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 @ $1,000.00 each:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 @ FORTA:</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>9 @ FCEOC (4 Dispatchers, 5 Supervisors)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 @ Laptop (Maintenance, Back-Up)</td>
<td></td>
<td></td>
<td>$12,000.00</td>
</tr>
<tr>
<td>Tablets and Cellular Service (To Be Purchased Directly By FORTA)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 @ $400.00</td>
<td></td>
<td></td>
<td>$14,000.00</td>
</tr>
<tr>
<td><strong>Installation</strong></td>
<td>Install Easy Rides Plus onto Server and Connect to Work Stations</td>
<td>Included</td>
<td></td>
</tr>
<tr>
<td><strong>Move Current Customer Information Into Easy Rides Plus Data Base</strong></td>
<td>From Flat File or .csv File</td>
<td>Included</td>
<td></td>
</tr>
<tr>
<td><strong>Mapping Transit Boundaries and Zones</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plot and Digitize Transit Service Areas</td>
<td></td>
<td>Included</td>
<td></td>
</tr>
<tr>
<td><strong>Other Software Products</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Microsoft “MapPoint 2013” or later</td>
<td>To be Purchased Separately by FCEOC (a non-profit) for $25.00 per License Copy from TechSoup</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SQL Server 2008</td>
<td></td>
<td></td>
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<tr>
<td>Microsoft Office 2003 or later</td>
<td></td>
<td></td>
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<tr>
<td><strong>Training</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Data Base Set-Up and Configuration (Must have High Speed Internet Access)</td>
<td></td>
<td></td>
<td>$3,000.00</td>
</tr>
<tr>
<td>Initial Training Expense</td>
<td></td>
<td>10 days @ $1,000.00 per day</td>
<td></td>
</tr>
<tr>
<td>Live Web-based and Phone Training</td>
<td>Can be broken down into 2 hour Sessions</td>
<td></td>
<td>$2,000.00</td>
</tr>
<tr>
<td>On-Site “Go Live” - Travel Costs</td>
<td>2 - 3 Day Visits @ Flat Rate of $2,500.00 each</td>
<td></td>
<td>$5,500.00</td>
</tr>
<tr>
<td><strong>Mobilitat Phase 1 Subtotal</strong></td>
<td></td>
<td></td>
<td>$77,150.00</td>
</tr>
<tr>
<td><strong>Phase 2</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tablet Connection Software</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small or Quick Reports (taking less than 1-2 hour each)</td>
<td>Data Reports for Performance Evaluation and Accounting Purposes</td>
<td>Included</td>
<td></td>
</tr>
<tr>
<td>Easy Rider Plus Tablet Hosting Software</td>
<td>Computer Program for Tablets</td>
<td></td>
<td>$18,000.00</td>
</tr>
<tr>
<td>Agencies Purchasing Tablets</td>
<td>The FORTA and FCEOC are to Purchase Android Tablets with Hardware and Data Plans (from AT&amp;T or Verizon) to Support Their Respective Programs With This Software</td>
<td>Not Included</td>
<td></td>
</tr>
<tr>
<td>Table Use - Training for Dispatchers and Drivers</td>
<td>Videos and Training Up to 5 “Train the Trainers” Sessions</td>
<td></td>
<td>$2,000.00</td>
</tr>
<tr>
<td><strong>Phase 2 Subtotal</strong></td>
<td></td>
<td></td>
<td>$20,000.00</td>
</tr>
<tr>
<td><strong>Phase 3</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Hosting for Cities of: Coalinga; Kerman; and Reedley</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One-Time Start-Up Costs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coalinga Transit</td>
<td>Install, Training, &amp; Up-Front Travel Expenses</td>
<td>$8,066.00</td>
<td></td>
</tr>
<tr>
<td>Kerman Transit</td>
<td>Install, Training, &amp; Up-Front Travel Expenses</td>
<td>$8,066.00</td>
<td></td>
</tr>
<tr>
<td>Reedley Transit</td>
<td>Install, Training, &amp; Up-Front Travel Expenses</td>
<td>$8,066.00</td>
<td></td>
</tr>
<tr>
<td><strong>Phase 3 Subtotal</strong></td>
<td></td>
<td></td>
<td>$24,198.00</td>
</tr>
<tr>
<td>Portion of California Franchise Fee</td>
<td>As Stipulated and Required for Phase 1, 2, &amp; 3</td>
<td></td>
<td>$3,276.00</td>
</tr>
<tr>
<td>Fresno Sales Tax (7.975%)</td>
<td></td>
<td></td>
<td>$968.78</td>
</tr>
<tr>
<td><strong>Total Cost of Mobilitat System</strong></td>
<td></td>
<td></td>
<td>$134,302.00</td>
</tr>
</tbody>
</table>

Annual Maintenance / Hosted - Includes Upgrades on Existing Software Package, Continued Training, Data Reports for Performance Evaluation and Accounting Purposes, Bi-Monthly Training Sessions, Phone and Web Support from 8:00am to 8:00pm Eastern Standard Time, Monday Through Friday. Initial Maintenance Period Begins When System Starts Dispatching with Easy Rides Plus.

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<table>
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<tr>
<th></th>
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<tbody>
<tr>
<td><strong>Subtotal FORTA Hardware</strong></td>
<td></td>
<td></td>
<td>$14,000.00</td>
</tr>
<tr>
<td>Fresno Sales Tax (7.975%)</td>
<td></td>
<td></td>
<td>$1,117.00</td>
</tr>
<tr>
<td><strong>Total Cost FORTA</strong></td>
<td></td>
<td></td>
<td>$15,117.00</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td>$149,419.00</td>
</tr>
</tbody>
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### Annual Maintenance Fee

<table>
<thead>
<tr>
<th></th>
<th>2014-2015 Annual Maintenance Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORTA &amp; FCEOC</td>
<td>$13,991.00</td>
</tr>
<tr>
<td>Coalinga Transit</td>
<td>$2,280.00</td>
</tr>
<tr>
<td>Kerman Transit</td>
<td>$2,280.00</td>
</tr>
<tr>
<td>Reedley Transit</td>
<td>$2,280.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$20,831.00</td>
</tr>
<tr>
<td>Portion of California Franchise Fee</td>
<td>As Stipulated and Required</td>
</tr>
<tr>
<td>Fresno Sales Tax (7.975%)</td>
<td></td>
</tr>
<tr>
<td><strong>Total 2nd Year Cost of Mobilitat System</strong></td>
<td></td>
</tr>
</tbody>
</table>
WHEREAS, the Fresno County Measure - C Expenditure Plan included funding for the FCRTA to consolidate its dispatching operations with the Fresno Economic Opportunities Commission (FEOC) and progress continues to be made in that objective; and

WHEREAS, the FEOC completed the construction of it’s new Transit Systems Offices, that set-aside space for the Centralized Dispatching Center; and

WHEREAS, in the past, computer assisted dispatching programs did not offer significant service improvements to transit agencies that provided demand responsive (Dial-A-Ride) services on a "real time" basis; and

WHEREAS, the Staff been introduced to a number of new computer assisted dispatching software programs; and

WHEREAS, Staff has reviewed existing installations at other transit agencies to determine the actual performance of the available products; and

WHEREAS, Staff has reviewed initial price information, costs for upgrades, and annual licensing fees; and

WHEREAS, following a thorough review of comparable procurements for computer assisted dispatch software across the State and Nation, the Staff has determined that it should piggyback on recent (October 18, 2012) competitive bid procurement that following FTA Guidelines, with the Bay Area Transportation Authority (BATA) of Traverse City, Michigan, who awarded a Contract to Mobilitat; and

WHEREAS, Staff also notes that they have examined the basis of the software package and have determined that it meets Intelligent Transportation Systems (ITS) mandates stipulated by the United States Department of Transportation (USDOT), the FTA and the California Department of Transportation (Caltrans) and it is consistent with recommendations contained in the FCOG’s "Fresno County Intelligent Transportation System Strategic Deployment Plan"; and

WHEREAS, the FCRTA is responsible for seeking opportunities to do business with Disadvantaged Business Enterprises (DBE) and Women Owned Business Enterprises (WBE) and the Mobilitat Company has been, and continues to be a “certified” Women’s Owned Business Enterprise in compliance with stipulated State and Federal objectives; and

WHEREAS, FCRTA has determined that Mobilitat’s software has features for multi-language configuration and communication with the customer, in response to the Federal Civil Rights Act, Title VI mandates, to further enhance Environmental Justice (EJ) considerations to other State and Federal regulations and laws; and
WHEREAS, all the implementation details have been stipulated in a Contract to be executed by May 1, 2013, so that the initial activities may be completed by June 30, 2013 to enable phased implementation beginning on July 1, 2013; and

WHEREAS, the Staff has utilized the software pricing information from the successful BATA procurement to develop a detail proposal to implement our program; and

WHEREAS, the Agreement is separated into two (2) budgets, the first for Mobilitat’s Software at $134,302.00 and the FCRTA purchase of supporting Hardware for $15,117.00, which brings the total cost to $149,419.00.

NOW THEREFORE BE IT RESOLVED, following an expressed opportunity for public comment, that the Fresno County Rural Transit Agency’s Board of Directors does hereby authorized the procurement of a proven computer assisted dispatching program developed by Mobilitat, and the additional procurement of supporting hardware in the total amount of $149,419.00.

BE IT FURTHER RESOLVED, that the FCRTA Board of Directors does hereby direct its General Manager to execute a binding Agreement with Mobilitat.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of April 2013.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed:________________________
Amarpreet Dhaliwal, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 25th day of April, 2013.

Signed:________________________
Jeffrey D. Webster, General Manager
April 5, 2013

MEMORANDUM

TO: FCRTA Board of Directors;
FCOG / FCRTA Policy Advisory Committee;
FCOG Transportation Technical Committee; and
The General Public

FROM: Jeffrey D. Webster, General Manager


ACTION SUMMARY

One of our biggest problems is making sure our drivers perform their "Daily Vehicle Inspection Reports" and then receiving the information as soon as possible. Agencies that operate out of a centralized corporation yard are able to gather the reports before the vehicle leaves to begin service. The FCRTA's operations occur across the entire County. In the past, the California Highway Patrol (CHP) has reported that they have watched our drivers performing a required inspection in less than five (5) minutes. This is simply impossible.

Drivers are tested, right along with their written test, their driving test, to perform a complete vehicle inspection before they are ever issued a license. Law enforcement officers may pull a drivers license, in the field, if they observe or suspect an incomplete vehicle inspection.

The CHP has also been concerned that we don’t have the immediate ability to have a copy of each inspection as they are completed. They have allowed us to have them "faxed" to our lead mechanics, and we have had meal delivery drivers picking them up, for delivery to the mechanic the same afternoon, so the "original copy" is on file before the end of the day.

A couple of years ago, Clovis Transit was able to utilize a hand held device that recorded each step in the inspection process. When completed the driver walked to the location of a receiver, inserted the device in a holder and the records were transferred to a computer. The CHP really appreciated the device and the fact each vehicle zone had to be inspected before they could move on. The device recorded the time it takes for the driver to complete the entire inspection. In order for the FCRTA to use such a device, we would need a hand held device, receiver, a computer, and a telephone line. That cost, for twenty (20) locations was just not reasonable.

Fast forward a couple of years, cellular phones have proliferated. The hand held device became less expensive to make, the computer components got smaller and they were able to include cellular connectivity at a reasonable price. The latest device by the Zonar Systems is now very attractive to consider.

The company has developed another device to remotely transmit the vehicle’s engine fault codes and
performance data while in operation, often before a driver is aware of a possible problem. That device transmits the descriptions over a cellular signal to the lead mechanics cell phone in his pocket, for immediate consideration.

I have received a quote for the purchase and installation of both devices to be installed on each of our seventy (70) vehicles. The total cost of each is separated for review and consideration:

- The Electronic Vehicle Inspection Report total cost, with sales tax is $80,991.65
- The Vehicle Diagnostics Systems total cost, with sales tax is $83,133.18.

It should also be noted that both of these Zonar devices are compatible with The Apollo Video Technologies equipment currently used on the vehicle, because they have been developed to comply with Intelligent Transportation System (ITS) interface standards stipulated by the United States Department of Transportation (USDOT), the Federal Transit Administration (FTA), and the California Department of Transportation (Caltrans) and they are consistent with recommendations contained in the FCOG’s “Fresno County Intelligent Transportation System, Strategic Deployment Plan”.

The FCRTA has unexpended CalEMA funds that may be used for these purchases.

**RECOMMENDATION**

The FCRTA General Manager recommends, following an expressed opportunity for public comment, the approval of an Agreement with Zonar Systems for the purchase and installation of the Electronic Vehicle Inspection Report Equipment and the Vehicle Diagnostics System Equipment for all of our seventy (70) fleet vehicles, for the total purchase price of $164,124.83, by adopting Resolution 2013-05
BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION 2013-05

In the Matter of )
California Transit Security Grant ) CONTRACT FOR AUTOMATED VEHICLE INSPECTION
Program for California Transit ) REPORTING AND IN-SERVICE VEHICLE COMPONENT
Assistance Funds ) MONITORING AND REPORTING

RESOLUTION TO AWARD

WHEREAS, the Fresno County Rural Transit Agency (FCRTA has experienced on-
going problems with their drivers perform required daily vehicle inspection reports, and submitting copies to the lead mechanic for filing purposes each service day; and

WHEREAS, the California Highway Patrol (CHP) has expressed concern for the drivers performing detailed inspections in a consistent manner, and the lead mechanic reviewing and filing a copy of the report before the vehicle is placed into regular service each day; and

WHEREAS, the Drivers are tested, right along with their written test, their driving test, to perform a complete vehicle inspection before they are ever issued a license; and

WHEREAS, a law enforcement officers may pull a drivers license, in the field, if they observe or suspect an incomplete vehicle inspection; and

WHEREAS, the CHP has made concessions with us to allow the inspection reports to be “faxed” to our lead mechanics, and we have made arrangements to collect them from the field and deliver them to the mechanic the same afternoon, so the “original copy” is on file before the end of the day; and

WHEREAS, the Clovis Transit has been able to utilize a hand held device that recorded each step in the inspection process, noting exceptions that may need to be resolved before the vehicle is placed into service; and

WHEREAS, the hand held device is placed in a receiver to transfer the information to a computer for resolution and record keeping purposes; and

WHEREAS, the CHP has approved the process, and finds it to be superior to the usual paper filing basis; and

WHEREAS, in order for the FCRTA to use such a device, we would need a hand held device, receiver, a computer, and a telephone line at each of our twenty (20) locations, that is just not reasonable; and

WHEREAS, this limitation was recognized by the company, and the device has been redesigned to be portable, less expensive, and take advantage of the cellular network, and is now very attractive to consider; and

WHEREAS, the company has developed another device to remotely transmit the vehicle’s engine fault codes and performance data while in operation, often before a driver is aware of a possible problem and the information is received on the lead mechanics cell phone in his pocket, for immediate consideration; and

WHEREAS, this operation of equipment is expressly intended to support the FCRTA ongoing efforts to implement projects that address Safety and Security mandates expressed by State and Federal Regulations including MAP 21 (Moving
(RESOLUTION 2013-05, CONTINUED)

Ahead for the 21st Century Act); and

WHEREAS, The equipment has been included in a government purchasing program for competitive pricing; and

WHEREAS, the Zonar Company has submitted a quote to buy the equipment for our seventy (70) vehicle fleet, have it installed, and train the staff in its use for maximum benefit to our program; and

WHEREAS, the Electronic Vehicle Inspection and Reporting equipment would cost $80,991.65; and

WHEREAS, the Vehicle Diagnostics System equipment would cost $83,133.18 and

WHEREAS, The FCRTA has unexpended California Emergency Management (CaleMA) funds that may be used for these purposes.

NOW THEREFORE, BE IT RESOLVED, that the FCRTA Board of Director, following an expressed opportunity for public comment, does hereby accept the submitted quotation from Zonar Systems for Electronic Vehicle Inspection and Reporting equipment and Vehicle Diagnostics System equipment for the total purchase price of $164,124.83, by adopting Resolution 2013-05.

BE IT FURTHER RESOLVED, that the FCRTA Board of Directors does hereby direct its General Manager to execute binding agreements with Zonar Systems to proceed with the installation of the stipulated equipment.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of April 2013.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: ____________________________

Amarpreet Dhaliwal, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 25th day of April, 2013.

Signed: ____________________________

Jeffrey D. Webster, General Manager
MEMORANDUM

TO: FCRTA Board of Directors; FCOG / FCRTA Policy Advisory Committee; FCOG Transportation Technical Committee; and The General Public

FROM: Jeffrey D. Webster, General Manager

SUBJECT: Approval of Upgraded for the On-Board Audio / Video Surveillance Equipment to Enable Remote Viewing in “Real Time” at the Centralized Dispatch Center, Resolution 2013-06.

ACTION SUMMARY

In 2009, the FCRTA implemented an on-board audio / visual surveillance system on each of our seventy (70) fleet vehicle. Cameras, with microphones are positioned inside, in multiple locations to record the activities on a computer hard drive. When an incident is reported, maintenance personnel remove the hard drive for viewing purposes. A number of accident, incidents, altercations, and thefts have been reviewed for appropriate resolution with individuals, law enforcement, and insurance investigators.

In the event of an on-board emergency, law enforcement personnel may follow our vehicles and receive an audio/video transmission signal to their in-vehicle notebook computer to determine their course of action to ensure the safety of our passengers.

The original vendor of our equipment, Apollo Video Technology, has developed the ability to add a device to our existing equipment that transmits the actual activity on the vehicle in “real time” to a operations control center.

The Staff’s at FCRTA and the Fresno Economic Opportunities Commission (FEOC) are in the midst of implementing their Centralized Dispatch Center, with appropriate personnel to monitor regular two-way communication with the drivers. We could realize significant advantages if we had the means to actually monitor the activities on-board the vehicle as they occur. It would enable an additional degree of safety and security to our passengers and drivers.

At our request the vendor has responded with an implementing proposal, and staff has found it to be reasonable and consistent with the latest emphasis in Federal MAP 21 Program towards greater sensitivity in matters of safety and security. The procurement would include a Wireless High Performance Cellular Router with antennas, installation, and sales tax for each of our seventy (70) vehicles for the total purchase price of $95,083.00. The FCRTA has unexpended CalEMA funds that may be used for this purchase.

RECOMMENDATION

The FCRTA General Manager recommends, following an expressed opportunity for public comment, the approval of an Agreement to purchase and install Wireless High Performance Cellular Router with antennas in each of our seventy (70) fleet vehicles, for the total purchase price of $95,083.00, by adopting Resolution 2013-06

A JOINT POWERS AGENCY TO PROVIDE A COORDINATED TRANSIT SYSTEM FOR RURAL FRESNO COUNTY

THE CITIES OF: COALINGA; FIREbaugh; FOWLER; HILTON; KERMAN; KINGSBURG; MEINDOTTA; ORANGE COVE; PARLIER; REEDLEY; SANGER; SAN JOAQUIN; SELMA; & FRESNO COUNTY
BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION 2013-06

In the Matter of )
California Transit Security Grant )
Program for California Transit )
Assistance Funds )

RESOLUTION TO AWARD
CONTRACT FOR ADDITIONAL
ON-BOARD VIDEO SURVEILLANCE
TRANSMISSION EQUIPMENT FOR
FCRTA TRANSIT FLEET VEHICLES

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has previously submitted and were awarded two (2) California Transit Security Grant Program (CTSGP) Applications for On-Board Video Surveillance and Recording Equipment for the FCRTA vehicle fleet, to the Governor’s Office of Homeland Security who oversees the California Emergency Management Agency (CalEMA) that administers the California Transit Assistance Fund (CTAF); and

WHEREAS, the program allowed the FCRTA to install Audio / Video Surveillance Equipment on its entire fleet of seventy (70) vehicles; and

WHEREAS, the systems has provide additional security for drivers and passengers, and has reduced FCRTA’s liability exposure by helping in the investigating vehicle accidents, vandalism, and injuries to passengers; and

WHEREAS, the system records the information on computer hard drives that are removed for viewing following a reported incident; and

WHEREAS, the recorded information has proven to be instrumental in many specific instances;

WHEREAS, in the event of an on-board emergency, law enforcement personnel may follow our vehicles and receive an audio/video transmission signal to their in-vehicle notebook computer to determine their course of action to ensure the safety of our passengers and driver; and

WHEREAS, the original vendor of our equipment Apollo Video Technology, has developed the ability to add a device to our existing equipment that transmits the actual activity on the vehicle in “real time” to a operations control center; and

WHEREAS, the Staff’s FCRTA and the Fresno Economic Opportunities Commission (FEOC) are in the midst of implementing their Centralized Dispatch Center, with appropriate personnel to monitor regular two-way communication with the drivers; and

WHEREAS, we could realize significant advantages if we had the means to actually monitor the activities on-board to enable an additional degree of safety and security to our passengers and drivers; and

WHEREAS, at our request the vendor has responded with an implementing proposal, and staff has found it to be reasonable and consistent with the latest emphasis in MAP 21 towards greater sensitivity in matters of safety and security;
and

WHEREAS, the procurement would include Wireless High Performance Cellular Router with antennas, installation, and sales tax for the total purchase price of $95,083.00; and

WHEREAS, the FCRTA has CalEMA funds that may be used for this purchase.

RESOLUTION 2009-11, CONTINUED

NOW THEREFORE, BE IT RESOLVED, that the FCRTA Board of Director, following an expressed opportunity for public comment, does hereby accept the submitted quotation from Apollo Video Technology for the stipulated equipment.

BE IT FURTHER RESOLVED, that the FCRTA Board of Directors does hereby direct its General Manager to execute binding agreements with Apollo Video Technology to proceed with the installation of the stipulated equipment.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of April 2013.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: ____________________________

Amarpreet Dhaliwal, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 25th day of April, 2013.

Signed: ____________________________

Jeffrey D. Webster, General Manager
MEMORANDUM

TO: FCRTA Board of Directors;  
FCOG / FCRTA Policy Advisory Committee;  
FCOG Transportation Technical Committee; and  
The General Public

FROM: Jeffrey D. Webster, General Manager

SUBJECT: Approval of Procurement of FCRTA Replacement Fleet Vehicles, Resolution 2013-07.

ACTION SUMMARY

The FCRTA has previously programmed the replacement of thirty-two (32) of its Fleet Vehicles. The identified vehicles include:

1 - 1999  
3 - 1997  
5 - 2001  
8 - 2002  
10 - 2004  
5 - 2006  
32 - Total

Federal and State Transit Guidelines stipulate that the 1999 fourteen (14) passenger modified van should have been replaced after five (5) years and all the others are twenty-two (22) passenger cut-away vans should be replaced after seven (7) years. Clearly, the vehicles reached their useful life for our Agency.

The staff has been programming the necessary funds for the procurement. We have sought Federal, State and Local funding, including Measure - C funds to help offset the expenditure at this time.

For several years, the staff has been reviewing potential replacement vehicles. Our last major procurement was in 2008 for twenty-seven (27) twenty-two (22) GMC Glaval cut-away vans, powered by Compressed Natural Gas (CNG). The vehicles were also purchased by the City of Clovis. The vehicles are bigger than previous cut-away vans. We continue to be concerned about the height of the entry step when a passenger boards at ground level. There in no problem when a patron boards at the curb level.

The bus manufacturing industry has been building lower floor vehicles in an effort to make them more user friendly to riders, especially those with mobility issues. In some cases the need for a side mounted wheelchair lift has been eliminated by an Americans with Disabilities Act (ADA) approved sloping ramp.

When our Glaval buses were being built in 2008, I visited the plant to observe the manufacturing of our vehicles. Our salesman also took me to a location to see the production of an entirely new bus design by the Arboc Company. They were designing what it generally called a “purpose built” vehicle. The vehicle's
frame is designed to be a low floor vehicle, that kneels to permit access through a wide front door at curb level, or through an extended ramp at street level. Wheelchair passenger can easily access their tie down location, so the driver can properly secure them. The seating is comfortable, with plenty of hand grab rails at the entry and along the way to the seats.

The City of Clovis purchased the vehicles a couple of years ago. Early design issues have given their mechanics problems.

You may remember we that we transfer our maintenance work to the City of Fresno on July 1, 2012. The Fresno Area Express (FAX) oversee the maintenance division. I have been interested in involving our lead mechanic in the procurement of our replacement vehicles because they will be maintaining them for us. Our Operations Supervisor, Moses Stites and I along with our assigned lead mechanic, Mr Art Penson, have taken the opportunity to met with Clovis Transit Administrators, drivers and mechanics to become familiar with the vehicles operations and maintenance issues.

Then I choose to travel to the plant with Mr Stites and Mr Penson to see the vehicle in production and ask the production staff, supervisors, and department manager the tough questions to determine the true quality of the product and commitment to address and resolve issues and problems as they occur. We were pleased with the overall experience.

But I wanted Mr. Penson to contact other agencies that have taken delivery of the vehicles. After phone calls, I choose to send Mr. Penson to the public transit operators in Carson City and Bull Head City to get up-close and personal with the staffs to get our further questions answered. We choose these two (2) cities because their operating conditions resembled ours. The results have indicated that we need to seek some heavy duty options that are in our best interest.

Our procurement process has been simplified significantly. FCRTA staff has determined that our State Transit Association, the California Association for Coordinated Transportation (CalACT) has completed a procurement program for several different types of vehicles. Caltrans Headquarters staff monitored every step in the process and has given their approval for public and non-profit agencies to piggyback their local, State, and Federally funded purchases, on this procurement.

We are currently identifying the specific specification and options to determine the cost of the vehicle. I hope to have that finalized for action by the FCRTA Board of Directors at their April 25, 2013 meeting.

RECOMMENDATION

The FCRTA General Manager recommends the approval of the vehicle procurement by approving Resolution 2013-07 (Attachment), following an expressed opportunity for public comment.
BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION 2013-07

In the Matter of )
FCRTA’s Recognition that the ) RESOLUTION TO PURCHASE
“Useful Life” of Thirty-Two of Its ) THIRTY, TWENTY-TWO PASSENGER
Fleet Vehicles has been Exceeded ) FLEET REPLACEMENT VEHICLES

WHEREAS, the Fresno County Rural Transit Agency (FCRTA) has an operating fleet of seventy (70) vehicles; and

WHEREAS, thirty-two (32) have exceeded that “Useful Life” as determined by Federal and State Guideline which stipulate fourteen (14) passenger modified van should be replaced after five years of service and twenty-two (22) passenger cut-away van should be replaced after seven (7) years of service; and

WHEREAS, The FCRTA has identified that it has one (1) 1999 fourteen (14) modified van, three (3) 1997 twenty-two (22) passenger cut-away vans, five (5) 2001 twenty-two (22) passenger cut-away vans, eight (8) 2002 twenty-two (22) passenger cut-away vans, ten (10) 2004 twenty-two (22) passenger cut-away vans, and five (5) 2006 twenty-two (22) passenger cut-away vans that should be replaced; and

WHEREAS, the staff has been programming the necessary funds for the procurement, including Federal, State and Local funding, including Measure – C funds to help offset the expenditure at this time; and

WHEREAS, for several years, the staff has been reviewing potential replacement vehicles; and

WHEREAS, the bus manufacturing industry has been building lower floor vehicles in an effort to make them more user friendly to riders, especially those with mobility issues; and

WHEREAS, the Staff has diligently examined a purpose built low-floor vehicle made by the Arboc Company; and

WHEREAS, the staff has sought comments from public transit operators who have purchased the vehicle to determine their comments regarding the vehicle from the perspective of the elderly, the disabled, the general public, the administrators, the supervisors and the mechanics; and

WHEREAS, Staff was pleased with the overall experience, the results have indicated that we need to seek some heavy duty options that are in our best interest; and

WHEREAS, our procurement process has been simplified significantly, because the FCRTA staff has determined that our State Transit Association, the California Association for Coordinated Transportation (CalACT) has completed a procurement program for several different types of vehicles, and Caltrans Headquarters staff monitored every step in the process and has given their approval for public and non-profit agencies to piggyback their local, State, and Federally funded purchases, on the procurement; and

WHEREAS, Staff continues to identify the specific specification and options to determine the cost of the vehicles.
(RESOLUTION 2013-07, CONTINUED)

NOW THEREFORE, BE IT RESOLVED, that the FCRTA Board of Director, following an expressed opportunity for additional public comment, does hereby accept the submitted proposal from A-Z Bus Sales, Inc. for the stipulated bid quoted purchase price.

BE IT FURTHER RESOLVED, that the FCRTA Board of Directors does hereby direct its General Manager to execute binding agreements, subject to the Caltrans Pre- and Post Audit Review of the transaction in accordance with Contract Stipulations and Agreements.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 25th day of April 2013.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: ____________________________
Amarpreet Dhaliwal, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a regular meeting thereof held on the 25th day of April, 2013.

Signed: ____________________________
Jeffrey D. Webster, General Manager