

MOTION NO. M2016-01

Contract for Transit Scheduling Software

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Operations and Administration Committee	01/07/2016	Final Action	Bonnie Todd, Executive Director of Operations Mike Bergman, Service Planning Manager Ernest Ip, Senior IT Project Manager

PROPOSED ACTION

Authorizes the chief executive officer to execute a five-year contract with five additional one-year options with GIRO Inc./Le Groupe en Informatique et Recherche Opérationnelle to provide Transit Scheduling Software for a total authorized contract amount not to exceed \$499,487.

KEY FEATURES SUMMARY

- Under this contract, the vendor will deliver and implement a solution that will include a fully automated, fully integrated transit scheduling, blocking, and run cutting software package for bus and rail modes.
- The service will include implementation, integration, training, development, maintenance, and support for the software program.
- The software solution will benefit Sound Transit by providing the following:
 - Future Planning: Development of timely, accurate operating cost estimates for future service initiatives.
 - Fleet Management: Accurate calculations of the number of vehicles, including spares, needed for a given level of service.
 - Maintenance Base Planning: Accurate vehicle fleet estimates for maintenance base planning.
 - Productivity: Rapid identification of ways to link bus trips, maximizing vehicle utilization and operating efficiency.
 - On-time Performance: As congestion increases, scheduling software will quickly and accurately identify schedule issues and take corrective action.
 - Faster, More Accurate Customer Information: Provide efficiencies in generating a public timetable.
- The amount requested covers five years of software costs, implementation, data transfer, and new functionality. Staff will return to the Board to seek additional funding for the contract options following the initial five-year term.

BACKGROUND

Currently, Sound Transit staff manually develops draft schedules and tests alternative schedule scenarios. Routes are costed out separately and proposals cannot take advantage of routine industry practices, such as interlining (allowing the use of the same revenue vehicle and/or operator on more than one route without going back to the garage), that would reduce costs. For complex schedule scenarios, staff must rely on partner transit agencies to develop options using their schedule software. Frequently their time does not allow for development of multiple simulations of a service proposal.

Service implementation requires partner agencies to translate the draft schedule developed by Sound Transit staff into a final schedule that includes operator assignments. This stage of the

process would remain unchanged, however, there is limited opportunity to verify whether schedules developed through this process are optimal. Having a transit scheduling tool will allow Sound Transit to easily identify opportunities for efficiency and operating savings.

Starting in 2016, Sound Transit and the partner transit agencies will shift from three to two service changes per year. A tool that allows Sound Transit to track schedule efficiency and service needs becomes all the more important with fewer opportunities to make changes.

Currently the process for preparing the schedules for Ride the Wave involves converting the schedules from the partner agency format into Excel files which are then converted to a graphics program. The transit scheduling software tool provides the capability to produce public timetables online and print versions with a minimum number of conversions between formats.

In August, 2015 the Procurement and Contracts Division issued a Request for Proposal (RFP) for Transit Scheduling Software. Five proposals were received and evaluated base the following criteria: proposed solution, price, implementation and maintenance, knowledge and experience of key individuals, and firm experience and history. The chosen vendor's proposed solution scored the highest in all criteria.

FISCAL INFORMATION

This action executes a five-year contract with GIRO Inc. to provide scheduling software for a total of \$499,487. The total contract cost includes funding from both capital and department budgets. The initial set of deliverables of \$320,495 will be capitalized and is budgeted under the IT Capital – Transit Scheduling Software project. There is sufficient funding from the annual budget in 2016.

The balance of the contract of \$178,962 for the projected cost for on-going support from 2017 to 2020 will be requested in future years under the Information Technology (IT) Division Budget under the Finance and Information Technology (FIT) Department.

Capital costs in this action are within the Adopted Budget and sufficient funds remain after the approval of this action to fund the remaining work in IT capital program as contained in the current cost estimates.

CONTRACT DETAIL	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
GIRO Inc./Le Groupe en Informatique et Recherche Opérationnelle			
Contract Amount		499	499
Contingency Amount			
Total Not to Exceed Value		499	499
Percent Contingency		0%	0%

INFORMATION TECHNOLOGY PROGRAM	2016 TIP	Spent to Date	This Action	Spent to Date Plus Action	Uncommitted / (Shortfall)
IT Capital	29,974	858	320	1,178	28,796
Agency Admin	696	592		592	105
Operations & Maintenance Agency	500				
Prelim Engineering/Env Review	1,065	216		216	849
TOTAL IT CAPITAL PROGRAM BUDGET	32,235	1,665	320	1,986	29,750

SUB PROJECT DETAIL					
IT Capital - Transit Scheduling Software	350		320	320	30
Contingency					
Total Sub Project Budget	350		320	320	30

FINANCE & INFORMATION TECHNOLOGY DEPARTMENT BUDGET	Prior Year(s) Spending	2016 Spending	Future Expenditures	Total
IT Department budget (2017 - 2020)			179	179
TOTAL FIT DEPARTMENT BUDGET			179	179

Notes:

Amounts are expressed in Year of Expenditure \$000s.

Board Approvals = Expenditures up to Nov 2015

The project budget located on page 108 of 116 of the Proposed 2016 Transit Improvement Plan (TIP)

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Participation by Small Businesses and Disadvantaged Business Enterprises (DBEs)

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Small Business and DBE goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of Small Businesses/DBEs available to perform such subcontracting work.

Small Business/DBE goals were not established for this scope of work.

PUBLIC INVOLVEMENT

Not applicable to this action

TIME CONSTRAINTS

A one-month delay would create a potential impact to the service schedule development.

ENVIRONMENTAL REVIEW

JI 12/22/2015

LEGAL REVIEW

JW 12/30/2015

MOTION NO. M2016-01

A motion of the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a five-year contract with five additional one-year options with GIRO Inc./Le Groupe en Informatique et Recherche Opérationnelle to provide Transit Scheduling Software for a total authorized contract amount not to exceed \$499,487.

BACKGROUND:

Currently, Sound Transit staff manually develops draft schedules and tests alternative schedule scenarios. Routes are costed out separately and proposals cannot take advantage of routine industry practices, such as interlining (allowing the use of the same revenue vehicle and/or operator on more than one route without going back to the garage), that would reduce costs. For complex schedule scenarios, staff must rely on partner transit agencies to develop options using their schedule software. Frequently their time does not allow for development of multiple simulations of a service proposal.

Service implementation requires partner agencies to translate the draft schedule developed by Sound Transit staff into a final schedule that includes operator assignments. This stage of the process would remain unchanged, however, there is limited opportunity to verify whether schedules developed through this process are optimal. Having a transit scheduling tool will allow Sound Transit to easily identify opportunities for efficiency and operating savings.

Starting in 2016, Sound Transit and the partner transit agencies will shift from three to two service changes per year. A tool that allows Sound Transit to track schedule efficiency and service needs becomes all the more important with fewer opportunities to make changes.

Currently the process for preparing the schedules for Ride the Wave involves converting the schedules from the partner agency format into Excel files which are then converted to a graphics program. The transit scheduling software tool provides the capability to produce public timetables online and print versions with a minimum number of conversions between formats.

Under this contract, the vendor will deliver and implement a solution that will include a fully automated, fully integrated transit scheduling, blocking, and run cutting software package for bus and rail modes. The service will include integration, training, development, maintenance, and support for the software program.

In August, 2015 the Procurement and Contracts Division issued a Request for Proposal (RFP) for Transit Scheduling Software. Five proposals were received and evaluated base the following criteria: proposed solution, price, implementation and maintenance, knowledge and experience of key individuals, and firm experience and history. The chosen vendor's proposed solution scored the highest in all criteria.

MOTION:

It is hereby moved by the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a five-year contract with five additional one-year options with GIRO Inc./Le Groupe en Informatique et Recherche Opérationnelle to provide Transit Scheduling Software for a total authorized contract amount not to exceed \$499,487.

APPROVED by the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 7, 2016.



Paul Roberts
Operations and Administration Committee Chair

ATTEST:



Kathryn Flores
Board Administrator