

Item No. 11.1.1

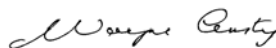
**Halifax Regional Council
January 20, 2009**

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



Dan English, Chief Administrative Officer



Wayne Anstey, Deputy Chief Administrative Officer - Operations

DATE: January 9, 2009

SUBJECT: **Award - Purchase of Fare Collection and Automated Vehicle Tracking
and Communication Systems for Metro Transit Buses, Sole Source**

ORIGIN

The approval of the purchase of expansion vehicles for Metro Transit, creates the requirement for additional fare collection and vehicle tracking systems to complete the final fit up of equipment on the new vehicles.

RECOMMENDATION

It is recommended that Halifax Regional Council:

- 1) In accordance with the Sole Source Policy (Administrative Order 35, Section 7(8), award the Sole Source Purchase of vehicle tracking and communications equipment in the amount of \$266,962.75 (net HST included) to Nova Communications with funding from Capital Account CVD00434, Conventional Bus Expansion and Capital Account CMX01104, Rural Express, per the Budget Implications Section of this report, and approve Nova Communications as the vendor for supply and installation of the equipment for all orders of Metro Transit buses for the expansion of service over the next 3 years.
- 2) In accordance with the Sole Source Policy (Administrative Order 35, Section 7(8), award the Sole Source Purchase of fareboxes in the amount of \$94,327.25 (net HST included) to Garival with funding from Capital Account CMX01104, Rural Express per the Budget Implications Section of this report, and approve Garival as the vendor for supply and installation of the equipment for all orders of Metro Transit buses for the expansion of service over the next 3 years.

BACKGROUND

Fleet Services purchases buses for use by Metro Transit based on the funding allocated through the annual capital budget. In most years, there are bus purchases for vehicle replacement and for service expansion. Over the next three (3) years it is contemplated that HRM will purchase both replacement and expansion units. Upon receipt of a newly delivered replacement bus, Fleet Services removes both the Vehicle Tracking/Communication (VT&C) equipment and farebox from the retired bus and installs it on the replacement bus. The expansion vehicles do not come equipped with this equipment from the manufacturer. The units must be purchased and installed before the vehicles are fully equipped and ready for service.

Within the last three (3) years, Metro Transit has retrofitted the entire bus fleet with new VT&C and farebox equipment to support new security, maintenance and technological needs. Both systems were formally tendered with the contracts awarded through Regional Council (see Attachments A and B) to the two proponents identified - Nova Communications (Sub-contract from Aliant) (VT&C equipment) and Garival (fareboxes). This speciality equipment has been installed on all of the buses currently in the fleet.

DISCUSSION

The sole source purchase of the additional VT&C equipment and the fareboxes is required to ensure that all the expansion vehicles are equipped with and configured in the same manner as the rest of the bus fleet. This provides Fleet Services the flexibility to interchange equipment among vehicles, reduces the need to duplicate the communications equipment and fare collection vaults, ensures consistency within the bus fleet, and reduces the need to stock a large amount of spare equipment. Consistency amongst the fleet for both system is critical as they are integral components of a safe and secure transit system. The cost for the purchase, supply and installation of this equipment was included in the development of the existing approved Capital Project CVD00434 - Conventional Bus Expansion. The immediate need is to purchase fifteen VT&C systems for the latest expansion of Conventional Vehicles, Ten VT&C systems for the Rural Express buses currently on order and Ten fareboxes for the same Rural Express units.

BUDGET IMPLICATIONS

Award - Sole Source

Purchase for Fare Collections, Automated Vehicle Tracking and Communication Systems Council Report

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Based on the quoted sole source price from Nova Communications, of \$266,962.75 including net HST, funding is available in Capital Account CVD00434, Conventional Bus Expansion and in Rural Express Capital account CMX01104. The budget availability has been confirmed by Financial Services.

Budget Summary: Capital Account CVD00434

Cumulative Unspent Budget	\$ 299,738.09
Less: Sole Source Purchase:	<u>\$ 160,177.60</u>
Balance	\$ 139,560.49

Capital Account CMX01104

Cumulative Unspent Budget	\$ 445,000.00
Less: Sole Source Purchase:	<u>\$ 106,785.15</u>
Balance	\$ 338,214.85

Based on the quoted sole source price from Garival for \$94,327.25 including net HST, funding is available in Rural Express Capital account CMX01104. The budget availability has been confirmed by Financial Services

Budget summary: Capital Account CMX01104

Cumulative Unspent Budget	\$ 338,214.85
Less: Sole Source Purchase:	<u>\$ 94,327.25</u>
Balance	\$ 243,887.60

* This project was estimated in the Approved 2008/09 Capital Budget at \$360,000.

The balance of funds will be used for ongoing implementation of Conventional Bus Expansion and Rural Express.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

Award - Sole Source

**Purchase for Fare Collections, Automated Vehicle Tracking and Communication Systems
Council Report**

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There are no recommended alternatives.

ATTACHMENTS

Attachment A - Sole Source Policy, Administrative Order 35, Section 7(8)

Attachment B - Council Report, August 1, 2006, RFP #05-074, Fare Collection System - Metro Transit

Attachment C - Council Report, January 10, 2006, RFP #05-145 Award, Vehicle Tracking & Communications: Go-Time and Automatic Vehicle Location Components

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared and Approved by: Paul Beauchamp, General Manager, Fleet Services, 490-6604

Report Approved by:

Patricia Soanes, General Manager, Metro Transit, 490-6608



Report Approved by:

Mike Labrecque, Director Transportation & Public Works, 490-4855



Financial Approval by:

Anne Feist, Operations Manager, Procurement, 490-4200



Attachment A

Administrative Order 35
Procurement Policy
Section 7 (8)

8) **Sole Source Purchases:** This occurs when there is only one available supplier of a required product or service that meets the needs of the Municipality. Negotiation is the method of purchase used to complete the terms and conditions for this purchase. A single source purchase occurs:

- (a) Where the compatibility of a purchase with existing equipment, facilities or service is a paramount consideration and the purchase must be made from a single source;
- (b) Where an item is purchased for testing or trial use;
- (c) Where the Municipality purchases supplies for resale;
- (d) Where the Municipality has a rental contract with a purchase option and such purchase option could be beneficial to the Municipality;
- (e) Notwithstanding anything in this policy, where a purchase is determined by Council to be fair and reasonable and is made from a nonprofit corporation supported by the Municipality may make such a purchase as a single source purchase;
- (f) Where items are offered for sale by tender, auction or negotiation such purchase will be deemed to be a single source purchase and the C.A.O. may authorize the submission of a bid or the conduct of negotiations where the C.A.O. determines the purchase to be clearly in the best interest of Halifax Regional Municipality;
- (g) For matters involving security, police matters, or confidential issues, a purchase may be made in a manner that protects the confidentiality of the contractor or the Municipality. Such purchases may be made as a single source purchase. Purchases of this nature must be approved by the C.A.O. Contracts over the value of \$50,000 must be reported to Council (in camera) when appropriate.

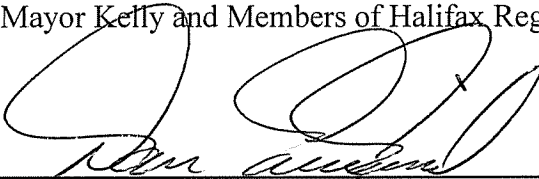


PO Box 1749
Halifax, Nova Scotia
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Halifax Regional Council
August 1, 2006

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



Dan English, Chief Administrative Officer

Wayne Anstey, Deputy Chief Administrative Officer - Operations

DATE: July 7, 2006

SUBJECT: **RFP #05-074, Fare Collection System - Metro Transit**

ORIGIN

The Approved 2006/07 Capital Budget.

RECOMMENDATIONS

It is recommended that Regional Council approve the purchase of up to 225 fareboxes from RFP #05-074 plus necessary hardware from Garival Inc. for a total price of \$2,088,733 including net HST from Capital Account CHD00060, Farebox Replacement, with funding authorized as per the Budget Implications section of this report.

BACKGROUND

Metro Transit proposed in the 2004/05 business plan to replace the fare collection system used in the conventional transit fleet. The existing fare collection system is more than 30 years old and is beyond the end of its useful life. The fareboxes are also no longer manufactured and staff have exhausted all options and possibilities of acquiring units for expansion buses and replacement parts for servicing existing equipment.

A fare collection study was commissioned by Metro Transit and was completed in January 2005 by IBI Consultants. The study recommended a fare collection strategy to be adopted by Metro Transit which consisted of the acquisition of new non-registering fareboxes, transfer printers and smart cards. This strategy meets Metro Transit's objectives of increased ridership, reduced fare evasion and fraud, reduced cash processing, accommodation of multi-fare/premium fare recognition, reduced bus operator / customer fare conflicts and the provision of flexible fare payment options.

DISCUSSION

A request for proposal was issued on May 9, 2005 and closed on June 16, 2005 for the first two phases of the fare collection strategy: non-registering fareboxes and electronic transfer dispensers. At the November 1, 2005 Council Session, Regional Council approved the award of RFP #05-074, Fare Collection System to Garival Inc. and the purchase of 30 new fareboxes with an option to purchase an additional 20 farebox units as required. This report also identified a future commitment required to continue with the farebox replacement for the remainder of the transit fleet as well as acquiring electronic ticket dispensers and smart card technology.

Metro Transit is now in a position to continue with the farebox replacement for the remainder of the transit fleet and is recommending that Council approve the acquisition of up to 225 fareboxes, vault equipment and related hardware.

The following table presents a breakdown of costs and equipment:

Item	Quantity	Unit Cost (not incl. Net HST)	Total Cost (incl. net HST)
"Transview" non-registering farebox not including transfer dispensers	225	\$8,200	\$1,908,265
Receivers (#R00542-0007)	3	\$24,500	\$76,020
Electronic key	2	\$1,950	\$4,034
Installation (fareboxes and receivers)	--	--	\$71,495
Spare equipment	--	--	\$28,919
TOTAL			\$2,088,733

BUDGET IMPLICATIONS

Based on the total price of \$2,088,733 including net HST, funding is available from Capital Account CHD00060, Farebox Replacement. Staff has negotiated a discount of \$275 per farebox through the vendor from the original unit cost in RFP #05-074. The budget availability has been approved by Financial Services.

Budget Summary: Capital Account No. CHD00060, Farebox Replacement

Cumulative Unspent Budget	\$3,601,662
*Less: RFP #05-074	<u>\$2,088,733</u>
Remaining Unspent Budget	\$1,512,929

* The original capital budget for this project was \$1.78M as per the 2005/06 budget. RFP #05-074 resulted in cost estimates of approximately \$3.5 - \$4.0M which led to the additional funding commitment of \$2M in the 2006/07 budget.

The remainder of the budget will be used for the acquisition of transfer issuing machines as for the fare collection strategy.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

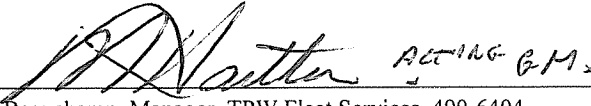
ALTERNATIVES

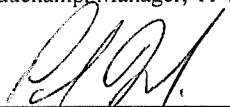
There are no recommended alternatives.

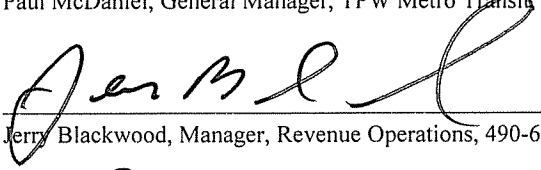
A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Geoff Wright, P.Eng., A/ Manager Transit Planning & Development, TPW Metro Transit , 490-5138

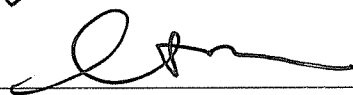
Report Approved by:

 ACTING GM
Paul Beauchamp, Manager, TPW Fleet Services, 490-6404



Paul McDaniel, General Manager, TPW Metro Transit, 490-6608


Jerry Blackwood, Manager, Revenue Operations, 490-6470

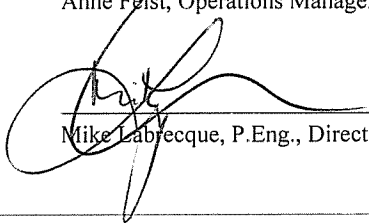
Financial Review by:


Catherine Sanderson, Senior Manager, Financial Services, 490-1562

Procurement Review by:


Anne Feist, Operations Manager Procurement, 490-4200

Report Approved by:


Mike Labrecque, P.Eng., Director, TPW, 490-4855

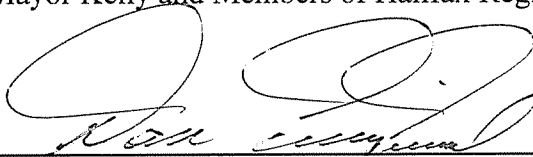


PO Box 1749
Halifax, Nova Scotia
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Halifax Regional Council
January 10th, 2006

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



Dan English, Chief Administrative Officer



Wayne Anstey, Acting Deputy Chief Administrative Officer

DATE: January 10th, 2005

SUBJECT: **RFP # 05-145 Award, Vehicle Tracking & Communications:
Go-Time and Automatic Vehicle Location Components**

ORIGIN

Approved 2004/05 Capital Budget, account No. CHA00160.

RECOMMENDATION

It is recommended that Council authorize the award of the Bus Rapid Transit Go-Time and Automatic Vehicle Location component of Request for Proposal #05-145 Vehicle Tracking and Communications to Aliant, the highest scoring proponent, subject to staff's negotiation and acceptance of contract terms for a total cost of \$1,569,302 including net HST from capital account number CHA00160, Vehicle Tracking & Communications, as outlined in the Budget Implications section of this report.

BACKGROUND

The Vehicle Tracking & Communications initiative includes two core components: 1) Bus Rapid Transit Go-Time and Automatic Vehicle Location (included in this award), and 2) Non-emergency voice radio. The non-emergency voice radio portion of the Vehicle Tracking & Communications initiative was awarded separately from the Bus Rapid Transit Go-Time and Automatic Vehicle Location component.

In April 2005, HRM staff released an Expression of Interest to confirm the availability of viable options for Bus Rapid Transit Go-Time and Automatic Vehicle Location solutions. Based on these results, vendors were identified as proposing potentially viable options. These vendors were then invited to respond to a Request for Proposal that closed on October 21, 2005.

DISCUSSION

It is envisioned that the Bus Rapid Transit Go-Time and Automatic Vehicle Location portions of the Vehicle Tracking and Communications project would utilize the same central processing software, and would be implemented in 2 phases:

Phase 1: Go-Time for Bus Rapid Transit vehicles (including internet-based, telephone-based, and display terminal traveller information systems) and Automatic Vehicle Location for Works, Parks, Access-A-Bus vehicles, Community Projects, Fleet and Recreation Tourism & Culture.

Phase 2: Go-Time for all conventional, fixed-route buses

Phase 1 budget has been approved by Council under Capital Account # CHA00160. Metro Transit intends to identify funds as part of the 06/07 Budget and Business Planning Process to proceed with Phase 2 the Go-Time system replacement. In order to ensure compatibility and to minimize costs, the vendor selected for Phase 1 would be contracted to implement Phase 2.

The existing Go-Time system includes the on-bus data terminals, central fleet management software, and traveller information to 14,000 transit customers each day. This system is approaching the end of its life, availability of maintenance - being once revoked and then re-instated- is uncertain, technology advances would provide increased accuracy of the public departure information, and routes are being extended beyond the coverage of the buses communications systems.

A new Go-time system for Bus Rapid Transit (and in the future for fixed route buses) will provide the following benefits:

- Improved system reliability and maintainability.
- Improved accuracy for traveller information and fixed route fleet management.
- Internet-based, telephone-based, and display terminal traveller information.

- Internet-based trip planning for travellers.
- Improved service to travellers by providing the Corporate Call Centre with direct access to traveller information.
- Improved efficiency of Access-a-Buses services.

The Automatic Vehicle Location project was conceived in an effort to improve tracking, performance management, and liability exposure for Works and Parks service vehicles. By equipping HRM and sub-contractor vehicles with Automatic Vehicle Location capabilities, HRM will derive the following benefits:

- Improved performance management of sub-contracted services e.g. snow removal.
- Fewer property damage liability claims against HRM due to detailed records of locations and vehicle speeds that would be available.
- Improved performance management of HRM service vehicles.
- Greater safety for staff.

Over the past three years, the Business Systems and Control Group, in a number of comprehensive audits, has recommended the adoption of an automatic vehicle tracking system as a means of improving data collection, monitoring and reporting on work capacity and subsequent decision making. For example, in the recently completed General Fleet Operational Review (2005) staff identified a significant need to capture accurate usage records to improve the scheduling of maintenance, equipment acquisition and rationalization of the fleet. During the Comprehensive Review of Snow and Ice Operations (2004) staff identified significant issues in vehicle fueling and usage which could be resolved using an electronic solution. Staff reported that data captured through an AVL system would facilitate the improved design of plowing and salting routes which could result in savings. An analysis conducted during the Snow and Ice Review identified that some areas were over-servicing compared to the service standards established by Council.

Staff's assessment of the submissions received for the Go-Time and Automatic Vehicle Location RFP resulted in the highest score for Aliant. Aliant's submission for the Go-Time and Automatic Vehicle Location component of the RFP for Phase 1 is \$542,207 less expensive than the second highest scoring proponent, Trapeze, and the total capital and operating cost of Aliant's Phase 1 and 2 solutions is estimated to be \$2.6M less than Trapeze's cost when evaluated over a 10-year term.

The total cost for Bus Rapid Transit Go-Time and Automatic Vehicle Location equipment purchased from Aliant shall not exceed \$1,569,302 including net HST. This total may be reduced once the selection of vehicles to be equipped is finalized. Capital funds will be taken from the Vehicle Tracking & Communications account CHA00160 that combines residual funds of the 3-year Trunked Mobile Radio project with the Vehicle Tracking & Communications project.

The following table summarizes the scores in the evaluation table found in the attached appendix.

Evaluations were completed by representatives of Metro Transit - the primary user group, with input from RPAM and Public Works.

Vendor*	Points	Phase 1 Cost (including net HST)
Aliant	77	\$1,569,302
Trapeze	73	\$2,111,509
IBI Group	61	\$3,612,609

* Two other vendors invited to respond to this RFP either did not offer a solution or did not meet the technical requirements.

As identified in the attached evaluation, the proposal from Aliant represents the best overall value to HRM in terms of functionality, maintainability, and cost.

BUDGET IMPLICATIONS

Funding is available in the Approved 2004/05 Capital Budget from Capital account No. CHA00160, Vehicle Tracking and Communication. The availability has been confirmed by Financial Services.

Budget Summary: **Capital Account No. CHA00160 Vehicle Tracking and Communication**
(including net HST)

Cumulative Unspent Budget	\$1,804,589
Less: BRT Go-Time, AVL Purchase (Aliant)	\$1,569,302
Uncommitted Budget*	\$ 235,287

*Remaining budget will be used to purchase computer hardware and accessories separately. \$250,000 in funding has been provided by the Federal Transit Showcase Program.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

1. Parks and Works vehicles are currently unequipped with Automatic Vehicle Location functionality; operations can continue in this manner.
2. The life of the current Go-Time system could be extended with expanded maintenance programs contingent on the manufacturer's re-extension of maintenance contracts. However, Transit was informed by the manufacturer in 2004 the system would no longer be supported. Although the manufacturer ultimately did agree to provide another 1-year maintenance contract, this is not the recommended approach due to the manufacturer's unpredictable commitment to providing support.

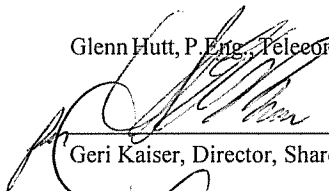
ATTACHMENTS

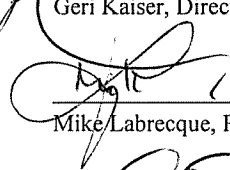
Go-Time & Automatic Vehicle Location System Evaluation

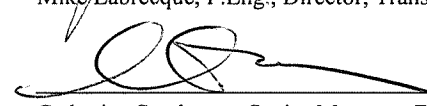
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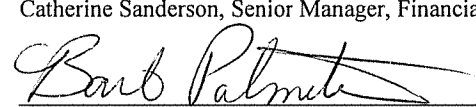
Report Prepared by: Glenn Hutt, P.Eng., Telecommunications Technology Manager, Information Technology 490-6554

Report Approved by:


Geri Kaiser, Director, Shared Services 490-4630


Mike Labrecque, P.Eng., Director, Transportation & Public Works 490-4855


Catherine Sanderson, Senior Manager, Financial Services 490-1562


Barb Palmeter, Financial Consultant, Finance 490-7221

RFP # 05-145

GO-TIME AND AUTOMATIC VEHICLE LOCATION SYSTEM EVALUATION

CATEGORY	WEIGHT	ALIAINT	TRAPEZE	IBI GROUP
SYSTEM DESIGN, FUNCTIONALITY	20	15.7	16.7	13.3
DEMONSTRATED USE OF PROPOSED PRODUCT	20	10.0	13.3	14.6
COST**	20	20	11.5	6.2
DEMONSTRATED EXPERIENCE	15	10.6	13.2	12.4
SUPPORT	10	9.0	7.4	4.5
COMPLETENESS OF PROPOSAL	5	4.4	3.9	3.8
	90*	70	66	55
	100*	77	73	61

* Note that scores for individual categories are calculated out of 90 and then prorated to 100 for comparison

** Points for cost are awarded based on the 10-year total capital and operating costs of Phase 1 and 2.