

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



STAFF REPORT

MEETING DATE: 6/28/2023

Staff Report No. 23-297

TO: AC Transit Board of Directors
FROM: Michael A. Hursh, General Manager/Chief Executive Officer
SUBJECT: Driver Protective Barriers

ACTION ITEM

AGENDA PLANNING REQUEST:

RECOMMENDED ACTION(S):

Consider authorizing the General Manager to execute a contract with Gillig LLC of Livermore, California, to purchase Driver Protective Barriers.

Staff Contact:
Salvador Llamas, Chief Operating Officer

STRATEGIC IMPORTANCE:

Goal - Safe and Secure Operations
Initiative - Service Quality

Improving the safety and security of bus operators is paramount. The installation of a permanent and robust driver protective barrier will significantly enhance the safety and security of the operator's compartment in every bus.

BUDGETARY/FISCAL IMPACT:

The proposed contract cost is \$1,864,030.42 and is funded primarily by District capital funding with some federal and state grants.

CONTRACT AWARD SUMMARY:

Vendor Outreach Summary:	
No. DBE/SBEs:	0
No. Registered Vendors:	7 (Posted publicly on the District's website)
Contract Summary:	
# Proposals/Bids Received:	2
Award Type:	Lowest Apparent Bid
Independent Cost Estimate Range:	\$1.7M-\$1.9M

Recommended for Award:	Gillig LLC
Small Business Type:	Not Applicable*
DBE/SBE Utilization %:**	N/A

* Neither SBE, nor DBE

** The District sets Small Business Enterprise (SBE) goals on contracting opportunities. The Federal Transit Administration (FTA) may authorize a Disadvantaged Business Enterprise (DBE) goal; however, SBE goals may result in DBE awards and utilization.

Levine Act Disclosure

California Government Code § 84308, commonly referred to as the “Levine Act,” precludes an Officer of a local government agency from participating in the award of a contract if he or she receives any political contributions totaling more than \$250 in the 12 months preceding the pendency of the contract award, and for three months following the final decision, from the person or company awarded the contract. This prohibition applies to contributions to the Officer, or received by the Officer on behalf of any other Officer, or on behalf of any candidate for office or on behalf of any committee. The Levine Act also requires disclosure of such contributions by a party to be awarded a specified contract.

BACKGROUND/RATIONALE:

Safety and security of bus operators is a priority and focus for the District’s Operations Safety Task Force. In August 2019, a pilot program was implemented by the District’s Safety Committee, comprised of members of the Safety Department, ATU Local 192, and the Operations Department. The team evaluated Driver Protective Barriers (DPB) and at the conclusion of the in-service testing and review period, the AROW Global Model (MV308) Driver Protection System (DPS) was selected.

The AROW Global DPS is constructed of a stainless-steel door with a two-piece sliding tempered glass system. Additionally, the sliding glass system can provide operators with an unobstructed space to interact with customers, should that be desired. The base of the door extends to the floor of the operator’s platform providing adequate lower coverage. The barrier is Americans with Disabilities Act (ADA) compliant as it does not interfere with the boarding of mobility devices.

Since 2020, all new bus procurements have included the DPS and this project will allow for the retrofit of the District’s remaining fleet.

Per Board Policy 465 - Procurement Policy, an invitation to bid was posted on February 27, 2023, and two firms downloaded the solicitation. The District received two responsive bids by the close date April 21, 2023, both bids were within 10% of the independent cost estimate. Gillig LLC of Livermore California was selected as the lowest successful bidder.

ADVANTAGES/DISADVANTAGES:

The advantage of this procurement is that it will improve the timeline to deliver and install this critical piece of safety equipment for existing revenue fleet.

The staff has not identified any disadvantages to awarding this contract

ALTERNATIVES ANALYSIS:

Staff analyzed two scenarios to purchase these units between new bus procurements and budgeted installations. One of the scenarios installed about 100 barriers per year and would complete the project in about a 5-year time span. The second scenario would budget approximately \$140,000 per year and install about 28 units per year and would complete the project in 8 years.

PRIOR RELEVANT BOARD ACTION/POLICIES:

Board Policy 465- Procurement Policy
Staff Report 21-398- Solicitation for Driver Protective Barriers

ATTACHMENTS:

None.

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