

# ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



## STAFF REPORT

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**MEETING DATE:** 9/25/2019

**Staff Report No. 19-315**

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**TO:** AC Transit Board of Directors  
**FROM:** Michael A. Hursh, General Manager  
**SUBJECT:** Bus Rapid Transit Rub Rail Procurement

### ACTION ITEM

#### RECOMMENDED ACTION(S):

Consider authorizing the General Manager to execute an agreement with Laird Plastics for polyurethane rub rails for the Bus Rapid Transit (BRT) station platforms.

#### BUDGETARY/FISCAL IMPACT:

The planned purchase is for approximately \$360,000 and the funding is included in the current BRT project budget.

#### BACKGROUND/RATIONALE:

BRT station platforms are raised to facilitate level boarding. The platform design includes a concave curb to facilitate buses to dock closely to the platform and deploy bridge plates to comply with Americans with Disabilities Act (ADA) gap requirements. During the operator training on the mock station platform at the Hayward training center, it was observed that the wheel lug nuts protrude out of the body of the bus increasing the chances of contact between the bus and platform. In addition, it was observed that the bridge plate deployment may become problematic during operations. Staff installed a sample rubrail on the training platform at the Hayward training yard and fitted a BRT bus with carey fingers and received a positive response from the training department. Rubrails and carey fingers together will facilitate docking close to the platforms and maintain a ADA compliant gap. Staff purchased a batch of 11 rub rails that will be installed on 7 platforms in San Leandro and one platform in Oakland to start the operator training.

To open the BRT service in December, AC Transit must purchase the remaining 64 rub rails (including 7 spares) and receive them by November 15<sup>th</sup> for installation. There is a limited number of companies that can make this design with the material required and deliver them by the date requested. Through a competitive solicitation, the District received three bids. One of the three bids was not able to meet the delivery timeline. Laird Plastics was lowest responsive and responsible bidder of the two remaining bidders.

#### ADVANTAGES/DISADVANTAGES:

The advantages associated with this procurement are compliance with the ADA gap requirement, driver safety, station protection and level boarding using bridge plates or carey fingers.

There are no disadvantages identified.

**ALTERNATIVES ANALYSIS:**

As an alternative, staff could engage the BRT engineer of record to redesign the station platforms to conform to the BRT buses and to passenger boarding requirements. This would significantly delay the project and create unnecessary costs.

**PRIOR RELEVANT BOARD ACTION/POLICIES:**

Board Policy 465 - Procurement Policy

**ATTACHMENTS:**

None

**Approved/Reviewed by:**

Ramakrishna Pochiraju, Executive Director of Planning & Engineering

Salvador Llamas, Chief Operating Officer

David Wilkins, Director of Bus Rapid Transit

Gene Clark, Director of Procurement and Materials

Claudia L. Allen, Chief Financial Officer

Chris Andrichak, Director of Management and Budget

Denise C. Standridge, General Counsel

**Prepared by:**

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