



Authorize Request for Qualifications for Transit Asset Management Software-as-a-Service

Consent

Prepared by: Michael Rosson

Attachments: No

Approved by: James Corless

Referring Committee: Transportation

1. Issue:

Staff is seeking authorization to release a Request for Qualifications (RFQ) for firm to provide services for a Transit Asset Management (TAM) Software for transit asset maintenance and support system

2. Recommendation:

The Transportation Committee unanimously recommends that the Board of Directors: (1) authorize the release of an RFQ for a firm to provide services for a TAM software for up to \$55,000 annually; and (2) delegate authority to the Executive Director to negotiate and execute a contract with the selected firm.

3. Background/Analysis:

To comply with provisions of federal MAP-21 legislation, the Federal Transit Administration (FTA) published a final rule in July 2016, requiring transit agencies to develop a Transit Asset Management (TAM) plan. FTA defines transit asset management as “the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation.” per the federal rule, TAM plans must include an inventory of agency assets, including vehicles, facilities and other capital assets; an assessment of the condition of those inventoried assets; and a prioritized list of investments to improve a “state of good repair.” Transit operators are also required to set performance targets for their capital assets and report these targets and information on the condition of their capital assets to the National Transit Database.

In 2022, the Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act (IIJA)) incorporates FTA’s TAM program without change. However, the law requires the consideration of TAM plan elements in two other FTA programs: (1) Fixed Guideway Capital Investment Grants (Section 5309): Adds a requirement for the Secretary to determine that a project sponsor has made progress toward meeting the transit asset management performance targets required by 49 U.S.C. 5326(c)(2); (2) State of Good Repair Grants (Section 5337): Adds a requirement for the Secretary to consider whether an applicant has identified rail vehicle replacements as a priority in the recipient’s TAM.

SACOG and the transit operators have undertaken significant efforts to inventory transit and rail capital assets and evaluate the region's transit system state of repair. SACOG views the MAP-21 requirements as an opportunity to continue to refine and expand TAM efforts in the region.

4. Discussion/Analysis:

On April 11, 2018, SACOG issued a Request for Proposals (RFP) for consulting assistance on the TAM software. On July 1, 2018, SACOG entered into an agreement with ThingTech for the TAM Software-as-a-Service (SaaS) platform. On November 18, 2021, SACOG extended the agreement with ThingTech for the TAM software for two years. The two-year extension will end on June 30, 2023. The contract agreement focused on developing asset inventory collection methods, standardization of asset classes, rehab and replacement lifecycles, and anticipated costs for the regional transit operators.

The TAM SaaS will enable the transit operators to maintain an inventory of their transit assets and condition, manage assets' life cycle, and plan and prioritize their investments to maintain a 'state of good repair'. SACOG will provide ongoing support and assistance for both Tier I and Tier II providers across the region to maintain an updated version of their TAM plans, coordinate transit capital investment planning, and report to the National Transit Database on their TAM plans and progress. The TAM software will assist the transit operators in the SACOG region to comply with the TAM plan requirements and improve the region's TAM practices. The SaaS platform will continue to provide the technical abilities for the Tier I and Tier II transit operators to complete their TAM plans and meet the TAM NTD reporting requirements. The Tier I and Tier II transit operators will be able to easily identify vehicle replacement need patterns and approaches to address spikes in replacements needs, capabilities to update their TAM targets which will provide performance measures and financial investments for SACOG's MTIP and MTP/SCS plans and local, state & federal funding programs. The TAM software will continue to be regional in scope and assists all six counties (El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba) and 22 cities in the SACOG region. To ensure that asset information is available for all transit operators, the TAM SaaS will need to provide perimeters that will enable Paratransit, Inc. data to be exported and transferred easily into the regional software platform.

SACOG plans to release an RFQ to procure a firm to provide the services. If approved, an RFQ would be released with the goal of contracting with a firm to be effective July 2023. A selection committee will review the qualifications and make a recommendation for which firm to hire. The final scope of work and contract will be negotiated as an agreement between the selected firm and SACOG as the contract administrator, with input from SACOG regional transit agencies and community-based agencies.

5. Fiscal Impact/Grant Information:

As agreed with the Transit Coordinating Committee, this effort will be funded through FTA 5307 formula funds and is not to exceed \$55,000 annually. The amount will be programmed in SACOG's Overall Work Program. SACOG will be the holder of the software license on behalf of the SACOG regional transit agencies.

6. This staff report aligns with the following SACOG Work Plan Objectives:

Goal 1 : Advance Economic Prosperity

Objective 1: Invest in and protect the transportation infrastructure needed to implement the region's economic prosperity plan.

Goal 2 : Connected Communities

Objective 1: Develop more sustainable sources of future transportation funding while winning new competitive state and federal transportation grants.

Objective 2: Support innovative mobility options that develop equitable, accessible transportation options for all residents.

Objective 3: Prioritize cost-effective transportation investments that enhance mobility while improving

safety, air quality, and the condition of transportation infrastructure and assets.