



Date of Memo: December 06, 2022
Current Meeting: December 08, 2022
Board Meeting: December 15, 2022

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Chief Operating Officer Aaron Vogel
SUBJECT: Consideration and approval of Sole Source Contract with Avail Technologies, Inc.

ACTION ITEM A – 3

RECOMMENDATION:

In a manner consistent with IPTC contract award standards, staff request that the Board authorize the President/CEO to enter into a sole source contract agreement with Avail Technologies, Inc. This agreement will be for the setup, customization, and enhancement of the current Avail system for an amount not to exceed \$1,200,000.

BACKGROUND:

IPTC has utilized Avail technology since 2019, when Red Line Bus Rapid Transit (BRT) started in revenue service. Their platform is the main Computer-Aided Dispatch / Automatic Vehicle Location (CAD/AVL) connection between radio room and operators out in the field. It includes modules for daily operations such as Incident Management, Vehicle Information, AVL, Data and Audio Communications, and Customer-facing Messaging.

DISCUSSION:

To facilitate workflow efficiencies, customizations and enhancements are desired. This sole source strategy is to improve the CAD/AVL functionality that was not specified or asked for in 2018 during original procurement process. Operations has since detailed out some desired enhancements after operating with it, and the BRT Red Line that can be addressed with an Avail customization. Additionally, this sole source is an attempt to make improvements with the current CAD/AVL to support keeping it through the opening of the Purple Line and avoid the 2023 \$8 million capital project to replace the entire Intelligent Transportation System (ITS).

Some of the scope customization and enhancements requested are as follows:

- Radio frequency (RF) based fully automated Yard Management solution to track buses within the IPTC garage areas within centimeters of accuracy
- Wayside real time sign pilot
- Auto communication to staff distribution lists when an event or incident report is updated
- Better real time, estimated time of arrivals and on-time performance(OTP) capabilities for operators
- Individual route ladder views for line performance by bus and timepoint
- Detour and OTP audible announcement capability for operators
- Modification in the store-it-forward communication to operators
- BRT bi-directional lane entrance prioritization
- Move to a cloud based hosted solution
- Required power, connections, and storage cabinets for yard management setup

ALTERNATIVES:

The Board could choose not to award this contract. If this alternative is selected, the implications of this decision are as follows:

- Existing processes for Incident alerts would be maintained, with duplication for sending updates to existing/previous alerts.
- BRT single lane scenario would remain unchanged with buses sharing the bi-directional lane going head on at each other.
- IPTC may have to purchase separate add-on/stand-alone software or modules that could require more employee interaction to manage and potentially cost more to purchase.
- Could require replacement of the entire Intelligent Transportation System (ITS).

FISCAL IMPACT:

The funding source for this procurement will come from the proceeds of the 2021 approved bond issue.

DBE/XBE DECLARATION:

There is no DBE goal associated with this contract award.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Service Committee on December 08, 2022.