



INFORMATION ITEM

To authorize the President and CEO to execute an emergency procurement and enter into a contract with TransitGUARD, Inc., for 250 Operator safety barriers.

STAFF REPRESENTATIVE

Kenneth A. McDonald, President/CEO, Long Beach Transit

BACKGROUND

Long Beach Transit (LBT) remains committed to ensuring the health, well-being, and safety of its Operators and the riding public. Equally important is the continuance of social distancing and protective spacing.

Therefore, staff is recommending to execute an emergency procurement for Operator barriers. An Operator barrier-type device separates customers and Operators alike for their mutual protection. A barrier would serve as formidable protection from the transfer of potentially contagious droplets while offering an additional layer of protection for everyone on the bus, including the Operator.

LBT assembled a Cross-Departmental Matrix Team (CDMT) to assess the type, material, fit and form, design options, pricing, and availability of operator barriers. The CDMT consisted of representatives from the following department: Maintenance and Infrastructure, Transit Service Delivery and Planning, Organizational Development and Administration (specifically Environmental Health and Safety, as well as Training), and Finance and Budget (Government Relations and Purchasing).

The focus of the CDMT was to present optimal solutions and recommendations to LBT's Executive Leadership Team (ELT) for a potential path forward. Most important was obtaining input and feedback from the agency's Operators, frontline Maintenance employees, and other relevant departments such as Training and Safety.

LBT conducted Operator surveys in three stages throughout the planning and testing phases of the assessment. The first Operator survey took place prior to having Operator barriers installed (pre-barrier) and during two different operator barrier pilot testing sessions (Phase I and Phase II).

With approval from the ELT, and a favorable 88% Operator response rate from the pre-barrier survey, the CDMT proceeded to test barrier devices from Gillig Parts Group, Inc. (Gillig), and TransitGUARD, Inc. (TransitGUARD). All barrier options tested were made of plexi-glass material. Four buses were selected for a two-week Phase I test. Specifically, one Gillig latching barrier, one TransitGUARD latching barrier, and two TransitGUARD non-latching barriers.



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Aside from overwhelming acceptance of the device, there were two specific concerns or issues presented by operators which were occasional glare at varying times of the day and night, and the feeling of being constricted when the barrier was closed.

Gillig confirmed there was no option presently available to address the glare or feeling of being constricted. TransitGUARD was able to provide solutions for both concerns.

The TransitGUARD barrier has the capability of operating in the closed and the open position. The closed position seals off the Operators' seated cockpit area during customer onboarding and off-boarding through the front door. After customers have boarded, the Operator may then move the barrier into the open position that seals off the customer seating area from the cockpit, and begin driving to the next stop. In this open position, because the barrier is now sealing off the area behind the Operator, the Operators' initial concerns of a glare and constriction are resolved.

Based on feedback presented from TransitGUARD and Gillig, the CDMT recommended to conduct a Phase II test with the TransitGUARD barrier only. The Phase II test allowed the Operators to test the TransitGUARD barrier in the open and closed positions. The ELT authorized the Phase II test for two additional weeks. The concerns of glare and feeling constricted were resolved by giving Operators this option.

PROCUREMENT

Due to the emergency nature of this project and to ensure the health, well-being and safety of our employees and the riding public, LBT recommends to proceed with an emergency procurement for the purchase and installation of 250 operator safety barriers. LBT Purchasing department conducted a price analysis and established that the prices offered by TransitGUARD, are fair and reasonable.

With the recent surge in COVID-19 cases in LA County, LBT did not feel it feasible to go through a formal Request for Proposal (RFP) process as that would delay the overall outcome and LBT's ability to move forward with a product expeditiously. The actions leading up to this request included assembling a diverse internal team (CDMT), conducting in-depth vendor interviews and product demonstrations, conducting various operator surveys and completing a two-phase pilot test. These actions are believed to be done in good faith with the goal of finding an effective protection solution.

TransitGUARD, located in Pagosa Springs, Colorado, was found to be responsive and compliant during the assessment process. TransitGUARD offers a cost-effective solution that will allow full implementation by April 2021, if approved, at a total cost of \$630,200 for the purchase, shipping and installation of 250 operator barrier devices.



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DBE/SBE PARTICIPATION

No DBE/SBE goal was set for this emergency procurement. The emergency nature of this contract is a response to public health, safety and welfare.

ALTERNATIVES CONSIDERED

LBT considered seven operator barrier options from four different vendors.

1. One barrier option from Sardo Bus and Coach, Inc.
2. Two barrier options from TransitGUARD
3. Three barrier options from Gillig
4. One barrier option from New Flyer, Inc.

All barriers were assessed based on type, material, fit and form, design options, pricing and availability. Three barriers were eliminated from consideration due to price and availability and one barrier was eliminated due to poor design. The Gillig Operator barrier was eliminated after Phase I pilot testing due to safety concerns and the inability for the manufacturer to provide a mitigation to the glare concern from Operators. This resulted in the selection of the TransitGUARD Operator barrier.

BUDGETARY/FISCAL IMPACT

The total expenditure for the purchase and installation of 250 TransitGUARD operator barriers is not to exceed \$630,200. While this emergency procurement was not included in the Fiscal Year 2021 Operating Budget, it will be covered by the agency's operating funds.

STAFF RECOMMENDATION

Staff is requesting LBT's Board of Directors to authorize the President and CEO to execute an emergency procurement and enter into a contract with TransitGUARD, Inc., for 250 Operator safety barriers for a total authorization amount not to exceed \$630,200.

A blue ink signature of Kenneth A. McDonald, written in a cursive style.

Kenneth A. McDonald
President and Chief Executive Officer