

Item 8

**Consideration to Approve Purchase Authorization for
ADA Paratransit Vehicles**

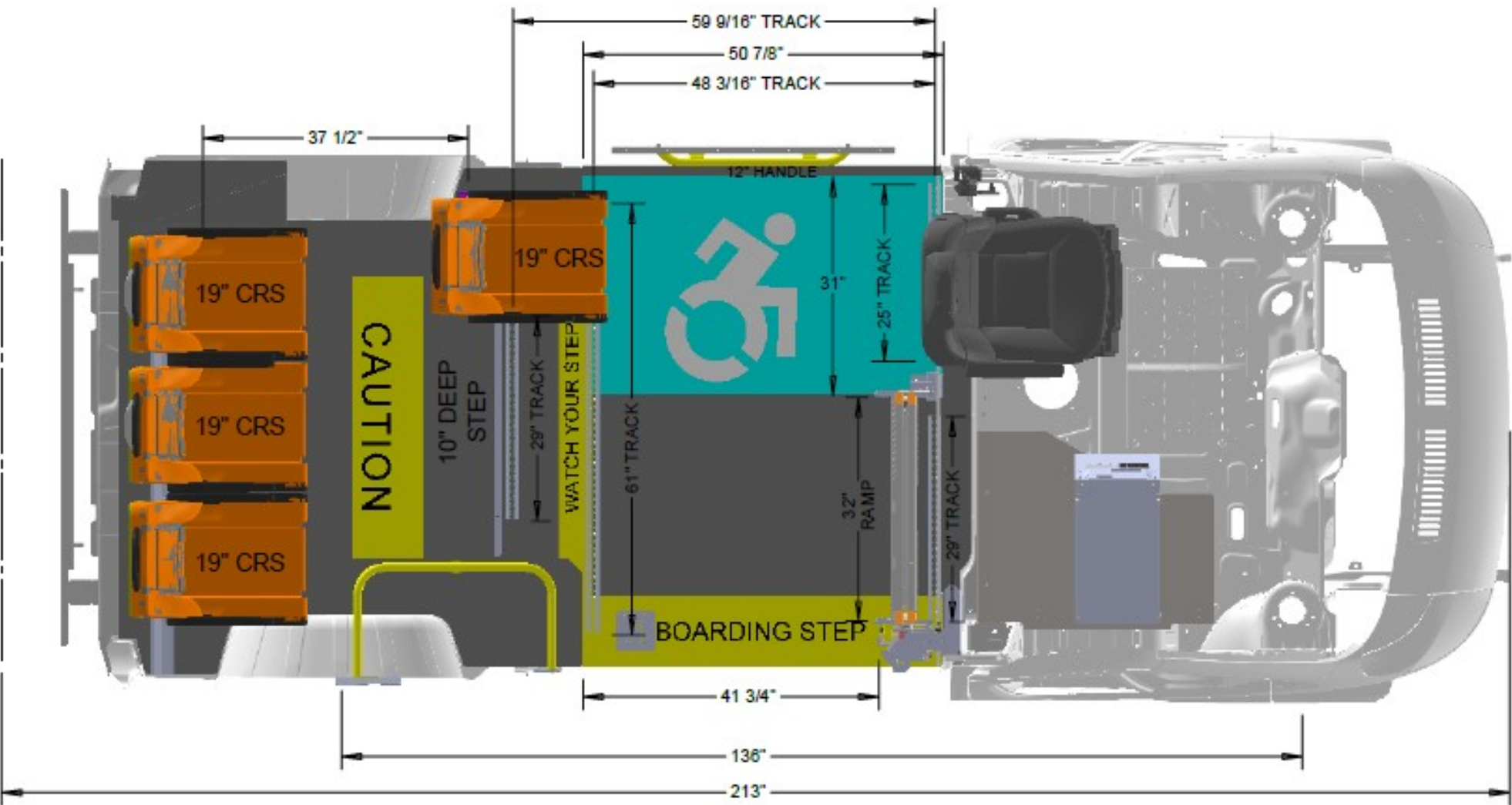


Background

- Replaced the Dodge Caravan and MV-1, the former of which was last available to purchase in 2019
- The Ram ProMaster 136 now comprises 47% of the Access-provided fleet – 430 vehicles as of July 1, 2025
- ProMaster deliveries by model year:
 - 2022 – 12
 - 2023 – 233
 - 2024 – 140
 - 2025 - 45

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Ram ProMaster 136 Floorplan



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Ram ProMaster 136



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Ram ProMaster 136 Pros and Cons

Pros

- Ramp instead of lift
- Higher roof line
- No passenger seating next to driver
- Heavy duty chassis
- Grab bars to assist riders

Cons

- Steps in rear
- Mobility devices sit lower reducing visibility to the outside
- Limited storage capacity for rider belongings
- Room for only one wheelchair or scooter
- Single middle seat is not comfortable for some riders

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Early Vehicle Modifications

- Vehicle design was based on the larger 2019 Ram ProMaster 159 of which Access purchased 21. Much learned through rider and driver feedback
- Single 10-inch step in rear replaced by two steps each 5 inches high
- Original ramp replaced to improve rider experience
- Early on it was determined that the 136 would transport a single wheelchair or scooter due to limited space for device maneuverability and driver securing the device
- Street side grab bar added
- Initial design had 4 seats in rear; changed to 3 wider seats to give riders more space

Recent Vehicle Modifications

- Middle seat grab handle added
- Middle seat lowered and moved forward to improve access
- Lashing strap procured to allow walkers and packages to be secured
- Procured new interior convex mirror to improve driver view of rider in mobility device
- Redesigned rear air conditioning to improve airflow

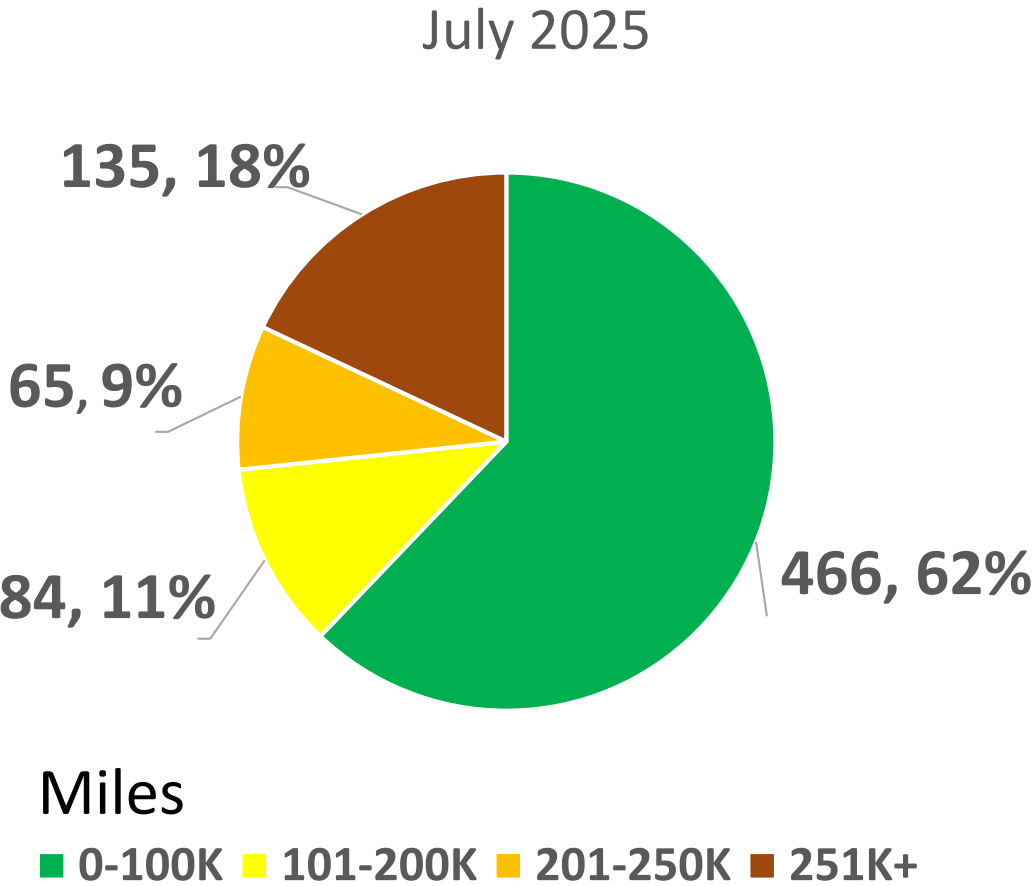
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Vehicle Modifications Being Reviewed

- Additional rider storage area being evaluated
- Lowering of the street side window (to improve rider view) being investigated
- Additional grab bar locations being reviewed
- Middle seat redesign being engineered (to improve circulation within vehicle)
- Full low floor design on hold due to uncertainty in automotive industry

Fleet Status

- As of July 2025, eighteen percent (18%) of the fleet exceeds mileage of 250,000
- Thirty-seven percent (37%) of the fleet have operated beyond four years
- Access has replaced 447 vehicles with Ram ProMasters and Turtle Top Cutaways since FY24



Procurement

- The first round of orders will be issued in mid-August
- \$25,488,600 will be utilized to purchase up to 180 Ram ProMasters and Turtle Top Cutaways
- Purchase will be made utilizing existing CalAct cooperative agreement prices
- Access will leverage the existing prices to maximize the number of vehicles replaced in FY26
- Advanced Driver- Assistance System (ADAS) technology now available across both Stellantis and Ford chassis as standard equipment
- Vehicles will be pre-wired for ramp or lift view cameras during conversion
- All safety improvements from previous years to be included in ProMaster order

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Procurement

- The second round of orders will take place in the spring of calendar year 2026. Staff would purchase up to 80 vehicles
- \$11,619,880 has been approved for the FY26 budget but is not yet available.
- Staff will exercise purchasing authority on a second round of vehicle procurements once 5310 funding has been approved, appropriated, and purchase authority granted
- May take place on new CalAct purchasing agreement

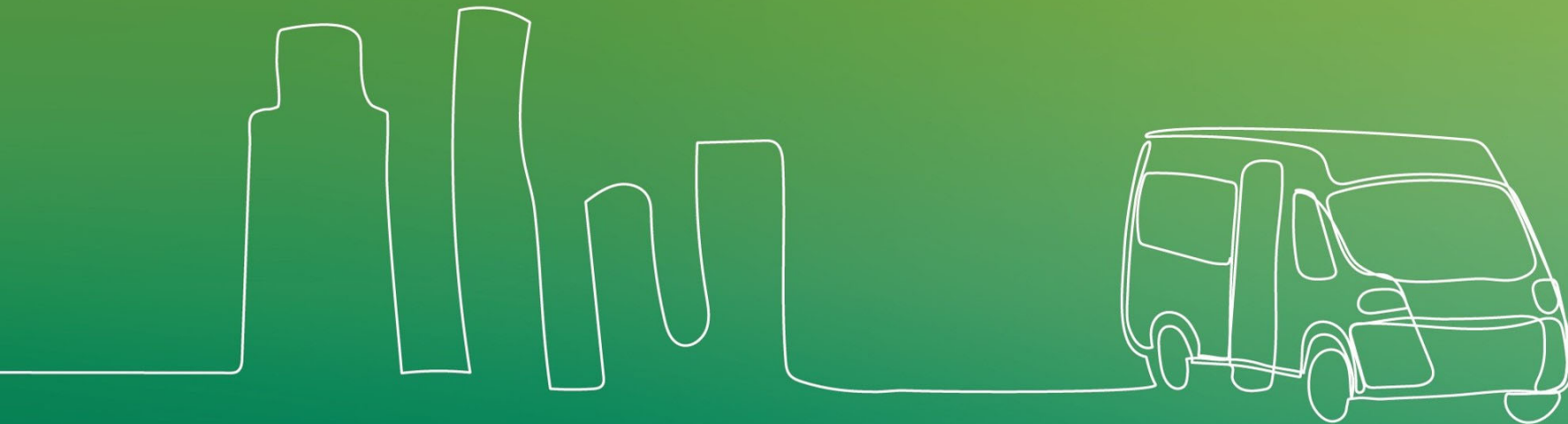
Recommendation

Authorize staff to purchase up to 260 ADA paratransit vehicles through the CalACT/MBTA Purchasing Cooperative in an amount not to exceed \$37,108,480.

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Item 9

Consideration to Approve Contract for On-Board Vehicle Camera Recording System and Services



Background

- Access initially procured vehicle-based video recording system in 2010
- Several system upgrades have been made since the initial system was deployed
- Current contract with SmartDrive dates back to 2015
- Current system is outdated
- Video camera industry has seen tremendous changes in recent years

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Background

- Vehicle-based video recording systems are powerful tools to enhance safety, limit risk exposure, and investigate a wide variety of issues
- System also records audio, gives selected feedback instantly to drivers, and provides long term storage of video to use in investigations, insurance claims and to defend the agency in legal settings
- Provides our contractors with state-of-the art coaching of drivers, to correct undesired behavior and reinforce safe driving skills
- Provides backbone of Access' driver safety incentive program

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Samsara Background

- More than 1.3 million vehicle-based camera systems deployed in transit, trucking, government, and utility fleets across the United States
- Current customers include New Jersey Transit, Utah Transit, DHL, City of Sacramento, Southern California Edison, and Home Depot
- Samsara, based in San Francisco, CA, is listed on the NYSE as IOT and was named in Fortune Magazine's 2024 Change the World list
- Early adopters of artificial intelligence (AI) to detect driving behaviors
- System is available through the General Service Administration (GSA) pricing schedule allowing government agencies the opportunity to fast-track the procurement process

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Camera System Details

- Windshield-mounted camera with external and internal facing lenses
- Third camera mounted inside vehicle to view loading ramp/lift
- Vehicle gateway operates as “the brain” of the unit and connects to vehicle diagnostics
- Cellular connection between vehicle gateway and web portal provides almost instantaneous access to video
- Safety event review provides human review of video clips, which may become less necessary over time due to AI categorization of video
- A 90-day pilot project was completed to test the system on 10 vehicles in the Southern region

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Contract Terms

- Subscription-based business model
- Five (5) year contract term will ensure consistent pricing
 - Three (3) option years will be available
- Perpetual warranty while Access remains a customer
- Complimentary hardware upgrades if new technologies covered under purchased licenses are developed
- Training, local customer support, and software integrations come at no additional cost

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Pricing Structure

- Samsara offers many products in their online dashboard
 - Most items are included in the base package, but other desirable items come at additional monthly cost
- Access will purchase licenses for each of the required components of the safety program
- Samsara is offering their services at a flat monthly price that is lower than the aggregate price of all items offered on the GSA Federal Supply Service Price List for Samsara Products
- There is a one-time cost associated with the ramp or lift view camera including hardware and installation
- Annual cost of \$728,700 for 1,090 Access-owned and Contractor-dedicated vehicles

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Recommendation

Authorize staff to execute Contract No. AS-4184, beginning in August 2025, for the installation, maintenance, and operation of a turnkey fleet camera recording and telematics solution for a base term of five (5) years with Samsara, Inc. (“Samsara”) in an amount not to exceed \$4,190,025.

Item 10

Operations Update



Statistics

	June 2024	June 2025	% Change
Vehicle Trips Completed	287,239	318,305	+11%
Passenger Trips Completed	356,520	391,479	+10%
Reservation Calls Answered	195,915	212,960	+9%
ETA Calls Answered	62,288	62,501	+0%
Online Reservations	44,399	57,667	+30%

Performance Report Card

Key Performance Indicator	Standard	June 2025	FY25
On Time Performance	≥ 91%	94.9%	92.8%
Excessively Late Trips	≤ 0.10%	0.00%	0.02%
Excessively Long Trips	≤ 5%	2.0%	3.2%
Missed Trips	≤ 0.75%	0.21%	0.29%
Denials	≤ 0	0	2
Access to Work On Time Performance	≥ 94%	96.4%	96.2%
Average Hold Time in Seconds (Reservations)	≤ 120	57	56
Calls On Hold > 5 Min (Reservations)	≤ 5%	3.1%	3.0%
Calls On Hold > 5 Min (ETAs)	≤ 10%	2.4%	2.9%
Calls On Hold > 5 Min (Cancellations)	≤ 10%	2.6%	2.9%
Complaints Per 1,000 Trips	≤ 4.0	1.5	1.9
Preventable Incidents per 100,000 Miles	≤ 0.25	0.11	0.22
Preventable Collisions per 100,000 Miles	≤ 0.75	0.69	0.80
Miles Between Road Calls	≥ 25,000	56,450	50,535



Green is good, yellow is cautiously optimistic, red is not meeting standard

Shared Ride Statistics

Month/Year	Shared Ride Trips	Non Shared Ride Trips
June 2023	68%	32%
June 2024	67%	33%
June 2025	66%	34%

Region	Shared Ride Percentage – June 2025
Eastern	68%
Southern	71%
West Central	70%
Santa Clarita	43%
Northern	51%
Antelope Valley	59%

Contractor Software Update

- Santa Clarita is switching from Trapeze to Spare on September 1st
 - > Spare was founded in 2015, is based in Vancouver, BC and is being used in Austin, St. Petersburg, and Dallas; to be implemented in Boston on August 30th
 - > Spare uses AI and other backend tools to reduce staff workload and continuously look for trip optimization opportunities
 - > Spare will immediately integrate into web booking and WMR platforms
- Southern Region uses 5M and recently deployed incremental batch routing
 - > Partially automates the dispatching process to improve productivity
 - > Quickly processes cancelled trips and looks for opportunities to get late drivers back on schedule
 - > Expected to reduce excessively long trips