

Date: October 22, 2014

To: Board of Directors

From: Neil McFarlane

Subject: **RESOLUTION 14-10-50 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A MODIFICATION TO THE CONTRACT WITH ARINC INCORPORATED FOR CENTRAL CONTROL SYSTEM SOFTWARE UPGRADES FOR THE PORTLAND-MILWAUKIE LIGHT RAIL PROJECT**

1. Purpose of Item

The purpose of this item is to request that the TriMet Board of Directors (“Board”) authorize the General Manager to execute a modification to the contract with Arinc Incorporated (“Arinc”) for Central Control System Software Upgrades for the Portland-Milwaukie Light Rail Project (“Project”).

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other _____

3. Reason for Board Action

Board authorization is required because the proposed modification increases the contract amount beyond the amount previously authorized by the Board.

4. Type of Action:

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

TriMet uses Central Control System software for a number of purposes. It enables Rail Controllers to observe the locations and characteristics of light rail vehicles (“LRVs”), manage the traction power system, interact with the signal system, control tunnel emergency ventilation, and manage rail operator staffing and communications. In 2002, as a part of the Interstate MAX Light Rail Project, TriMet entered into a contract with Arinc to provide software and hardware for the Central Control System. The system installed by Arinc serves all light rail lines.

The existing Central Control System software has reached the end of its useful life. The underlying operating systems will soon be at the point where they are no longer supported by their vendors, and the existing Central Control software will not function correctly with newer operating systems. As a result, at its June 2013 meeting, the Board approved Resolution 13-06-45, authorizing award of a contract with Arinc to upgrade the existing rail Central Control System to a modern system which will support all light rail lines, including the new Portland-Milwaukie line. That Resolution authorized a contract amount of up to \$1,376,519.

In addition to the work originally contemplated under the contract, TriMet has determined that the tracking of LRVs needs to be improved due to the increased number of LRVs which will be moving through downtown Portland as a result of the added Project vehicles. A cost effective means to improve tracking is to add a GPS feature to the software being provided by Arinc. TriMet will receive a number of advantages from implementing this change, including improved location information accuracy for rail controllers and improved response in the event of emergencies and maintenance issues. Also, GPS tracking will provide redundancy to the existing tracking systems, improving reliability. These issues increase in importance as more trains populate the system.

This Resolution would authorize TriMet to increase the contract amount by \$125,000 to add the GPS feature to the software. The work will be funded by the Project, and the modification amount is within the Project budget for this work.

6. Procurement Process

TriMet requested a proposal from Arinc to add the GPS feature to their software, which was received on October 9, 2014. The amount of the Arinc proposal is approximately \$125,000. This proposal is within 17 percent of TriMet's independent cost estimate of \$107,000, and is deemed fair and reasonable.

6. DBE

This work is software development and is proprietary to Arinc. As a result, all work will be self-performed. Arinc had planned to subcontract with a DBE surveying firm for work to support the GPS software feature. However, after consultation with TriMet's Information Technology division, staff determined that TriMet already had the survey information needed by Arinc and therefore no subcontracting opportunity was available

7. Financial/Budget Impact

The amount of the modification will be \$125,000, which is included within the Portland-Milwaukie Light Rail Project budget for FY 2014-16.

8. Impact if Not Approved

If the Board elects not to approve this Resolution, TriMet could decide not to implement a GPS feature for its LRV fleet. In this case, it would continue to use the existing, less precise, location tracking system.

RESOLUTION 14-10-50

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A MODIFICATION TO THE CONTRACT WITH ARINC INCORPORATED FOR CENTRAL CONTROL SYSTEM SOFTWARE UPGRADES FOR THE PORTLAND-MILWAUKIE LIGHT RAIL PROJECT

WHEREAS, TriMet has authority under ORS 267.200 to enter into a modification to the contract with Arinc Incorporated for Central Control System software upgrades (“Modification”); and

WHEREAS, the total amount of the Modification will exceed the amount originally authorized by the Board; and

WHEREAS, the TriMet Board of Directors (“Board”), by Resolution dated November 25, 2009, adopted a Statement of Policies requiring the Board to approve goods and services contracts obligating TriMet to pay in excess of \$500,000;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Modification shall be in conformance with applicable laws.
2. That the General Manager or his designee is authorized to execute the Modification in an amount not to exceed \$125,000.

Dated: October 22, 2014

Attest:

Presiding Officer

Recording Secretary

Approved as to Legal Sufficiency:

Legal Department