

DATE: September 23, 2009

TO: Board of Directors

FROM: Fred Hansen *Fred*

SUBJECT: **RESOLUTION 09-09-74 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH INIT INC. FOR COMPUTER AIDED DISPATCH AND BUS/RAIL RADIO SYSTEMS**

1. Issue or Purpose of Item.

This Resolution requests that the Board of Directors (Board) adopt a resolution authorizing the General Manager to execute a contract with INIT, Inc. (INIT) for replacement of TriMet's Computer Aided Bus Dispatch System and bus/rail radio systems.

2. Reason for Board Action.

Board authorization is required for goods or services contracts obligating TriMet to pay in excess of \$250,000 when the contract is solicited by other than an Invitation to Bid process.

3. Background.

A computer aided bus dispatch system (BDS) is a collection of hardware and software on a bus that allows for vehicles to be tracked by dispatch, data to be captured and transmitted and voice communication to be prioritized. Each bus is equipped with a GPS system and a computer interface that allows operators to communicate with dispatch by text message or voice communication. BDS prioritizes radio voice communication with operators and emergency personnel. BDS tracks the location and on-time performance of all buses, on all routes. Data captured by BDS such as passenger counts, on time performance, and real time location are passed to other TriMet IT systems where they are used by customers to plan trips and TriMet planners to improve route performance.

TriMet was one of the first transit agencies in the country to install a computer aided bus dispatch system, when BDS was procured in the mid 1990s. Prior to TriMet's use of BDS, computer aided dispatch systems were used almost exclusively for vehicle location. TriMet pioneered the use of computer aided dispatch systems for capturing data and using that data for customer information systems and for route and schedule analysis. Systems such as Transit Tracker and Automatic Stop Announcement (ASA) would not be possible or function without BDS.

TriMet's current BDS is over 15 years old, and has not been a supported product line by the vendor in over 10 years. The hardware is obsolete and the software functionality is not adequate for today's operational needs. The radio system that is tightly integrated with the current BDS is nearing 30 years of age and must be replaced to meet Federal government requirements.

BDS and Radio Review

After extensive review of TriMet's existing capabilities and future needs with respect to bus dispatch and radio communications, TriMet decided to seek proposals for new BDS and Bus/Rail Radio Systems. The decision to replace TriMet's current BDS and Bus/Rail Radio systems was made for several reasons:

- The Federal Communications Commission (FCC) will require TriMet to narrow band its existing 450 MHZ bus radios by 2013. TriMet's BDS utilizes several wideband UHF frequencies to support voice and data communications with both Paratransit and Fixed Route bus operations. Narrowbanding generally entails replacing wideband equipment with narrowband equipment. TriMet's existing 450 MHZ bus radios are nearing 30 years of age and are technically incapable of being narrow- banded, requiring replacement to fulfill the FCC order.
- TriMet's current BDS is unsupported and obsolete. The current BDS is a first generation system that has exceeded its recommended life cycle. The system is no longer supported by the vendor, the underlying equipment is obsolete and dispatch functionality is rudimentary compared to current state of the art systems.
- Computer aided dispatch systems are very tightly integrated with the radio systems. Installing a new radio system requires integration with the computer aided dispatch system. Paying for a costly integration with an obsolete BDS is not a prudent use of limited funds, so the decision was made to replace the BDS at the same time.
- One unified radio system for all TriMet vehicles would improve operations and eliminate TriMet's radio lease payments to the City of Portland. Currently, TriMet uses 2 separate radio systems. A TriMet owned 450 MHZ system for Buses and an 800 MHZ system for light rail vehicles leased from the City of Portland for approximately \$350,000 a year. Replacing all radios will allow Bus, Rail and Field supervisors to be on a single TriMet owned radio system for the first time. Additionally after implementation TriMet will no longer be required to pay the City of Portland for the use of their 800 MHZ radio system.

Procurement Process

TriMet issued a Request for Proposals for procurement of new BDS and Bus/Rail Radio Systems in January 2009. The RFP provided for establishment of a Selection Evaluation Committee (SEC) to evaluate proposals based on the following criteria:

- Qualifications of the Proposer
- Project Staff
- Management Plan
- Technical Approach and Work Plan
- Compliance with Technical Requirements
- Price

Proposals were received from the following firms:

ACS
Continental
INIT

All three proposals were determined to be in the competitive range, and Best and Final Offers were solicited. The SEC determined the proposal submitted by INIT to be the most responsive based on the RFP evaluation criteria, and that their price was fair and reasonable. INIT's technical proposal received the highest score and their total price of \$38,496,887 was the lowest received. INIT's proposal includes replacing all the 450 and 800 MHZ Radios with new Tate 700 MHZ voice/data radios, all computer hardware, and dispatch software. INIT will provide bus operators a new on-board computer and interface that will include turn by turn navigation. The second lowest priced proposal was \$41,082,968, but the technical score was 12 points lower than INIT's technical score.

The three proposers were scored by the SEC as follows:

Firm	Financial Conditions	Qualifications & Capabilities Score (60 Pts. Avail)	Proposed Price	Price Score (40 Pts. Avail)	Total Score
ACS	Met	39.0	\$41,082,968	37.5	76.5
Continental	*Non-Responsive	-	-	-	-
INIT	Met	48.5	\$38,496,887	40.0	88.5

*Continental did not provide the required pricing for a Letter of Credit eliminating them from further consideration.

The proposed contract calls for the build out and commissioning of the 700 Mhz radio system, replacement of in vehicle equipment and conversion to the new CAD/AVL system prior to the FCC narrowbanding deadline of January 2013.

This Resolution also authorizes the General Manager or his designee to execute future Change Orders to the contract in a cumulative amount not to exceed 5 percent of the total contract amount (\$38,496,887). The BDS replacement project has been carried in TriMet's financial plan for several years, and is being funded through payroll tax backed revenue bonds.

4. Options, if any.

If the Board does not adopt the Resolution, TriMet would not be able to meet the requirements of the FCC Order 03-034 and would be subject to fines. Additionally, the current BDS will continue to intermittently fail resulting in degraded dispatch functionality and customer service information. Further, INIT's proposal has been determined to be technically acceptable and their pricing fair and reasonable. Therefore, the only recommended option is adoption of the Resolution.

5. Recommendation.

The General Manager recommends adoption of the Resolution.

RESOLUTION 09-09-74

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH INIT INC. FOR COMPUTER AIDED DISPATCH AND BUS/RAIL RADIO SYSTEMS

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract with INIT Inc. for Computer Aided Dispatch and Bus/Rail Radio Systems ("Contract"); and

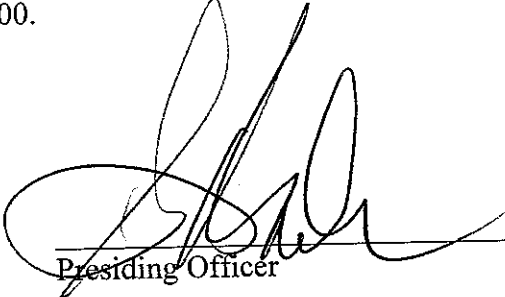
WHEREAS, the total amount of the Contract shall exceed \$250,000; and

WHEREAS, the TriMet Board of Directors ("Board"), by Resolution dated January 25, 2006, adopted a Statement of Policies requiring the Board to approve goods and services contracts obligating TriMet to pay an amount in excess of \$250,000, if solicited by other than an Invitation to Bid process;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Contract shall be in conformance with applicable laws.
2. That the General Manager or his designee is authorized to execute the Contract.
3. That the General Manager or his designee is authorized to execute future Change Orders in a cumulative amount not to exceed five (5) percent of the total Contract amount of \$38,496,887.00.

Dated: September 23, 2009




Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:



Legal Department