TRIMET

Memo

Date: June 23, 2021

To: Board of Directors

From: Sam Desue, Jr.

Subject: **RESOLUTION NO. 21-06-36 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH LYT FOR NEXT GENERATION TRANSIT SIGNAL PRIORITY (TSP) IMPLEMENTATION SERVICES**

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1. **Purpose of Item**
   This Resolution requests that the TriMet Board of Directors (Board) authorize the Interim General Manager or his designee to execute a Contract with LYT for Next Generation Transit Signal Priority (TSP) Implementation Services.

2. **Type of Agenda Item**
   - ☒ Initial Contract
   - ☐ Contract Modification
   - ☐ Other:

3. **Type of Contract Procurement**
   - ☐ Low Bid / Invitation to Bid (ITB)
   - ☒ Request for Proposals (RFP) (inc. CM/GC)
   - ☐ Request for Qualifications (RFQ) (Personal Services)
   - ☐ Other (inc. sole source)

4. **Reason for Board Action**
   Board authorization is required for all personal services contracts obligating TriMet to pay in excess of $500,000.

5. **Type of Action**
   - ☒ Resolution
   - ☐ Ordinance 1st Reading
   - ☐ Ordinance 2nd Reading
   - ☐ Other _____

6. **Background**

TriMet recognizes that the transportation industry is currently undergoing revolutionary change as new technologies, new business models, and new partnerships are changing how people travel. This change includes the concept of "Mobility Management," a philosophy new to public transportation which includes the public sector's collaboration with other public, private, and institutional entities to deliver frictionless, convenient, and reliable transportation.

Transit Signal Priority (TSP) is a key technology for delivering reliable and high frequency transit service. TriMet and its regional public agency partners recognize that in order to achieve our mobility, safety and climate goals, the Portland metropolitan region will need to make public transportation more competitive than private automobile travel.

TriMet is seeking a contractor to design and implement the next generation of its regional TSP system (Next-Gen TSP). The initial deployment of the Next-Gen TSP will be a pilot project within the Division Transit Project (DTP) corridor, and is expected to be fully operational by March 2022. The next generation TSP system will be able to support the future integration of information from the traffic signal system with data from fleet vehicles (buses, trains, fire trucks, and other vehicles) from TriMet and various public agencies with the goals of maximizing efficiency and reducing air polluting emissions.

The Next-Gen TSP intends to:

A. Be adaptable and scalable as new needs are identified and as new service routes, modes (including rail and emergency vehicles), and traffic agencies are integrated.
B. Make TSP request calls to traffic signals far in advance of the signal (to no longer be limited by current line-of-sight constraints) so that the traffic signal controller has sufficient time to respond effectively.
C. Provide varying levels of prioritization among its vehicles, routes, and fleets.
D. Support a platform for effective performance analytics and reporting from multiple data sources (e.g., combining data from vehicles and infrastructure)
E. Require minimal TSP-specific hardware to be installed on vehicles or in roadside traffic signal cabinets

The Next-Gen TSP concept addresses these needs through center-to-center, cloud-based architecture, enhancing cellular connectivity between the vehicle, central control system and cloud platform to centralize most of the priority signal requests that previously were processed individually (i.e., on-vehicle, as with bus TSP).

7. **Description of Procurement Process**

TriMet issued a Request for Proposals for these goods and services on December 7, 2020. A total of 518 vendors were notified of the RFP via the TriP$ website. On February 12, 2021, TriMet received four proposals from ACT Traffic Solutions, Inc. (ACT), Econolite Systems, Inc. (Econolite), Global Traffic Technologies (GTT) and LYT.

On March 9, 2021, a multi-agency Source Evaluation Committee (SEC) met to discuss and evaluate proposals. To gain a broader perspective for a system that may be integrated with other local public agencies, the SEC consisted of members of TriMet's Information Technology Division and representatives from the Portland Bureau of Transportation and Washington County. Evaluation criteria included qualifications of the firm, key staff and

diversity; understanding of the work, which included concept and design as well as compliance with technical requirements; and price.

After review of proposals from the four firms, the SEC ranked the firms as shown in the table below:

Description	ACT	Econolite	GTT	LYT
Qualifications of Proposer, Staff, Diversity (60 Points)	37.2	51.6	44.2	33.2
Understanding of the Work (100 Points)	72.2	78.4	62.0	86.8
Price Proposal (40 Points)	13.2	6.8	13.4	40
Total	**122.6**	**136.8**	**119.6**	**160.0**

The SEC determined that interviews with all proposers was appropriate in order to gain a better understanding of the proposals and the assumptions that guided their development. The SEC met with the four firms March 29th, March 30th and April 2nd, 2021. Following the interviews, TriMet issued a Request for Best and Final Offers (BAFO) to all four firms, which were received on April 26, 2021. The SEC reconvened on May 4, 2021 to review and evaluate BAFOs.

The BAFO scoring for each firm and solution is shown below:

Description	ACT	Econolite	GTT	LYT
Qualifications of Proposer, Staff, Diversity (60 Points)	37.3	51.6	41.8	42.5
Understanding of the Work (100 Points)	71	80.4	57.8	88.6
Price Proposal (40 Points)	13.3	7	23.6	40
Total	**121.6**	**139**	**123.2**	**171.1**

Based on the final scores, the SEC recommended awarding a contract to LYT. The cost of the initial DTP corridor pilot project will be $991,000. Should that implementation prove successful, TriMet may exercise the option to expand Next-Gen TSP throughout the entire service area. If so, the expansion would result in a total cost of not more than $3,000,000.

8. **Diversity**
   LYT has a total workforce of ten (10), 40% of whom are minorities. LYT has set a goal of 12% DBE participation on the project, particularly in the area of traffic engineering services.

9. **Financial/Budget Impact**
   The total contract value will be approximately $3,000,000 over the anticipated ten-year life of the project. The first year Contract amount of $991,000 for the DTP pilot project is accounted for in TriMet's Information Technology Budget for FY2022.

10. **Impact if Not Approved**
    If this contract is not approved, TriMet will need to reissue the RFP. This option is not recommended, as LYT is a well-qualified firm and resoliciting is unlikely to result in additional competition or a superior contractor.

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WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract with LYT for Next Generation Transit Signal Priority (TSP) Implementation Services (Contract); and

WHEREAS, the total amount of the Contracts will exceed $500,000; and

WHEREAS, by Resolution dated October 25, 2017, the TriMet Board of Directors (Board) adopted a Statement of Policies requiring the Board to authorize personal services contracts obligating TriMet to pay in excess of $500,000;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Contract shall conform with applicable law.

2. That the Interim General Manager or his designee is authorized to execute the Contract in the initial amount of not more than $991,000 for the pilot project.

3. That the Interim General Manager or his designee is authorized exercise options to proceed with the balance of the work described in the Contract in a total amount not to exceed $3,000,000, over the anticipated ten-year life of the Contract.

Dated: June 23, 2021

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Presiding Officer

Attest:

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Recording Secretary

Approved as to Legal Sufficiency:

Gregory E. Skillman
Legal Department