TRIMET

Memo

Date: April 27, 2022

To: Board of Directors

From: Sam Desue Jr.

Subject: **RESOLUTION NO. 22-04-22 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH SIEMENS MOBILITY, INC. FOR THE WESTSIDE BLUE LINE LIGHT RAIL VEHICLE SUBSTATION FEEDER BREAKER RETROFIT PROJECT**

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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 contract with Siemens Mobility Inc. (Siemens) for the Westside Blue Line Light Rail Vehicle (LRV) substation feeder breaker retrofit project (Contract).

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: Sole Source

4. **Reason for Board Action**
   Board authorization is required for all goods and services contracts obligating TriMet to pay in excess $1,000,000.

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

6. **Background**
   TriMet's LRV substations convert power that is the source of propulsion for MAX trains across many miles of track. These substations (power converters) have large breakers, similar to a house circuit breaker, that protect from electrical over-loads. Just as old house circuit breakers have to be upgraded for safety and efficiency benefits, substation breakers behave the same way on a bigger scale.

TriMet's Eastside Blue Line LRV system went into service in 1986, with the Westside Blue Line LRV system following in 1999. From 2013 to 2019, TriMet's 31 Eastside feeder breakers were retrofitted and upgraded to use modern and safer technologies. Due to the age of the Westside equipment and the necessity to maintain these units in a state of good repair, it is now time to upgrade and modernize the Westside feeder breakers to improve safety and reliability.

Siemens is the original equipment manufacturer (OEM) of the substations. The proposed Contract will retrofit and upgrade the 50 substation feeder breakers on TriMet's Westside Blue Line LRV alignment, over a period of approximately three (3) years. For each breaker, the Contract includes: 1) design, 2) disassembly, 3) offsite retrofitting (including new parts and wiring), 4) factory testing, 5) transportation, 6) reinstallation, and 7) field testing.

The amount of the proposed Contract is estimated at $1,482,895, plus a $200,000 change order allowance, for a total of not more than $1,682,895, over the approximately three and a half year term. The total Contract costs will be based on the Agency's actual requirements.

7. Description of Procurement Process

This is a sole source Contract, because only Siemens (the OEM) can provide the needed retrofit and upgrade of the feeder breakers in a cost-effective manner. Staff has reviewed Siemens' pricing for the proposed Contract and determined it to be fair and reasonable.

8. Diversity

Siemens manufactures and assembles all of its feeder breaker assemblies, and does not subcontract manufacturing of its components. Since Siemens is a global entity, TriMet obtained diversity data from Siemens' Tualatin, Oregon manufacturing facility, where the retrofit work will take place. Siemens' total employee count at that facility is 50, and its workforce is 22% minority and 16% female.

9. Financial/Budget Impact

Substation feeder breaker retrofit costs are budgeted each year as an element of the Maintenance of Way (MOW) department's operating budget.

10. Impact if Not Approved

If the Board elects not to approve this Resolution, replacement of the feeder breakers could be performed by other suppliers, but it would be much more costly than the proposed upgrade and retrofit of the existing feeder breakers by Siemens. Introducing multiple manufacturer components to the substation system would create an increased future maintenance burden, requiring new spare parts inventory and training on new components. Award of this Contract to Siemens is the most cost-effective approach for maintaining this equipment in a state of good repair.

RESOLUTION NO. 22-04-22

RESOLUTION NO. 22-04-22 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH SIEMENS MOBILITY, INC. FOR THE WESTSIDE BLUE LINE LIGHT RAIL VEHICLE SUBSTATION FEEDER BREAKER RETROFIT PROJECT

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract with Siemens Mobility, Inc. (Siemens) for the Westside Blue Line Light Rail Vehicle (LRV) substation feeder breaker retrofit project (Contract); and

WHEREAS, by Resolution dated October 25, 2017, the TriMet Board of Directors (Board) adopted a Statement of Policies requiring it to authorize goods and services contracts obligating TriMet to pay in excess of $1,000,000; and

WHEREAS, the total amount of the Contract exceeds $1,000,000;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Contract shall conform with applicable law.

2. That the General Manager or his designee is authorized to execute the Contract in the amount of not more than $1,682,895 (including a $200,000 change order allowance), with the total amount to be based on actual services provided through the Contract's October 31, 2025, expiration date.

Dated: April 27, 2022

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Presiding Officer

Attest:

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Recording Secretary

Approved as to Legal Sufficiency:

Gregory E. Skillman
Legal Department