

Transportation Committee

For the Metropolitan Council meeting of July 8, 2015

Subject: Authorization to negotiate and execute a sole source contract with Rockwell-Collins (formerly ARINC) for a three (3) year maintenance agreement as well as system software improvements and enhancements, not to exceed \$1.5 million.

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a sole source contract with Rockwell-Collins for a three (3) year maintenance agreement as well as system software improvements and enhancements, not to exceed \$1.5 million.

Summary of Committee Discussion/Questions

No questions or discussion; motion by Elkins, seconded by Munt and carried. Consent to Council.

Transportation Committee

Meeting date: June 22, 2015

For the Metropolitan Council meeting of July 8, 2015

Subject: Authorization to enter into a Sole Source Agreement with ARINC

District(s), Member(s): All

Policy/Legal Reference: Council Policy 3-3 Expenditures – Procurement of Goods and Services over \$250,000

Staff Prepared/Presented: Brian Lamb, General Manager, 612-349-7510
Vince Pellegrin, Chief Operating Officer, 612-349-7511
John Humphrey, Deputy COO – Rail, 612-341-5601
Brian Funk, Director – LRT Operations, 612-341-5680

Division/Department: Metro Transit/Light Rail Operations

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute a sole source contract with ARINC for a three (3) year maintenance agreement as well as system software improvements and enhancements, not to exceed \$1.5 million.

Background

ARINC is the software vendor for the Metro Transit LRT SCADA (Supervisory Control and Data Acquisition) system and was first installed in May 2013 as a part of the CCLRT project. The ARINC system replaced the original system from the Hiawatha LRT project. As the final acceptance and closeout of the Systems elements included in the CCLRT project draw near (including the ARINC SCADA requirements), two key elements related to the SCADA system must be addressed and will require a sole source contract.

First, an annual maintenance agreement is necessary to ensure vendor support of a mission-critical system. This contract will allow for a three (3) year maintenance agreement. Second, during the first year of revenue service on the Green Line, staff has identified a number of SCADA software elements that were either not included in the original scope of work or were not specified to the degree that they are needed. These elements are not covered by any existing contracts. Examples include the “Track Warrant” system for managing right-of-way work, critical alarm monitoring functionality and notifications, and GUI modifications.

Rationale

This is a mission-critical system for all of Light Rail operations at Metro Transit. The SCADA system is proprietary software and without this sole source from ARINC, we do not have the ability to repair, modify, or upgrade the system.

Funding

Funding is available in the Operating budget Metro Transit Project 42200.

Known Support / Opposition

There is no known opposition.