



Motion No. M2021-60

Link Specialty Hi-Rail Non Revenue Vehicles Contract

Meeting:	Date:	Type of action:	Staff contact:
Rider Experience & Operations Committee Meeting	10/7/2021	Final Action	Paul Denison, Deputy Executive Director – Transportation & Maintenance, OPS George McGinn, Executive Operations Director, Light Rail

Proposed action

Authorizes the chief executive officer to execute a contract with Custom Truck One Source to provide eighteen Specialty Hi-Rail Non Revenue Vehicles for a total authorized contract amount not to exceed \$4,505,466 plus applicable taxes.

Key features summary

- This contract will provide a base order of eighteen Specialty Hi-Rail Non revenue vehicles (NRV's) to support new Link extension start-up programs (Northgate, OMFE, East Link, and Downtown Redmond) as well as replacement NRV's for the current aging/retiring NRV fleet, plus options for an additional fifteen Specialty Hi-Rail NRV's for Federal Way and Lynnwood extensions.
- Scope includes firm fixed pricing per Vehicle Chassis type. Required attachments such as hi-rail gear, boom buckets, boom lifts, and scissor platforms, along with emergency flashing lights, work lights, etc. is included in the contractual listed price per vehicle order request.
- This multiyear contract will significantly reduce the repetitive procurement efforts and lead-time associated with ordering specialty vehicles.
- Having a single contract to provide such broad variety of equipment will further enhance the quality, reliability and craftsmanship of the NRV's. In addition, this contract will allow ST Link to streamline the common base model fleet wide. Which will improve the maintenance and inspection program across the fleet.
- Applicable taxes are currently estimated to be \$475,327.

Background

Link Light Rail has been procuring specialty vehicles since the opening of Central Link. In the past, specialty NRV's were procured individually as the quantities are very few and it was economical to manage each NRV procurement separately.

As Link Light Rail continues to rapidly expand in size over the coming years, the requirement for specialty hi-rail NRV's to support maintenance functions will be increasing at a pace where individual procurements are no longer efficient or feasible.

Staff has recognized the need to establish a five year NRV contract to efficiently manage ongoing large scale procurement efforts. This contract will support start-up for the following extension projects;

Northgate, OMFE, East Link, and Downtown Redmond extensions, as well as the State of Good Repair NRV replacement capitol project of our current fleet.

This contract also includes an option for fifteen optional Specialty Hi-rail NRV's for start-up of Federal Way and Lynnwood extension projects. This option was included in the Request for Proposal for this procurement and was included in the contractor's proposal. The Lynnwood and Federal Way option is not included within this action as Staff will return to the Board for a separate approval.

Procurement information

Sound Transit issued a Request for Proposal: RFP No. RTA/RP 0034-21 for Specialty Hi-Rail Non-Revenue Vehicles (NRV) in May 2021. Three proposals were received in response to this RFP on 6/22/2021. The evaluations were held on 7/13/2021. After evaluations, the firm of Custom Truck One Source was determined to be the highest ranked firm who best met the evaluation criteria and offered the best value to Sound Transit.

Fiscal information

This action is within the authorized project allocation or baseline budgets for the following projects and sufficient monies remain after approval of this action to fund the remaining project work.

The action with Custom Truck One Source for \$4,505,466 (\$4,980,792 including estimated sales tax) will provide 18 specialty Hi-Rail NRV for the following 5 projects as follows:

Replacement Link Specialty Vehicle Program

The authorized project allocation for the Replacement Link Specialty Vehicle program is \$3,386,706 and is solely budgeted under the vehicles phase. The action would commit an additional \$1,830,104 (\$2,023,185 including estimated sales tax) for the purchase replacement vehicles and leave a budget balance of \$1,318,182.

Northgate Link Extension

The baseline budget for the Northgate Link Extension is \$1,899,755,500. Within the construction phase, \$17,930,000 has been allocated to the budget line item for Start-up. The action would commit an additional \$819,801 (\$906,290 including estimated sales tax) to this line item for the purchase of startup vehicles and leave a budget balance of \$11,004,950.

Operations & Maintenance Facility East

The baseline budget for the Operations & Maintenance Facility East is \$449,220,000. Within the construction phase, \$1,619,700 has been allocated to the budget line item for Shop Equipment. The action would commit an additional \$206,912 (\$228,741 including estimated sales tax) to this line item for the purchase of startup vehicles and leave a budget balance of \$461,248.

Downtown Redmond Link Extension

The baseline budget for the East Link Extension is \$1,530,000,000. Within the construction phase, \$4,111,000 has been allocated to the budget line item for Non-Revenue Vehicles. The action would commit an additional \$383,661 (\$424,137 including estimated sales tax) to this line item for the purchase of startup vehicles and leave a budget balance of \$3,809,955.

East Link Extension

The baseline budget for the East Link Extension is \$3,677,150,000. Within the construction phase, \$2,765,000 has been allocated to the budget line item for Non-Revenue Vehicles. The action would commit an additional \$1,264,987 (\$1,398,443 including estimated sales tax) to this line item for the purchase of startup vehicles and leave a budget balance of \$19,132.

Disadvantaged and small business participation

Sound Transit promotes and encourages small business participation, which also includes disadvantaged business enterprises (DBEs). Small business and DBE goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of small businesses/DBEs available to perform such subcontracting work.

Sound Transit determined that there were few small business and DBE subcontracting opportunities based upon the work described in this contract, so small business/DBE goals were not established.

Time constraints

Voting delays on this agenda item will negatively impact a critical milestone in the procurement of specialty NRV's for the expansion project. With the supply shortage worldwide creating excessively long lead times, not moving forward in a proficient manor jeopardies time sensitive delivery dates needed to ensure the readiness to be able to support the maintenance requirements of the upcoming expansion projects.

Environmental review – KH 9/27/21

Legal review – AJP 10/1/21



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A motion of the Rider Experience and Operations Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Custom Truck One Source to provide eighteen Specialty Hi-Rail Non Revenue Vehicles for a total authorized contract amount not to exceed \$4,505,466 plus applicable taxes.

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Having a single contract to provide such broad variety of equipment will further enhance the quality, reliability and craftsmanship of the NRV's. In addition, this contract will allow ST Link to streamline the common base model fleet wide. Which will improve the maintenance and inspection program across the fleet. Applicable taxes are currently estimated to be \$475,327.

Motion

It is hereby moved by the Rider Experience and Operations Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with Custom Truck One Source to provide eighteen Specialty Hi-Rail Non Revenue Vehicles for a total authorized contract amount not to exceed \$4,505,466 plus applicable taxes.

APPROVED by the Rider Experience and Operations Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Paul Roberts
Rider Experience and Operations Chair

Attest:

Kathryn Flores
Board Administrator