

Motion No. M2022-26

Contract Modification with Custom Truck One Source for the Lynnwood and Federal Way Extensions for 18 Specialty Hi-Rail Non-Revenue Vehicles

Meeting:	Date:	Type of action:	Staff contact:
Rider Experience and Operations Committee	04/07/2022	Final action	Suraj Shetty, Executive Director, OPS Jeff Warning, Director – Corridor Operations, OPS

Proposed action

(1) Authorizes the chief executive officer to execute a contract modification with Custom Truck One Source to exercise a contract option for thirteen Specialty Hi-Rail Non-Revenue Vehicles in the amount of \$3,339,447 and (2) authorizes a sole source contract modification with Custom Truck One Source for five Specialty Hi-Rail Non-Revenue vehicles, for a total of eighteen vehicles, all for a new total authorized contract amount not to exceed \$7,844,913 plus applicable taxes.

Key features summary

- This action is needed to move into procurement for the Link start-up Non-Revenue vehicles (NRVs) to include vehicles supporting the Lynnwood Link Extension (LLE) and Federal Way Link Extension (FWLE) projects, which were not included in Motion No. M2021-60.
- This requested amount covers the option NRVs priced in the original request for proposal, which was initially approved in Motion No. M2021-60. This request includes 13 vehicles from the original contract option and adds 5 vehicles as a sole source addition. A total of 18 vehicles is covered in this requested amount.
- The scope of this modification includes firm fixed pricing per vehicle chassis type. Required up-fitting and attachments such as hi-rail gear, boom buckets, boom lifts, and scissor platforms, along with emergency flashing lights, work lights, etc. are included in the contractual listed price per vehicle order request.
- These 18 Hi-rail NRVs are vehicles that can travel along the guideway on the rails and are used to perform maintenance in areas not accessible from the right-of-way. These vehicle types range from pick-up trucks to heavy repair vehicles with platforms and buckets to get up to the overhead contact system wire.
- The quantity required for expansion start-up is derived from a calculation of approved King County Metro staffing levels and then broken down into craft shifts and the number of staff per shift. This allows for a seat in a vehicle for all staff on each shift.
- Applicable taxes are currently estimated to be \$352,312.

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 were 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 multi-year NRV contract to efficiently manage ongoing large scale procurement efforts. The initial contract was set up to support start-up for the following extension projects: Northgate, Operations and Maintenance Facility East, and East Link; as well as the State of Good Repair NRV replacement capitol project of our current fleet.

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. This RFP was competitively procured. 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.

On October 7, 2021, Motion No. M2021-60 approved a contract with Custom Truck One Source to provide the base 18 Specialty High Rail Non-Revenue Vehicles. This contract also includes contract options for 15 additional Specialty Hi-rail. This was included in the Request for Proposal (RFP) for this procurement and was included in the contractor's proposal. The original action identified that staff would return to the Board for a separate approval to exercise options to purchase additional vehicles.

This action will modify the number of vehicles being purchased to include vehicles previously identified as option vehicles, but with some changes including an increase for the Type 1 vehicles by an additional five vehicles, but reduce the options identified for Types 2 and 7. All options were evaluated for fair and reasonable pricing.

The five additional Type 1 vehicles are the result of a needs analysis where the additional vehicles will address deficiencies in fleet utilization. Reducing the Types 2 and 7 vehicle options are the result of underutilization of those types. All option vehicles in this action, plus the additional five Type 1 vehicles, are using the same vehicle specifications and unit pricing.

Sole Source Justification: The five additional vehicles are requested for a sole source to ensure specification uniformity, providing the same manufacturer and model for each of the components. This will allow one manufacturer to provide maintenance for all hi-rail specialty vehicles, and uniformity of spare parts and components. A detailed sole source justification can be found in the procurement file and has been approved by Procurement and Contracts.

An analysis of the current market indicates that if these same five vehicles were re-competed and purchased today, the pricing would be higher. Pricing has increased for steel and parts across the industry. A detailed price analysis is found in the contract file. Procurement and Contracts has found the pricing to be fair and reasonable. Since these are specialty vehicles it would not be cost-efficient to re-compete this small quantity. As such, the additional five vehicles were approved as a sole source justification.

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. This action does not impact the affordability of the finance plan or any other project.

This action modifies the contract with Custom Truck One Source for \$3,339,447, plus applicable sales tax, to provide additional 18 vehicles for a total contract of 36 specialty Hi-Rail NRVs, not to exceed \$7,844,913 (\$8,672,551 including estimated sales tax).

Contract Detail Custom Truck One Source	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	\$4,505	\$4,505	\$3,339	\$7,845
Contingency	0	0	0	0
Sales Tax	475	475	352	828
Total Contract Amount	\$4,981	\$4,981	\$3,692	\$8,673
Percent Contingency	0%	0%	0%	0%

Northgate Link Extension

The baseline budget for the Northgate Link Extension is \$1,899,755,500. Within the construction phase, \$21,088,043 has been allocated to the budget line item for Start-up. The action would commit an additional \$347,498 (\$384,159 including estimated sales tax) to this line item for the purchase of startup vehicles and leave a budget balance of \$4,184,365.

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 \$229,268 (\$253,456 including estimated sales tax) to this line item for the purchase of startup vehicles and leave a budget balance of \$194,979.

Lynnwood Link Extension

The baseline budget for the Lynnwood Link Extension is \$2,771,622,000. Within the construction phase, \$1,400,000 has been allocated to the budget line item for Non-Revenue Vehicles. The action would commit an additional \$428,831 (\$474,073 including estimated sales tax) to this line item for the purchase of startup vehicles and leave a budget balance of \$20,370.

Federal Way Extension

The baseline budget for the Federal Way Link Extension is \$2,451,535,000. Within the construction phase, \$1,757,000 has been allocated to the budget line item for Non-Revenue Vehicles. The action would commit an additional \$793,613 (\$877,339 including estimated sales tax) to this line item for the purchase of startup vehicles and leave a budget balance of \$33,478.

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 \$1,540,237 (\$1,702,732 including estimated sales tax) to this line item for the purchase of startup vehicles and leave a budget balance of \$339,859.

Disadvantaged and small business participation

Participation by small businesses and disadvantaged business enterprises (DBEs)

Sound Transit promotes and encourages small business participation, which also includes disadvantaged business enterprises (DBEs). Consistent with Sound Transit Policies and federal regulations, Sound Transit has not established small business/DBE goals for this contract. These 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 reviewed this opportunity and its options and determined that there were no DBE subcontracting opportunities based upon the work described in this contract, so DBE goals were not established. No goals were set for the initial procurement of this type and no goal is still applicable to this procurement.

Public involvement

Not applicable to this action.

Time constraints

A one-month delay would create a significant impact to the project schedule. If this action is not approved, it will negatively impact a critical milestone in the procurement of specialty NRV's for the Lynnwood and Federal Way expansion project. With the supply shortage worldwide creating excessively long lead times, not moving forward in a proficient manner jeopardies time sensitive delivery dates needed to ensure the readiness to be able to support the maintenance requirements of the upcoming expansion projects.

Prior Board/Committee actions

Motion No. M2021-60: Authorized 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.

Environmental review – KH 3/31/22

Legal review – JSA 4/1/22



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A motion of the Rider Experience and Operations Committee of the Central Puget Sound Regional Transit Authority (1) authorizing the chief executive officer to execute a contract modification with Custom Truck One Source to exercise a contract option for thirteen Specialty Hi-Rail Non-Revenue Vehicles in the amount of \$3,339,447 and (2) authorizing a sole source contract modification with Custom Truck One Source for five Specialty Hi-Rail Non-Revenue vehicles, for a total of eighteen vehicles, all for a new total authorized contract amount not to exceed \$7,844,913 plus applicable taxes.

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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 (1) authorized to execute a contract modification with Custom Truck One Source to exercise a contract option for thirteen Specialty Hi-Rail Non-Revenue Vehicles in the amount of \$3,339,447 and (2) authorize a sole source contract modification with Custom Truck One Source for five Specialty Hi-Rail Non-Revenue vehicles, for a total

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

Kristina Walker
Rider Experience and Operations Chair

Attest:

Kathryn Flores
Board Administrator