



Board Report

File #: 2020-0115, File Type: Contract

Agenda Number: 18.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MARCH 19, 2020

SUBJECT: PURCHASE OF THIRTY 1-TON UTILITY TRUCKS

ACTION: APPROVE CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB OP67225 to Theodore Robins Ford the lowest responsive and responsible bidder for thirty (30) 1-ton utility trucks for a firm fixed price of \$1,417,782.25 inclusive of sales tax, subject to the resolution of any submitted protest(s).

ISSUE

This procurement is for the replacement of 20 Metro owned and operated one-ton utility trucks currently operating in support of Bus and Rail Operations that have exceeded the Metro vehicle replacement policy of 12 years and/or 150,000 miles. Included in this procurement are an additional ten 10 one-ton utility trucks that will support maintenance activities on the Crenshaw light rail line extension including track, traction power and signals maintenance; station custodial services; and Crenshaw Rail Facility (Division 16) facilities maintenance.

BACKGROUND

Metro currently operates a utility truck fleet of over 240 vehicles. This fleet is used to support maintenance activities of various Metro departments throughout the County including bus and rail operating divisions/facilities, custodial services, rail maintenance of way, environmental services, rail fleet services and bus stops and zones.

DISCUSSION

The 20 new utility trucks will replace trucks that have been in operation since 2000. In the last few years, these trucks have experienced reduced reliability and have now surpassed their useful life and require replacement. Ten of these utility trucks will be used for Division 16 - Crenshaw. The utility trucks are needed to support the Crenshaw light rail line operating between the Green Line at Aviation/Century and Expo Line at Exposition/Crenshaw, a distance of 8.5 miles of tandem track. The specific use of these trucks will be for track inspection, signal inspection, traction power, rail fleet

services, and rail facilities maintenance. The purchase of these (30) 1-ton utility trucks will provide Metro the necessary equipment for consistent, timely and effective support of Metro bus and rail infrastructure for the next 12-15 years.

In addition, Metro is implementing a Non-Revenue Fleet Electric Utility Truck Pilot Project consisting of the purchase, deployment and field testing of 6 electric utility trucks. Three of the six electric utility trucks will be deployed to Metro's Maintenance of Way (Location 64) where EV chargers are currently installed and ready for use. The remaining three electric utility trucks will be deployed to Division 15's Facility Maintenance Department. The purchase and deployment of these trucks will aid in further reducing Metro's carbon footprint and advance Metro's use EV's at Rail and Bus Operating Divisions. The introduction of 6 electric utility trucks into the Non-Revenue fleet demonstrates Metro's commitment to reducing Greenhouse Gas (GHG) emissions and advancement of a comprehensive clean fuels program. Upon successful completion of the EV pilot program, Metro will accelerate the use of electric trucks in other bus and rail support locations.

DETERMINATION OF SAFETY IMPACT

The purchase of new utility trucks will provide Metro with current state-of-the-art utility trucks that maximize operator safety and due to newer and more stringent emission standards, will reduce LA Metro's carbon footprint throughout Los Angeles County.

FINANCIAL IMPACT

Funding of \$1,417,782.25 for 30 utility trucks is included in the Life of Project (LOP) budget of Project 208604, FY20 Non-Revenue Vehicles, and Project 860512, Crenshaw Pre-Revenue Service. The delivery of the vehicles are scheduled up to 12 months after the date of award.

Impact to Budget

The current source of funds for this action are Transportation Development Act Article 4 and Measure R bus and rail operating funds. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. New utility trucks will minimize vehicle maintenance needs, improve safety, and reduce Metro's carbon footprint.

ALTERNATIVES CONSIDERED

Staff does not recommend leasing utility truck equipment as this is not feasible for the duty cycle the utility trucks endure. The alternative of retaining the existing utility trucks is also not recommended. Diminished reliability, high maintenance costs and frequent repairs over the past several years has rendered the use of these existing utility trucks a poor alternative for continued operation. Not purchasing the recommended utility trucks will significantly reduce Metro's ability to effectively

provide world-class transportation for all.

NEXT STEPS

Upon Board approval, the vendor will begin the manufacturing process and provide Metro with a production schedule to identify milestones consistent with the scheduled delivery of the equipment up to 12 months after the award of the contract.

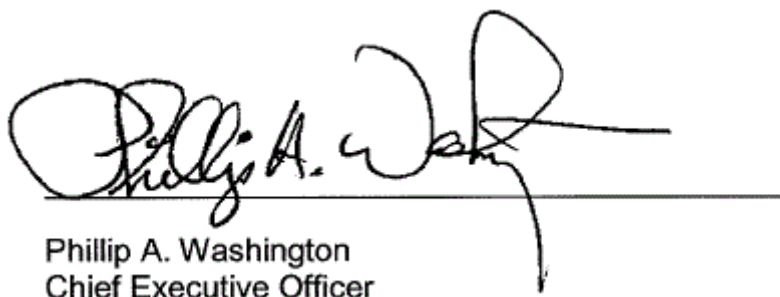
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Adam Robertson, Senior Director Non-Revenue Fleet Maintenance, (562) 658-0231

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer