

MOTION NO. M2014-06

Purchase of Seventeen 40-foot Buses

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Operations Committee	03/06/14	Recommend to Board	Bonnie Todd, Executive Director of Operations	206-398-5367
Board	03/27/14	Final Action	Dave Turissini, Bus Operations Manager	206-398-5035

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with Gillig Corporation to manufacture and deliver seventeen 40-foot compressed natural gas buses in the amount of \$9,489,469, with a 5% contingency of \$474,473, for a total authorized contract amount not to exceed \$9,963,942.

KEY FEATURES SUMMARY

- This action authorizes the purchase of 17 compressed natural gas fueled 40-foot, 37-passenger seat buses using options from a Metropolitan Transit System (San Diego, CA) contract with Gillig that have been transferred to Sound Transit.
- These buses replace buses of equal size and fuel type and will be operated by Pierce Transit.
- New buses will reduce engine emissions, lower operating and maintenance costs associated with operating high-mileage buses, and provide more passenger comfort. The new buses are low floor with reclining seats and individual overhead lighting.
- Production of the buses would begin in April of 2015 with delivery expected in August 2015, which is the typical lead time for Gillig bus production.

BACKGROUND

The ST Express Fleet Replacement Program funds necessary bus replacement for the ST Express Fleet. The Federal Transit Administration’s guideline for bus replacement is 12 years or 500,000 miles. All of the buses to be replaced exceed 12 years and/or 500,000 miles. Decisions to replace buses are made in consultation with our operating partner agencies and based on bus performance, operating costs, fuel efficiency, age and mileage. Replacement of the first buses purchased for ST Express service, model year 1999, began in 2010. Bus replacement is outlined in Sound Transit’s annual Service Implementation Plan, Appendix B Fleet Planning.

CNG buses fit with Sound Transit’s overall sustainability goals. Compared to conventional 40-foot diesel buses, CNG buses produce about 11% fewer greenhouse gas emissions. Additionally these buses will run on locally produced renewable natural gas.

The cost of the CNG buses consists of the base unit price, options that include security cameras, passenger reading lights, seat upgrades, new style farebox, pre-wiring for on-board mobile communication systems, and the sales tax. Contingency is included in the Board request for unexpected cost items.

Base Bus Unit Cost	\$452,118
Options	\$ 56,728
<u>Sales tax</u>	<u>\$ 49,358</u>
Total Bus Unit Cost	\$558,204

FISCAL IMPACT

This action will be funded from the vehicle phase of the ST Express Bus Replacement project. The 2014 lifetime budget for the vehicle phase is \$170,008,904 and the YTD project expenses and commitments are \$81,871,338. Upon the Board's adoption of this action, the remaining budget would be \$78,173,624.

The budget table below illustrates the budget impact of this action.

Project Budget

ST Express Bus Replacement	2014 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted/ (Shortfall)
Agency Administration	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-
Final Design	-	-	-	-	-
3rd Party	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Vehicles	170,009	81,871	9,964	91,835	78,174
Contingency	-	-	-	-	-
Total Project Budget	\$ 170,009	\$ 81,871	\$ 9,964	\$ 91,835	\$ 78,174

Phase Detail

Vehicles	170,009	81,871	9,964	91,835	78,174
Total Phase	\$ 170,009	\$ 81,871	\$ 9,964	\$ 91,835	\$ 78,174

Contract Detail

Vehicles	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Gillig	-	-	9,489	9,489
Contingency	-	-	474	474
Total Contract Amount	\$ -	\$ -	\$ 9,964	\$ 9,964
Percent Contingency	0%	0%	5%	5%

Notes:

Amounts are expressed in Year of Expenditure \$000.

Board Approvals = Committed to-date + Contingency, and includes pending Board Actions. A board action for purchasing 5 diesel buses is being concurrently submitted to the Board for approval.

Project budget is located on page 136 of the 2014 Proposed Transit Improvement Plan. The Board adopted the 2014 budget in December, 2013.

SMALL BUSINESS PARTICIPATION

As a transit bus manufacturer, Gillig Corporation must submit its own Disadvantaged Business Enterprise (DBE) program and goal to the Federal Transit Administration, and according to FTA's transit bus procurement rules, transit bus manufacturers must certify to transit agencies that they have a DBE program in place. Gillig has certified that they have a DBE program and complied with FTA rules for participation in this procurement.

EQUAL EMPLOYMENT WORKFORCE PROFILE

728 employees; 9.5% women; 81.0% minorities.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one month delay would create a significant impact because Gillig has a tight production schedule. Any delay may require a change in vendor.

ENVIRONMENTAL REVIEW

JI 1/29/2014

LEGAL REVIEW

JW 1/31/2014

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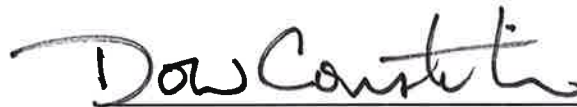
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MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with Gillig Corporation to manufacture and deliver seventeen 40-foot compressed natural gas buses in the amount of \$9,489,469, with a 5% contingency of \$474,473, for a total authorized contract amount not to exceed \$9,963,942.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 27, 2014.



Dow Constantine
Board Chair

ATTEST:



Marcia Walker
Board Administrator