

MOTION NO. M2015-32

Contract for a High-Rail Boom/Bucket Truck

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Operations and Administration Committee	04/02/2015	Final Action	Bonnie Todd, Executive Director of Operations George D. McGinn, Central Link Maintenance Manager

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with Altech to purchase a high-rail boom/bucket truck to support Link operations and maintenance in the amount of \$631,643, with a 5% contingency of \$31,582, for a total authorized contract amount not to exceed \$663,225.

KEY FEATURES SUMMARY

- A high-rail boom/bucket truck is needed to maintain and repair the overhead catenary system (OCS). The OCS provides the power to operate Link light rail trains and includes overhead wires, poles, auto-tension assemblies, and related equipment.
- The truck provides two major functions, an insulated boom for pulling or relieving OCS wire tension and an insulated bucket for performing maintenance repairs. Currently Sound Transit uses both a boom truck for wire tensioning and a bucket truck to perform OCS repairs.
- The truck is essential for responding to incidents that result in major damage to the OCS. Current Sound Transit equipment is insufficient for repairing major damage. This is especially critical with the opening of additional Link segments.
- It will allow for future OCS wire replacement as the system ages and provide the capacity to perform heavy lifting and other maintenance work on the light rail right of way.
- A contingency of five percent was added to this contract to cover unforeseen equipment changes.
- This project is included in the 2015 TIP and is eligible for federal funds.

BACKGROUND

A high-rail truck equipped with boom/bucket functions is needed to maintain and repair overhead catenary system contact wire and related components for the Link light rail system. It will be used for regular repairs and inspections and to respond to major emergencies, minimizing the need for multiple specialized trucks (boom, bucket or flatbed) to respond to an incident. The current high-rail equipped boom truck is insufficient to respond to major damage to the OCS, such as wire entanglement and/or tear down caused by a vehicle accident, train derailment, or other emergency situation. As a result, a third-party contractor with appropriate equipment would need to be scheduled to assist with repairs resulting in a potentially long and costly service disruption.

The requested high-rail vehicle has been designed specifically for the Link alignment. It includes a tandem-axle to accommodate heavy loads, a flatbed surface to carry rolls of OCS wire, and an insulated boom and bucket apparatus capable of picking up reels of copper wire and OCS poles. The high-rail function allows the truck to travel on the light rail track to access tunnels along the alignment. The insulated design ensures the safety of workers by reducing the potential for industrial injuries. The truck has a life expectancy of 15-20 years and will provide support for the current alignment and future segments.

The boom/bucket truck will provide cost savings by making the work more efficient, eliminating the need to bring several trucks to a work site, and in the event of major damage, it will allow the agency to perform most of the work in-house.

Sound Transit issued a request for proposals on October 21, 2014. Two proposals were received. An evaluation committee reviewed the proposals and Altech ranked highest based on overall criteria.

FISCAL INFORMATION

This action approves the purchase of a boom truck for tunnel operations. There are sufficient funds within the lifetime budget to support this action.

This purchase has been budgeted within the lifetime budget of the Non-revenue Support Vehicles lifetime budget. The bid specifications were federalized to allow the Agency an opportunity to take advantage of any grant participation if the purchase qualifies for any available funds.

Non-Revenue Support Vehicles	2015 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	-	-		-	-
Preliminary Engineering	-	-		-	-
Third Party Agreements	-	-		-	-
Vehicles	2,130	50	664	714	1,416
Total Current Budget	2,130	50	664	714	1,416

Phase Detail					
Construction					
Boom Truck	665	-	664	664	1
LLR Vehicles	1,465	50		50	1,415
Total Phase	2,130	50	664	714	1,416

Contract Detail					
AllTech, LLC	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval	
Contract Amount	-	-	632	632	
Contingency	-	-	32	32	
Total	-	-	664	664	
Percent Contingency	0%	0%	5%	5%	

Notes:

Amounts are expressed in Year of Expenditure \$000s.

Board Approvals = Committed To-Date + Contingency, and includes pending Board actions.

2015 TIP = Lifetime project budget located on page 117 of 176 of the 2015 Transit Improvement Plan (TIP).

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Sound Transit determined that Small Business and DBE subcontracting opportunities are infeasible or improbable based upon the work described in this contract, so Small Business/DBE goals were not established or required.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

ENVIRONMENTAL REVIEW

JI 3/26/2014

LEGAL REVIEW

LA 27 March 2015

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A motion of the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Altech to purchase a high-rail boom/bucket truck to support Link operations and maintenance in the amount of \$631,643, with a 5% contingency of \$31,582, for a total authorized contract amount not to exceed \$663,225.

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MOTION:

It is hereby moved by the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with Altech to purchase a high-rail boom/bucket truck to support Link operations and maintenance in the amount of \$631,643, with a 5% contingency of \$31,582, for a total authorized contract amount not to exceed \$663,225.

APPROVED by the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 2, 2015.



Paul Roberts
Operations and Administration Committee Chair

ATTEST:



Katie Flores
Board Administrator