

**Board Report**

File #: 2025-0216, **File Type:** Contract**Agenda Number:** 30.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 15, 2025****SUBJECT: HI-RAIL BUCKET UTILITY TRUCKS****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award the firm fixed-price Contract No. DR127482000 to Los Angeles Truck Center (DBA Velocity Truck Centers), the lowest responsive and responsible bidder for four Hi-Rail Bucket Trucks in the amount of \$1,868,474.94, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Pursuant to the South Coast Air Quality Management District (SCAQMD) Order of Abatement, Case No. 5874-2, Metro is required to replace four Hi-Rail Bucket Trucks in the current fleet with the most current vehicle emissions standard available. Metro has until June 30, 2026, to replace the vehicles or is at risk of fines and/or having to remove the vehicles from active service. These bucket trucks are critical to the Rail Operations as they allow Maintenance of Way (MOW) rail staff to safely perform preventative maintenance and unscheduled repairs on the Overhead Catenary Systems (OCS) throughout Metro's rail lines. Without these trucks, Rail Operations could experience interruptions of transit service and reliability/safety issues.

BACKGROUND

As a result of a 2021 Order of Abatement from the SCAQMD, Metro is required to replace four older diesel-powered Hi-Rail Bucket Trucks with the most current emission standards. The four trucks being replaced are both older diesel-powered trucks and have also exceeded the Metro replacement policy of 12 years and/or 150,000 miles. The alternative fuels that are currently available do not meet the safety standards required for working in tunnels where these trucks are required to operate. As a result, the current clean diesel standard truck is the only alternative available. A further requirement of the Order for Abatement is for Metro to explore a pilot with a battery electric-powered Hi-Rail Bucket Truck, which is in a separate procurement and is the basis for the allowance of this purchase by the SCAQMD.

The battery electric-powered Hi-Rail Bucket Truck pilot required by SCAQMD has been through the procurement process three times, failing to attract any bidders each time. Procurement will conduct a

market survey to explore what is needed to attract bidders. If successful, this will be a first of its kind battery electric-powered Hi-Rail Bucket Truck and could be the path forward for other future Hi-Rail battery electric-powered vehicles.

DISCUSSION

The award of a firm fixed price contract with Los Angeles Truck Center (DBA Velocity Truck Centers) will allow the purchase of four Rule 1196 compliant replacement Hi-Rail Bucket Trucks. This purchase ensures compliance with the SCAQMD Order of Abatement's vehicle replacement schedule for these vehicles.

The new trucks meet the operational needs and emit less emissions than the trucks they are replacing. They are equipped with Diesel Particulate Filters that are designed to reduce and trap harmful particulate emissions that come from diesel engine exhaust. These trucks are certified to operate in tunnels, which is necessary for the maintenance and repair work performed by Metro's MOW department.

Alternative fuel vehicles, such as Battery Electric Vehicle (BEV) or Compressed Natural Gas (CNG), were considered when deciding on the replacement of the Hi-Rail Bucket Trucks. However, no BEV is currently available for Hi-Rail Bucket Trucks and CNG does not meet Metro's operational needs or comply with the California Code of Regulation, 8 CCR, Section 8445(i). This regulation prohibits the use of certain fuels, including gasoline and other solvents with a flash point below 100°F, for vehicles operating in the tunnels to ensure the safety of passengers and employees.

DETERMINATION OF SAFETY IMPACT

The award of the contract for the replacement of Hi-Rail Bucket Trucks will ensure that Metro employees are able to safely perform preventative maintenance and repairs of the overhead catenary systems throughout Metro's rail lines.

FINANCIAL IMPACT

The recommended award of \$1,868,474.94 is budgeted within the Life of Project (LOP) of Capital Project 208608 - AQMD 1196 RULE NON-REV VEHICLE. The budget for this procurement is in Cost Center 3790, Maintenance Administration, Account 53106, Acquisition of Service Vehicles.

Impact to Budget

The current source of funds for this action is the Transportation Development Act. These funds are eligible for use on Capital and Operations. Allocating these funds to this effort maximizes project funding use given approved provisions and guidelines.

EQUITY PLATFORM

This action will provide support equipment (Hi Rail Bucket Trucks) that will ensure efficient and timely

rail service to all communities currently served in Los Angeles County. It will also ensure continued reliable transportation services within the growing rail lines. These vehicles will be deployed throughout Los Angeles County.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) nor a Disabled Veteran Business Enterprise (DVBE) participation goal for this Procurement due to a lack of subcontracting opportunities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it will allow the Maintenance of Way (MOW) Rail staff to maintain the Overhead Catenary System (OCS) throughout Metro's rail lines for safe and reliable service. The item will replace existing trucks with cleaner vehicle technology but will not add to the maintenance truck fleet. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The contract for Hi Rail Bucket Trucks supports Strategic Goal 2.3: Metro will support a customer-centric culture where exceptional experiences are created at every opportunity for both internal and external customers. Hi Rail Bucket Trucks support the maintenance and repair of traction power lines and infrastructure, allowing Metro's rail transportation system to operate reliably and without interruption. New Hi Rail Bucket Trucks will be more reliable and produce fewer emissions than the trucks they are replacing, contributing to cleaner air and lowering Metro's carbon footprint.

ALTERNATIVES CONSIDERED

The alternative is not to purchase the vehicles, however, this was not considered due to the SCAQMD Order of Abatement, Case No. 5874-2, stipulation that these four vehicles need to be replaced with cleaner emission standards by June 30, 2026. Continuing to operate these vehicles as they are will not comply with the Order of Abatement. Furthermore, potential fines could be imposed,

and/or the current vehicles can be ordered by SCAQMD to be removed from service, which could result in the interruption of transit service. These four vehicles are also beyond their expected life of 12 years and/or 150,000 miles, resulting in them being unreliable with excessive mechanical failures, costly repairs, and parts are becoming difficult to locate due to the age of the vehicles.

NEXT STEPS

Following Board approval and execution of the contract, the vendor will commence production of the vehicles. The delivery of four (4) Hi-Rail Bucket Trucks is expected in approximately 240 days.

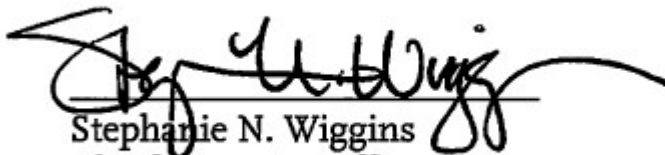
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Alan Tang, Senior Director Non-Revenue Fleet Maintenance, (562) 658-0231
Gary Jolly, Senior Executive Officer (Interim), (213) 922-5802 Matthew
Dake, Deputy Chief Operations Officer, (213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

HI-RAIL BUCKET UTILITY TRUCKS/DR127482000

1.	Contract Number: DR127482000	
2.	Recommended Vendor: Los Angeles Truck Centers DBA Velocity Truck Centers	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 11/18/2024	
	B. Advertised/Publicized: 11/18/2024	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: 2/14/2025	
	E. Pre-Qualification Completed: 3/26/2025	
	F. Ethics Declaration Forms Submitted to Ethics: 2/19/25	
	G. Protest Period End Date: 5/20/25	
5.	Solicitations Downloaded: 16	Bids Received: 1
6.	Contract Administrator: Lorretta Norris	Telephone Number: (213) 922-2632
7.	Project Manager: Alan Tang	Telephone Number: (562) 658-0231

A. Procurement Background

This Board Action is to approve Contract No. DR127482000 for the procurement of four (4) Hi-Rail Bucket Utility Trucks to support Metro Rail Operations. Board approval of contract award is subject to the resolution of properly submitted protest(s), if any.

Invitation for Bids (IFB) No. DR127482 was issued on November 18, 2024 in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE)/ Disabled Veteran Business Enterprise (DVBE) goal.

Five amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on December 5, 2024, clarified Exhibit 1 SBE/DVBE bid forms;
- Amendment No. 2, issued on December 12, 2024, extended the question and answer period and bid due date;
- Amendment No. 3, issued on December 27, 2024, extended the question and answer period and bid due date;
- Amendment No. 4, issued on January 29, 2025, extended the question and answer period and bid due date; and
- Amendment No. 5, issued on February 4, 2025, clarified the Technical Requirements.

A total of 16 firms downloaded the IFB and were included in the planholder's list. There were 12 questions received for this IFB and responses were provided prior to the bid due date.

A single bid was received on February 14, 2025, from Los Angeles Truck Centers DBA Velocity Truck Centers.

Staff conducted a market survey to request information from prospective bidders to determine why no additional bids were submitted. Inquiries were made of all firms that downloaded the solicitation. Three firms did not reply, one firm missed the deadline to request an approved equal, two firms do not sell vehicles, five firms were bid management companies, and four responded that they were unable to fulfill Metro's requirements.

The results of the market survey indicated that factors beyond Metro's control caused potential sources not to submit bids and that there were no restrictive elements in the solicitation documents that prevented competition. As such, Metro proceeded to evaluate the responsiveness, responsibility, and price reasonableness of the single bid.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid.

The bid received from Los Angeles Truck Centers (DBA Velocity Truck Centers) was found to be responsive and responsible, and in full compliance with the bid and technical requirements of the IFB.

D. Cost Analysis

The recommended bid from Los Angeles Truck Centers (DBA Velocity Truck Centers) has been determined to be fair and reasonable based upon the expectation of adequate competition and Metro's Independent Cost Estimate (ICE) and is within 2% of the ICE.

Bidder Name	Metro ICE	Bid Amount
Los Angeles Truck Centers (DBA Velocity Truck Centers)	\$1,825,126.00	\$1,868,474.94

D. Background on Recommended Contractor

The recommended firm, Los Angeles Truck Centers (DBA Velocity Truck Centers), located in Whittier, California has been in business for 30 years, is a leader in fleet

and government sales, recently provided Metro with CNG armored vault trucks, and has current contracts for refuse trucks with the cities of Ontario and Riverside, California. Los Angeles Truck Centers DBA Velocity Truck Centers has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

HI-RAIL BUCKET TRUCKS / DR127482000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to the lack of availability of small businesses. Los Angeles Truck Center listed one non-certified firm to perform the services of this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

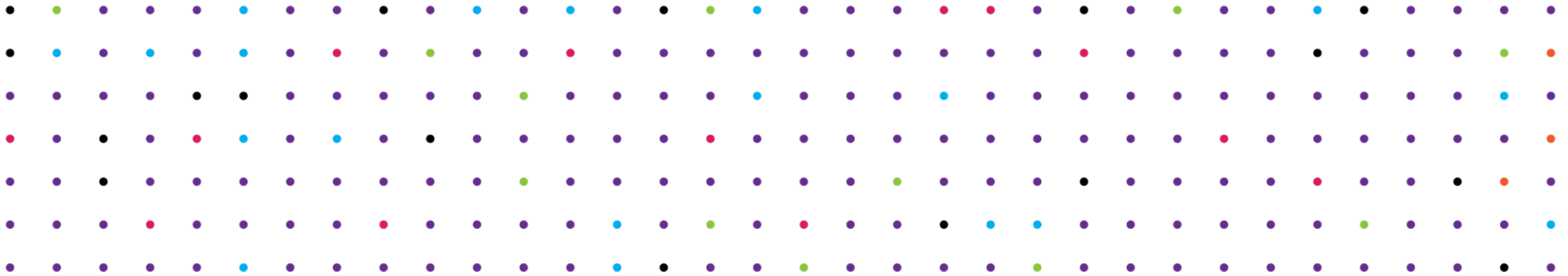
Prevailing Wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

BUS MAINTENANCE

HI RAIL BUCKET UTILITY TRUCKS



RECOMMENDATION



AWARD a firm fixed price Contract No. DR127482000 to Los Angeles Truck Centers (DBA Velocity Truck Centers), the lowest responsive and responsible bidder for four (4) Hi-Rail Bucket Trucks in the amount of \$1,868,474.94, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

ISSUE & DISCUSSION



AWARDEE

Los Angeles Truck Centers (DBA Velocity Truck Centers)

NUMBER OF BIDS/PROPOSALS

On February 14, 2025, a single bid was received from Los Angeles Truck Centers, doing business as Velocity Truck Centers, in the amount of \$1,868,474.94.

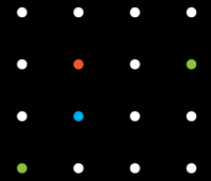
DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) nor a Disabled Veteran Business Enterprise (DVBE) participation goal for this Procurement due to a lack of subcontracting opportunities.



ISSUE

Pursuant to South Coast Air Quality Management District (SCAQMD) Order of Abatement, Case No. 5874-2, Metro is required to replace four (4) Hi-Rail Bucket Trucks currently in service with vehicles that meet the most current emissions standards. Metro must complete these replacements by June 30, 2026, or risk incurring fines and or having to remove the vehicles from active service. These bucket trucks are essential to Rail Operations, enabling Maintenance of Way (MOW) staff to safely conduct preventative maintenance and unscheduled repairs on the Overhead Catenary Systems (OCS) throughout Metro's rail lines. Without these trucks, Rail Operations could experience service disruptions, as well as potential reliability and safety concerns.



DISCUSSION

The award of a firm fixed price contract with Los Angeles Truck Centers (DBA Velocity Truck Centers) will allow the purchase of four (4) Rule 1196 compliant replacement Hi-Rail Bucket Trucks. This purchase ensures compliance with the SCAQMD Order of Abatement's vehicle replacement schedule for these vehicles.