

POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION

RESOLUTION

MOTION: _____

RESOLUTION NO. 09-06-____
OFFICIAL COMMISSION MEETING
JUNE 4, 2009

SECOND: _____

RE: AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE A CONTRACT WITH THE GILLIG CORPORATION FOR PRODUCTION AND DELIVERY OF ONE (1) 40-FOOT SUBURBAN BUS AND ONE (1) 30-FOOT LOCAL BUS ASSIGNED BY THE SAN MATEO COUNTY TRANSIT DISTRICT

WHEREAS, the Potomac and Rappahannock Transportation Commission (PRTC) is in need of two additional vehicles to establish adequate OmniRide and OmniLink spare ratios; and

WHEREAS, Federal Economic Stimulus funding designated for PRTC coupled with other matched federal funding for bus purchases will cover the full cost of procuring these two vehicles; and

WHEREAS, an opportunity exists to purchase both vehicles via a federally-compliant procurement undertaken by the San Mateo County Transit District (SamTrans) that resulted in a contract award to the Gillig Corporation, because SamTrans does not need to exercise certain options present in that contract for its own purposes and has assented to the assignment of these options to PRTC.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby authorize the Executive Director to execute a contract with the Gillig Corporation for the production and delivery of one 40-foot bus and one 30-foot bus assigned by SamTrans at a cost of \$753,656.50.

BE IT FURTHER RESOLVED that the Commission authorizes the Executive Director to make use of an additional five percent for contingency allowance as necessary, amounting to \$37,682.83.

The logo for the Potomac and Rappahannock Transportation Commission (PRTC) features the letters "PRTC" in a bold, white, serif font, centered within a white diamond shape. The diamond is set against a dark teal background.


Potomac and Rappahannock
Transportation Commission

14700 Potomac Mills Road
Woodbridge, VA 22192



June 4, 2009

TO: Chairman May and Commissioners

FROM: Alfred Harf 
Executive Director

RE: Authorization to Execute a Contract with the Gillig Corporation for Production and Delivery of one (1) 40-Foot Suburban Bus and One (1) 30-Foot Local Bus Assigned by the San Mateo County Transit District

Recommendation:

Authorize the Executive Director to execute a contract with the Gillig Corporation for production and delivery of one (1) 40-foot suburban bus and one (1) 30-foot local bus via a “piggyback/assignment” from the San Mateo County Transit District (SamTrans).

Background:

PRTC needs to acquire two additional vehicles to maintain minimally acceptable OmniRide and OmniLink spare ratios. For OmniRide, the additional vehicle is needed because another “strategic” bus¹ is now necessary in the afternoon (positioned at the West Falls Church Metro station), which PRTC’s FY 2010 budget as proposed provides for. Adding another strategic bus increases the size of the active OmniRide fleet to the point that another bus needs to be acquired to maintain a minimally acceptable spare ratio.

¹ Strategic buses help keep service on schedule by having an extra vehicle to dispatch when delays or incidents occur. PRTC already employs two all-day strategic buses (one in eastern Prince William, the other in the Manassas area) and two more strategic buses to cover the PM rush period, positioned in the DC/Pentagon area. Because travel times along the I-66 corridor have grown increasingly longer and more unpredictable (due to increased congestion and the lack of barrier-separated HOV lanes), however, the current number of strategic buses is inadequate to safeguard the afternoon operations in the I-66 corridor, so operational and capital funding for this additional strategic bus was incorporated in the FY 2010 budget.

The second new vehicle is needed on account of conditions related to the OmniLink operation. For some time, the OmniLink service has also required an all-day strategic bus because of local road congestion, and because the OmniLink spare margin is as lean as it is², management has often found it necessary to resort to the use of a 40-foot bus when all the 30-foot spares in the fleet were out of service for maintenance/repair work. Having a “right-sized” vehicle to negotiate neighborhood streets when performing off-route trips is important, however, so the acquisition of another OmniLink bus is warranted. While funding for this acquisition is not present in the FY 2010 budget because of austerity imperatives that drove the development of that budget, the unanticipated availability of “stimulus” funding (which is also not accounted for in the budget) makes this acquisition possible.

Stimulus funding does not require a local match (it is 100% funding), so the use of stimulus funding for the acquisition of these two buses actually results in a favorable budget variance. This is because the West Falls Church strategic bus which is a funded item in the budget was expected to be funded with known federal funds matched by state and local funds; now that the source of funding for this bus is 100% federal where even the federal funding is above and beyond anticipated federal funding, virtually all of the federal, state, and local shares that were the presumed sources of funding for this bus end up becoming a favorable FY 2010 budget variance³.

Whenever PRTC is contemplating the acquisition of new buses, it looks for procurement opportunities that can simplify and expedite delivery of buses. To that end, 45 foot-long OmniRide buses continue to be acquired via the state contract, but at the present time there is no acceptable state contract counterpart for 40 foot-long or 30 foot-long buses. Consequently, management looked elsewhere, and found a “piggy-back/assignment” opportunity for the purchase of both vehicles, namely a contract already awarded to Gillig Corporation by the San Mateo County Transit District (SamTrans) system in California. SamTrans has a contract for both 30 foot-long and 40 foot-long Gillig buses comparable to those in PRTC’s fleet, which SamTrans awarded following a federally-compliant, competitive procurement. Options are present in that contract and SamTrans has graciously assented to assigning options for a pair of buses to PRTC -- one 30 foot-long bus and one 40 foot-long bus – which SamTrans does not need for its own purposes. Piggy-backing/assignment has the added virtue of reducing acquisition costs because of scale economies.

² With a fleet of 22 30-foot buses, 19 of which are needed in the peak period, a spare ratio of 15.8 percent (three buses) is inadequate much of the time.

³ The federal stimulus funding that is available to PRTC for the acquisition of buses amounts to \$757,037. The purchase cost of the two subject buses amounts to \$753,656.50, leaving a residual of \$3,380.50. This residual is less than the 5% contingency allowance that management is also asking the Commission to approve (i.e., \$37,683) so the balance of the funding needed for the 5% contingency allowance would be drawn from the federal, state, and local funding sources that were the presumptive sources of funding for the West Falls Church strategic bus.

Chairman May and Commissioners
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Fiscal Impact:

The 40-foot bus will cost \$384,878.25 and the 30-foot bus will cost \$368,778.25. Adding a five percent contingency allowance (\$37,682.83), the total cost is \$791,339.33. Federal stimulus funding would be the source for \$757,037 of this amount (the stimulus funding is 100% federal), while the remaining \$34,302 would be funded by the matched federal funds that were the original, presumptive source for the West Falls Church strategic bus that was a funded item in the FY 2010 budget.