

City of Scottsbluff, Nebraska
Monday, November 7, 2016
Regular Meeting

Item Bids1

Council to consider awarding a bid to Fire Fox/SVI in the amount of \$289,850.00 for the purchase of a new Rescue Truck for the Fire Department.

Staff Contact: Dana Miller, Fire Chief

Agenda Statement

Item No.

For Meeting of: 11/07/16

AGENDA TITLE: Award bid to Fire Fox/SVI for One New Recue Truck. Total price 289,850.00

SUBMITTED BY DEPARTMENT/ORGANIZATION: Scottsbluff Fire Department

PRESENTATION BY: Nathan Johnson, City Manager

SUMMARY EXPLANATION: Fire Fox bid for a SVI Custom Rescue Truck met all bid specs as written. Three other bidders failed to meet all the required bid specs and/or were over our allotted budget of 300,000.00

BOARD/COMMISSION RECOMMENDATION:

STAFF RECOMMENDATION: Award bid to FireFox/SVI as lowest and best price at 289,850.00

EXHIBITS

Resolution Ordinance Contract Minutes Plan/Map

Other (specify) Comparison spreadsheet and Rescue Committee Letter

NOTIFICATION LIST: Yes No Further Instructions
Please list names and addresses required for notification.

APPROVAL FOR SUBMITTAL: _____
City Manager

Rev: 11/15/12 City Clerk

Rev: 11/15/12 City Clerk

RESCUE TRUCK RECOMMENDATION

	MCB	SVI	Toyne New	Toyne Demo
Price	266,258	289,850	296,413	328,755
Body Warranty	10yrs	15yrs	10yrs	10yrs
Meets Standard for minimum body thickness	No	Yes	Yes	Yes
Meets Standard for subframe construction	No	Yes	No	No
Met "No exception" extruded corner specifications	No	Yes	Yes	Yes
Met Standard for drip rail construction	No	Yes	Yes	Yes
Met spring loaded body mount specifications	No	Yes	No	No
Perform a dielectric voltage withstand test	No	Yes	Yes	Yes
Offer Final Inspection of Apparatus	No	Yes	Yes**	N/A

**Toyne's final inspection takes place prior to painting of the apparatus

Chief Miller-

When we were awarded the FEMA Grant for \$300,000.00, the committee began the process of writing bid specifications for a new rescue truck. In reviewing the bids, our goal was to identify the lowest and best bid submitted. The Rescue Truck committee has completed its review of all the bids submitted. After an extensive review of all bids submitted, we have outlined our finding below.

Maintainer Custom Bodies(MCB) was the lowest bid at \$266,258. When we reviewed this bid, we found several areas of concern. The original bid called for the body to be built with a minimum of 3/16" aluminum. This requirement was made as it would extend the longevity of the apparatus. This was a requirement with No Exception. MCB bid the body to be constructed with 1/8" aluminum, significantly reducing the strength of the body construction. To avoid any long term issues with body panels separating and compartments becoming vulnerable to the elements, we placed a No Exception clause for extruded corners in the original specifications. MCB bid a body that utilizes extruded corners. The original specification stated drip rails were not allowed to be an "add-on" to the body and needed to be incorporated into the body build without any fasteners. MCB did not meet this requirement as they manually fasten the drip rails to the body as an "add-on". This was a No Exception clause. In the specifications for the subframe, we specified 2"x6"x.25" aluminum tubes, which is the same size as the chassis rails. We specified these criteria to ensure the strongest body frame possible. MCB bid a subframe that is constructed of 2"x2"x.125". This was a no exception clause. Another area of concern involved the dielectric voltage withstand test. This test was requested in the original specifications to test all of the electrical connections and grounding on the apparatus. MCB stated in their bid that they would not perform this test on the apparatus. They are the only vendor that refused to perform this test. The original bid specification stated that there would be a final inspection of the apparatus before we take delivery. MCB only included a pre-construction visit in their bid. It is the committees opinion that the specifications provided by MCB will result in a lesser built Rescue than all other bids received. It is our recommendation to exclude MCB due to not meeting the original specifications.

The next bid we reviewed was submitted by Firefox/SVI. In reviewing their bid, the committee found they met all of the requirements of the original bid specification. SVI was the second lowest bid at \$289,850. When we began this process, our goal was to build the highest quality, longest lasting unit possible. After countless hours reviewing the bids that we received, we can say with full confidence that SVI not only meets all of the specifications set forth, but will be the best built vehicle for our needs. We have done a lot of research on SVI and the Rescues they have built. This research has led us to conclude that they are a company that is highly regarded throughout the fire service and are well respected for the apparatus they build. SVI has the most extensive warranties of all the bids submitted. They offer a 15 year warranty on the body while all other vendors offer a 10 year warranty. An item of note with SVI is their facility is located 2 hours from Scottsbluff. The committee feels this is an important consideration in the event the apparatus ever needs major repairs. Having their facility in close proximity will significantly reduce out of service time.

Finally, the committee reviewed the bids submitted by Fyr-Tek/Toyne. They submitted bids for a New Build Rescue and a Demo Rescue Truck. The committee eliminated the Demo Rescue because it was over budget with a cost of \$328,755.10.

The New Build price was \$296,413.20. In reviewing the new build from Toyne, they met all of the requirements of the original bid specification with two exceptions First, the original bid specified the cross members of the subframe be constructed of 2"x6"x.25" aluminum tubing. Toyne specified cross members constructed of 2"x3"x.25" aluminum tubing. This was a No Exception clause. Second, the original specifications requested the body subframe be fastened to the chassis with spring loaded body mounts. These mounts prevent body damage and strains due to load and chassis movement. Toyne's bid called for the subframe to be U-bolted to the chassis. This mounting does not allow for relief of chassis movement. The original bid stated this process would not be acceptable. Another concern the committee identified was the final inspection. In the original specifications, it was stated that a final inspection trip would be conducted after NFPA lettering and striping was installed. The purpose of this trip is to identify any issues before taking delivery of the apparatus. Toyne's final inspection trip states that they will not perform any of the painting of the apparatus until the final inspection is completed. This is very concerning to the committee as paint inspection is an important part of the final inspection.

On behalf of the Rescue Committee, we are recommending that the bid for a Rescue Truck be awarded to SVI/Firefox. We have written and tailored the specs for this Rescue in a way that is best for this community and for our department. It is our opinion that SVI will provide us with the longest lasting and best built Rescue possible. We are extremely fortunate to have the opportunity to purchase a Rescue from SVI.