

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: DEBORAH LAUCHNER, CHIEF FINANCIAL OFFICER,
FINANCE DEPARTMENT
KELLEY MAGNUSON, DEPUTY DIRECTOR RECREATION,
RECREATION & PARKS DEPARTMENT
JON MERIAN, FLEET SUPERINTENDENT,
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
SUBJECT: WAIVER OF COMPETITIVE BIDDING – C.P HUNTINGTON
LOCOMOTIVE ENGINE
AGENDA ACTION: CONSENT RESOLUTION

RECOMMENDATION

It is recommended by the Finance and Recreation and Parks Departments that the Council, by resolution, waive competitive bidding and approve a purchase order for the purchase of a C.P. Huntington Locomotive Engine with Chance Rides Inc., Wichita Kansas, in the amount not to exceed \$217,178.75.

EXECUTIVE SUMMARY

The new C.P. Huntington locomotive engine will replace the 46 year old train that currently runs in Howarth Park. The train has recurring maintenance issues and replacement parts are difficult to obtain, thus the train brakes down frequently. The Santa Rosa Parks Foundation, a newly formed non-profit organization, entered into an MOU with the City in 2013 to begin fundraising for a new engine locomotive and ADA accessible coach car.

BACKGROUND

In 1958 "Pop" Lampson, a retired railroad engineer from Lakeport, moved his miniature steam train, roller coaster and hand-carved carousel to City of Santa Rosa Howarth Park. Thousands of families have been enjoying this Howarth Park attraction for generations. Adults and children alike remember the stories as they go through the tunnel, over the bridge and through the backwoods of Howarth Park. It provides employment and volunteer opportunities for our teens, and provides a nice backdrop for hundreds of children's birthday parties each year. This is a wonderful tourist attraction for Sonoma County and many families make regular return visits.

The train was replaced in 1969 with the current C.P Huntington 74 Gasoline Locomotive Engine. The train provides more than 50,000 rides per year. This includes riders from the City's camp programs, end of the year school parties, birthday parties, special events, and general ticket sales. Ticket sales revenue for the train is approximately \$95,000 per year.

The engine is 46 years old and is no longer cost effective to maintain. Several key engine parts are becoming difficult to locate, or are no longer available. There are valid concerns that the City will no longer be able to purchase replacement components to keep the engine in operating condition. The engine is an industrial version, and parts are not readily available. Some parts are only available as rebuild kits, so City staff is required to rebuild the parts. These rebuilt parts often do not last as long because of tolerances machined in the castings that have worn over the years. The City's fleet maintenance staff have explored the option of replacing the engine and transmission with a newer version, but has determined it would not be cost effective. The train, asset #33820, is in constant need of repairs and maintenance which is in excess of \$10,000 annually.

The Santa Rosa Parks Foundation (SRPF) has been fund raising for the new engine. In order to provide SRPF with a fund raising goal to meet, the City received a proposal from Chance Rides, Inc. in 2013 that included a two year option. Staff recommend purchasing the engine now, before the scheduled 2016 price increase goes into effect.

PRIOR CITY COUNCIL REVIEW

On October 8, 2013, the City Council approved a resolution and Memorandum of Understanding between the City and the Santa Rosa Parks Foundation (SRPF), a non-profit organization and dedicated group of community volunteers, which was formed to engage the community and fundraise in support of Santa Rosa's Recreation and Parks programs and facilities. The first project scheduled was to raise funds to replace the Howarth Park train.

ANALYSIS

Market research for this type of equipment has determined that there is a very limited market for product that can meet current City specifications. The three companies identified that provide similar type of equipment are Katiland Trains in Temecula, CA; Arizona Railroad Depot in Mesa, Arizona; and Chance Rides, Inc. in Wichita, Kansas.

Katiland Trains has not responded to various attempts of communication when inquiring about their Environmental Protection Agency standards, and carb and fuel injection specifications to their current model. Katiland Trains may not meet current air quality standards, and with the lack of response cannot be confirmed. Katiland Trains does not stock all required parts as specified by the City, and stated the City would have to go through Chance Rides, Inc. for parts purchases. Katiland Trains has gone through

litigation with Friends of City Park, a Louisiana non-profit organization in New Orleans, Louisiana, for providing a train with numerous mechanical failures because the train was not constructed out of new parts, but old worn out parts and scraps. The original purchase agreement was for a newly constructed locomotive and coach cars. The original delivery date was to be no later than October 13, 2012, yet the product was not delivered until January 26, 2013. Katiland Trains was called back to New Orleans on four separate occasions, starting February 11, 2013 through the week of March 25, 2013, each time attempting to repair with no success. Friends of City Park has requested a full refund due to numerous mechanical failures, substandard parts and workmanship.

Arizona Railroad Depot design requires an additional car to be purchased with the locomotive engine, where the actual engine will exist. This design is not favorable to the City as it would require the purchase of additional cars and would require additional maintenance and repairs. Arizona Railroad Depot does not stock any parts. All replacement parts are made to order on receipt of damaged part shipped to their place of business. This is not in the City's best interest as the train would be closed for extended periods of time pending required parts to be manufactured and delivery.

Chance Rides, Inc., meets all of the City's requirements regarding design of the locomotive engine to pull the existing coach cars and can provide replacement parts immediately if the engine or coach cars break down.

FISCAL IMPACT

The funds for the locomotive engine have been donated by the Santa Rosa Parks Foundation. The Santa Rosa Parks Foundation will continue to fundraise for the ADA accessible coach and will donate funding for the future purchase. The impact to City funds will be in the ongoing preventative maintenance for the new locomotive engine, which currently exists in the operational budget.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment or a foreseeable indirect physical change in the environment pursuant to CEQA guideline section 15378.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATIONS

Not applicable.

ATTACHMENTS

Resolution

CONTACT

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