

Transportation Committee

For the Metropolitan Council meeting of July 25, 2018

Subject: Twenty 40-Foot Replacement Buses for 2019

Proposed Action

That the Metropolitan Council authorizes the Regional Administrator to exercise existing contract options in Contract 12P227 with Gillig Corporation to purchase seventeen (17) forty-foot standard biodiesel replacement buses and three (3) forty-foot buses with BRT styling in an amount not to exceed \$10,171,673.00, contingent on satisfactory results of the Pre-Award Buy America audit.

Summary of Committee Discussion/Questions

Chair Rodriguez made a statement that Council members received a couple letters in opposition of this item but wanted to clarify misinformation in one of the letters – the MOU with Xcel does not state the goal is that Metro Transit’s fleet will be 100% electric by 2040; the MOU states that the goal is to have all energy purchases by 2040 be from renewable sources.

Metro Transit Deputy Chief Operating Officer-Bus Brian Funk introduced Metro Transit Bus Maintenance Director Matt Dake (who joined Metro Transit this spring) and presented this item. Metro Transit General Manager Brian Lamb added that Metro Transit was previously the first large bus system in the country to expand into Hybrid technology and do so successfully. Lamb continued that the model in which Hybrids were rolled out, is similar to what is being proposed for electric buses – a pilot allowing staff to become knowledgeable on maintenance, providing feedback to the vendor to improve their model. Lamb stated that we must move forward in a thoughtful way and ensure the investments we make are ones we can count on. Dorfman asked that with the Electric Bus pilot beginning on the C Line, how long until staff reviews the fleet replacement? Lamb responded that it takes about 3 or 4 years to vet out initial problems and see actual production from an operational standpoint. Dorfman asked staff to address the other issues that were pointed out in the opposition letters. Lamb indicated that most items would have trade-offs and Funk responded in more detail: driver protection shields (currently evaluating and surveying operators to understand what features they want; would be premature select a vendor and outfit all buses), wider rear doors (would come at expense of interior seats), interior bike racks (would come at expense of interior seats; Red Line buses had this feature and it didn’t go well but staff can look at the new designs and see if they would fit better functionally), windows that only top 1’ slides open (industry is moving towards fewer windows that open- providing stable climate), stop request cords over strips (cost trade off; strips easier to maintain), and ABRT Branding (when A-Line buses were acquired the flat facing front of bus was not available but now that it is, staff can evaluate for future purchases). Munt stated she has had much correspondence with the groups and the mutual feeling is that we need to speed up clean energy. Lamb explained that staff is searching for every available competitive grant (recent award of LoNo grant and partnership with Xcel are examples). Funk added that staff is working with MPCA on the VW Settlement – which has yet to release the RFP for transit buses. Reynoso was curious if Gillig will start making electric buses, to which Funk answered that yes – currently they have 30ft buses but Gillig hopes to produce 40ft buses soon. Chair Rodriguez added that Metro Transit has an application in the Regional Solicitation for electric buses and Metropolitan Transportation Services Director Nick Thompson added that suburban providers have applied in the past also.

Motion by Reynoso, seconded by Commers. Motion carried, consent to Council.

Transportation Committee

Meeting date: July 9, 2018

For the Metropolitan Council meeting of July 25, 2018

Subject: Twenty 40-Foot Replacement Buses for 2019

District(s), Member(s): All

Policy/Legal Reference: Contract No. 12P227

Staff Prepared/Presented: Brian Lamb, General Manager, 612-349-7510

Vince Pellegrin, Chief Operating Officer, 612-349-7511

Brian Funk, Deputy Chief Operating Officer – Bus, 612-349-7514

Matt Dake, Director, Bus Maintenance Division, 612-349-5000

Michael Joyce, Assistant Director Technical Support, 612-349-5008

Division/Department: Metro Transit Bus Maintenance Division

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Background

The Council executed contract 12P227 with Gillig Corporation in July 2013. The five-year contract includes the purchase of 184 replacement buses and options for an additional 221 buses with BRT styling options. The option buses requested are seventeen standard diesel replacements and three forty-foot A Line BRTs to be received in 2019. Staff must receive Council approval prior to purchasing option buses.

Rationale

The purchase of these buses is in alignment with the planned fleet replacement cycle allowing for a reliable forty-foot bus fleet and is consistent with past fleet purchases. The purchase of the three BRT buses will help mitigate vehicle downtime due to preventative maintenance, repairs and increased service levels. If we cannot proceed with this procurement, buses will not be replaced at the end of their service life and A Line service will be affected, thus increasing operating costs and negatively impacting reliability.

Thrive Lens Analysis

This bus procurement advances Thrive through the lens of promoting regional prosperity for everyone, by continuing to serve residents who depend on transit.

Funding

The purchase of these buses is planned for in the 2018-2023 CIP, as approved by the Council. The funding is available pending adoption of the 2018 2nd Quarter Budget Amendment (Item 2018-153JT). The total cost of these buses is estimated at \$10,171,673.00.

Known Support / Opposition

There is no known opposition to this action.