

# Committee Report

Transportation Committee



**Committee Meeting Date:** April 11, 2022

**For the Metropolitan Council:** April 27, 2022

## Business Item: 2022-88

Hiawatha Light Rail Wheel Truing Machine Replacement- Contract 20P265

### Proposed Action

That the Council authorize the Regional Administrator to negotiate and execute contract with NSH USA Corporation, to manufacture a replacement wheel truing machine for the Hiawatha (Blue Line) Operations and Maintenance Facility (O&MF), in the amount of \$2,295,493.20.

### Summary of Transportation Committee Discussion/Questions

Metro Transit Project Manager Jay Wesely presented this item. Cummings asked if there was a secondary market or recyclable option. Wesely mentioned that a secondary market sale is unlikely due to its age but the team is looking into it. Gonzalez asked about equipment lifespan. Wesely said that the new machine would have a 30 year life, in comparison to the Light Rail Vehicles it will service which are tasked with a 40 year life.

Moved by Fredson, seconded by Chamblis. Motion carried, consent to Council.



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<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	FM14-2 - Expenditures for the Procurement of Goods and Services Policy
<b>Staff Prepared/Presented:</b>	Jay Wesely, Project Manager Light Rail Vehicle Maintenance, (612) 341-5638
<b>Division/Department:</b>	Metro Transit

### Proposed Action

That the Council authorize the Regional Administrator to negotiate and execute contract with NSH USA Corporation, to manufacture a replacement wheel truing machine for the Hiawatha (Blue Line) Operations and Maintenance Facility (O&MF), in the amount of \$2,295,493.20.

### Background

Wheel truing is a critical operational function, keeping light rail vehicle (LRV) wheels cut to the correct profile ensures safe vehicle operation, minimizes undue wear to track infrastructure, provides a smooth ride for passengers and minimizes vibration caused by flat-spots or anomalies in the geometry of the wheel.

The wheel truing machine currently installed at the Hiawatha O&MF was pre-owned at the time of purchase to support the 24 LRVs operated at the opening of the Blue Line in 2004. The fleet maintained at the Hiawatha O&MF has grown by nearly 300% since that time. The existing machine is no longer able to keep up with this amount of maintenance and must be replaced.

A Request for Proposals was issued on September 28, 2021. A pre-proposal meeting was hosted by Council staff that outlined the solicitation requirements, discussed project specifications and responded to plan holder inquiries. There were eight total registered plan holders, four plan rooms, three prime proposers, and one subcontractor. The Council received one proposal to be evaluated for the consideration of award. An Adequate Competition Determination was conducted on this procurement and found that full and open competition was achieved with no indication of the specifications being restrictive.

The panel evaluated and ranked all proposals on the following criteria: quality of proposal, qualifications of the proposal, experience, price and the ability to meet current and future needs.

The evaluation panel determined that the proposal submitted by NSH USA Corporation, is the most advantageous to the Council and recommended for award.

### Rationale

The execution of a professional services contract in excess of \$500,000 requires Council approval.

### **Thrive Lens Analysis**

This action furthers the Thrive outcomes of Equity, Livability and Sustainability within the region by improving access for all residents across race, ethnicity, economic means and ability to real, sustainable transportation choices.

### **Funding**

Funding for this project is secured from Federal Grant and Local Match funds and has been authorized in Metro Transit Projects 69009 LRV Wheel Truing Machine and 65321 HLRT Rail Associated Capital Maintenance.

### **Small Business Inclusion**

The Office of Equity & Equal Opportunity (OEEO) thoroughly reviewed this procurement for Disadvantaged Business Enterprise (DBE) opportunities in accordance with applicable federal and state laws and regulations as well as contract specifications. Upon conclusion of OEEO's research and analysis, no DBE goal was set.

