

Transportation Committee

Meeting date: June 10, 2013

For the Metropolitan Council meeting of June 26, 2013

Subject: Authorization to Execute Contract No. 12P227, Procurement of 184 40-ft Transit Buses

District(s), Member(s): All

Policy/Legal Reference: Council Procurement Policy

Staff Prepared/Presented: Brian Lamb, General Manager, 612-349-7510
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Division/Department: Metro Transit Bus Maintenance

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to execute Contract No. 12P227 with Gillig Corporation for the purchase of 184 replacement 40-ft transit buses for \$98,499,952. The award is contingent on satisfactory results from the Pre-Award Buy America Audit.

Background

Metro Transit and Metropolitan Transportation Services are replacing 184 40-ft buses over the next five years. The planned mix of standard and hybrid buses as specified in the contract is 124 diesel buses and 60 hybrid buses. The number of diesel and hybrid buses on the base order and on option orders may be adjusted over time dependent on need. Some of these buses may be ordered with optional equipment such as a BRT passenger amenity package.

An RFP was issued on January 14, 2013 and proposals were received from New Flyer of America and Gillig Corp. on March 1, 2013. An Evaluation Panel reviewed these proposals and requested Best and Final Offers from both companies on April 8, 2013. The Panel evaluated the BAFOs and is recommending that this contract be awarded to Gillig Corporation.

The evaluated price is \$438,033 per diesel bus and \$658,716 per hybrid bus. These prices are fair and reasonable based on comparisons to recent prices paid by the Council for 40-ft diesel and hybrid buses and recent proposed pricing. The contract amount, including 5% for Producer Price Index escalation, options and future advances in component technology, will be \$98,499,952.

Rationale

This investment reflects the Council's commitment to maintain and preserve regional transit investments and is in alignment with the objectives of the unified capital programming process.

Funding

The funding plan for these replacement buses is contained in the Capital Improvement Program.

Known Support / Opposition

There is no known opposition to the proposed action.