

Transportation Committee

Meeting date: April 28, 2014

For the Metropolitan Council meeting of May 14, 2014

Subject: 2014 Small Buses Procurement

District(s), Member(s): All

Policy/Legal Reference: State of Minnesota Cooperative Vehicle Procurement contract release number B-347(5); and Council Procedure 1-2c Sustainability in Fleet Procedure

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Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to execute purchase agreements, contingent upon Council approval of Action Item 2014-65 on April 30, 2014, with:

1. Høglund Bus (MnDOT Contract 72485) for up to 28 replacement buses and 39 expansion buses in an amount not to exceed \$4,307,000; and
2. North Central Bus Sales (MnDOT Contract 72487) for up to 21 replacement buses and 18 expansion buses in an amount not to exceed \$2,386,000.

Background

This procurement of 106 buses aligns with the bus replacement/expansion schedule and Capital Improvement Plan (CIP). This request represents the majority of the small bus fleet to be replaced in 2014. Buses will be delivered in September/October 2014 for assignment to following transit programs:

Metro Mobility – 37 replacement buses, 55 expansion buses

Transit Link – 5 replacement buses, 2 expansion buses

Plymouth – 4 replacement buses

Shakopee – 2 replacement buses

SouthWest Transit – 1 replacement bus

Rationale

The purchase of these buses allows for a reliable fleet and quality service. The 49 buses that are scheduled for replacement will have met or exceeded the Council's replacement cycle of five years for small buses. Most of the vehicles, particularly in the Metro Mobility fleet, have mileage between 225,000 and 325,000 miles. The 55 expansion buses are necessary due to continued Metro Mobility ridership growth and modest Transit Link growth. While Metro Mobility experienced 31% ridership growth from 2008 to 2013, the fleet grew by 25% over the same period. The additional buses will bring the spare ratio up to 10% (regular route is 20%) and reduce the need for Peak Demand Overflow taxi service.

This procurement uses the State of Minnesota Cooperative Vehicle Procurement process which is compliant with all State and Federal regulations. The MnDOT vehicle contracts expire on December 31, 2014.

Funding

Federal 5307 formula funds and Regional Transit Capital (RTC) funds will be utilized for these small buses. Capital funding is provided for in Council Action Item 2014-65 First Quarter Budget Amendment to the 2014 Unified Budget. Approval of this recommendation is contingent upon Council approval of Action Item 2014-65 on April 30, 2014.

Known Support / Opposition

This vehicle purchase has the support of the Transportation Accessibility Advisory Committee, Plymouth, Shakopee and SouthWest Transit. There is no known opposition.