

Transportation Committee

Meeting date: March 9, 2020

For the Metropolitan Council meeting of March 25, 2019

Subject: Contract with Motor Coach Industries Utilizing the AC-Transit Coach Contract 2020-1436

District(s), Member(s): Dist. 3 Christopher Ferguson; Dist. Dist. 4 – Deb Barber

Policy/Legal Reference: 2020-64-JT - 2020 Budget Amendment – 1st Quarter

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

Proposed Action

That the Metropolitan Council Authorize the Regional Administrator to exercise bus purchase options utilizing the Alameda-Contra Costa Transit District (AC-Transit) Contract 2020-1436 with Motor Coach Industries (MCI), to purchase four (4) low-floor replacement buses in an amount not to exceed \$2,740,000 contingent upon approval of BI 2020-6-JT.

Background

The Council does not have an active forty-five (45)foot, low floor coach contract with a vendor. In 2019, SouthWest Transit (SWT) expressed a desire to purchase the newly designed MCI Coach with a low floor section providing ramp access and space for persons using mobility devices. The was able to add these four (4) buses to the Alameda-Contra Costa Transit District (AC-Transit) low-floor coach RFP (2018-1436) for delivery shortly after the current buses are scheduled to be retired.

Rationale

This purchase includes four (4) replacement vehicles that will be operated by SouthWest Transit and will replace forty-foot low floor buses that have reached the minimum useful life threshold. It is expected that the Council and SWT will receive the buses in the 4th quarter of 2020.

Thrive Lens Analysis

This purchase enables the provision of a reliable transit service for commuters, (sustainability) and enhances the quality of life in the region by reducing traffic congestion and improving the ease of access by passengers who use mobility devices with the low-floor options (livability).

Funding

Purchase of these buses is in the proposed Capital Amendment BI 2020-64-JT 2020 Budget Amendment 1st Quarter. Funding for this project will come from local Regional Transit Capital funds. This project is contingent upon approval of BI 2020-64-JT.

Known Support / Opposition

Support – SouthWest Transit