

## Transportation Committee

Meeting date: November 8, 2021

For the Metropolitan Council meeting of December 8, 2021

**Subject:** Rust Mitigation of Bombardier Light Rail Vehicles

**District(s), Member(s):** All

**Policy/Legal Reference:** FM14-2 - Expenditures for the Procurement of Goods and Services Policy

**Staff Prepared/Presented:** Ryan McTeague, Director LRV Maintenance, 612-341-5671

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**Division/Department:** Metro Transit / Light Rail Vehicle Maintenance

### Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute contract 20P035 with RailCar Corporation for rust mitigation/fleet improvement services on the Bombardier, Type 1, Light Rail Vehicles (LRV's) in an amount not to exceed \$7,704,246.

### Background

After being in service 13 years, rust mitigation services on our 27 Type-1 LRV's began in 2017. By 2020, rust mitigation services on 11 of Type 1 LRV's had been completed. Facing a disruption of service for the Hiawatha Maintenance Facility Building expansion (and the knowledge that the 59 Siemens, Type 2, LRV's were surpassing 7 years in service), it is recommended that the best course of action is to outsource the more extensive rust mitigation service needs on the Type-1 LRV's.

In 2020, rust mitigation was shifted to the Type 2, LRV's with a stop in production for expansion construction. RailCar Corporation will remove the belly pans and perform rust mitigation services on the remaining 16 Type 1, LRV's. In addition, RailCar Corporation will replace the rooftop conduit, inspect and repair the CPCU cabinets, as well as remove and replace the interior flooring and wall paneling for all 27 LRV's; to provide full access to inspect structural beams and window framing for rust as neither were removed on the 11 completed LRV's.

Outsourcing the sixteen remaining and more extensive rust mitigation work on the Type 1, fleet will enable LRV maintenance staff to address the additional 64 Type 2 vehicles in-house while the corrosion is currently far less severe. The result will be an in-house rust mitigation program that addresses LRV's every 7 to 8 years as opposed to near midlife. Without the support of RailCar Corporation services, Metro Transit lacks the resources and staffing to efficiently bring the rust mitigation program up to par, which would allow for future internal control and upkeep.

### Rationale

A Request for Proposals was issued November 13, 2020. A pre-proposal meeting was hosted by Council staff that outlined the solicitation requirements, discussed project specifications, and responded to plan holder inquires. There were six registered plan holders, two prime bidders, one supplier, two plan rooms and one plan holder identified as a disadvantaged business enterprise. The Council received one proposal on January 15, 2021, and

performed an adequate competition evaluation and determined there was no indication that the Council's specifications were restrictive.

The following criteria was used in the evaluation of the proposal; proposer quality, qualifications, experience, price and the ability to meet current and future needs. The evaluation panel utilized the expertise and knowledge from a wide array of staff disciplines as well as technical advisors. After the individual evaluation of the proposal, the evaluation panel requested clarifications and a best and final offer from the proposer and determined that RailCar Corporation's offer was advantageous to the Council.

### **Thrive Lens Analysis**

This action furthers the Thrive outcomes of Sustainability, Livability, Equity and Prosperity within in the region by maintaining a state of good repair for Metro Transit LRV fleets that provides reliable, affordable, environmentally friendly, and safe mass transportation to our customers.

### **Funding**

The program is funded with local and federal funds via projects 65002, 65704, 65901, 65106 and 68903. This is a 3-year, 2 phase project. Phase 1 of the project will be awarded at a cost of \$7,704,246. The balance of funding will be requested for future Council approval within the 2023 CIP process (in the amount of \$4,195,754) for a total project cost of \$11.9M to complete.

### **Small Business Inclusion**

The Office of Equal Opportunity (OEO) thoroughly reviewed this procurement in accordance with applicable federal and state laws and regulations. Given the specifications of the work, OEO identified painting and sandblasting as potential subcontracting opportunities on this contract. OEO searched the directory and performed outreach activities for MCUB firms that could provide the services as outlined in the specifications identifying two firms that perform sandblasting, and three firms that perform light to medium scale vehicle painting, none of the firms identified provide service on large scale vehicles such as LRV's. As a result, OEO concluded there are no MCUB firms that provide the type and level of service required for the rust mitigation activities on this contract. A Metropolitan Council Underutilized Business goal was not set upon results of the analysis.

### **Known Support / Opposition**

An information sharing discussion was held with ATU leadership on 10/29/2021, where ATU expressed opposition.