

# Cedar Avenue Bus Rapid Transit

## Station-to-Station Vehicle Procurement Action

December 7, 2011



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# Context & History

- “The Bus” for BRT Station-to-Station is, along with stations, one of the two most visible elements of the transitway project
- Lots of interest among stakeholders
- Lots of interest among manufacturers, even though it’s a small number of vehicles

# Regionwide Process

- Initiated a process in late 2010 to have Met Council procure a single vehicle for I-35W & Cedar BRT Station-to-Station
- Vendor proposals submitted, reviewed by staff committee
- *Procurement terminated without award* in September, largely due to decision to delay implementing I-35W BRT



# New Process

- MVRTA to procure bus with significant input from other stakeholders
- Joint staff review of alternate vehicle sources – quickly narrowed to options available on current MVRTA, Met Council, and State of Minnesota contracts
- Joint staff developed criteria for evaluation of vehicles sourced through different contract options

# Criteria

- Technical Qualification: Does vehicle design permit operation of level-platform boarding at AVTS, 147<sup>th</sup>, and 140<sup>th</sup> (and other stations going forward)?
- Availability of Production Slots/Delivery
- Image – “Rail-like Experience” inside and out
- Cost – affordable under current budget

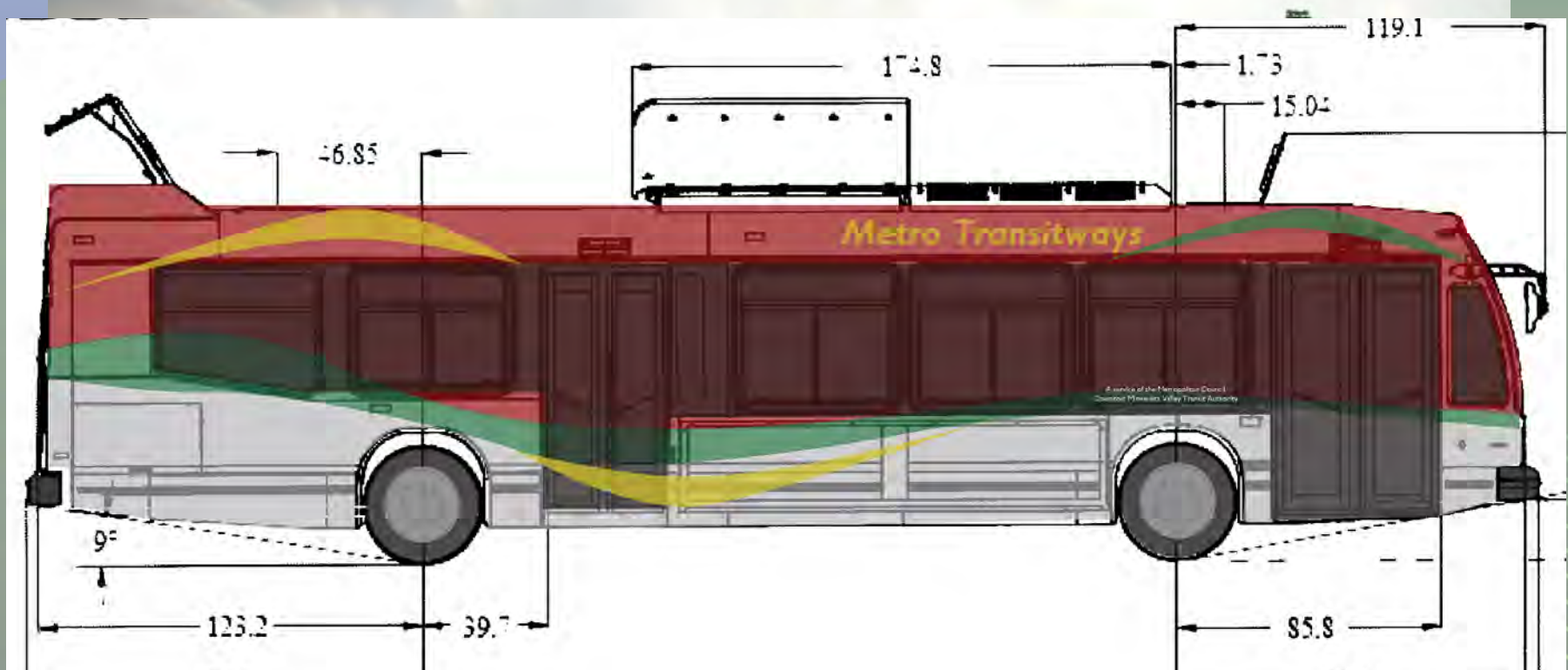
# Rating Per Criteria

- Nova, Gillig met Technical Criteria
- New Flyer failed Technical Criteria (inherent design of bus)
- NABI did not do Technical Criteria test, and could not deliver within project timeline
- Nova rated better on image
- Gillig rated better on cost, but *both* within established budget

# Committee/Staff Recommendation

- ***NovaBus*** via State of Minnesota contract, MVTA as member of Cooperative Purchasing Venture
- Configure additional necessary items not awarded as part of State contract
- Requires Board to authorize two purchase actions:
  - “State contract bus”
  - Sole-Source award of additional items to vendor

# Recommended Vehicle



# Partner Buy-In

- Joint staff recommendation – all three staffs agreed with selection of top vendor
- 11/15 - DCRRA endorsed NovaBus concept
- 11/28 – Transportation Committee authorized funding
- ***12/7 – MVTA to award purchase (today)***
- 12/14 – Met Council expected to endorse concept and authorize funding
- 12/15 – MVTA issues Notice to Proceed

# Next Steps

- Joint staff committee to review remaining decisions: e.g. seat fabric – *very tight timeline for decisions*
- MVTA staff conducts preproduction - mid Jan.
- MVTA authorizes a contract for in-plant inspection – Jan. Board
- Bus enters production process Feb. 1
- Bus delivery – late summer/fall 2012