



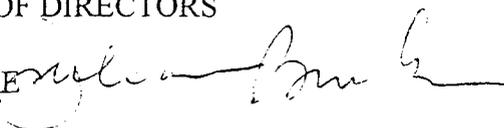
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TO: MTA BOARD OF DIRECTORS
FROM: JULIAN BURKE 
SUBJECT: ISSUANCE OF SOLICITATION FOR
THE PURCHASE OF BUSES

An Invitation for Bid (IFB) for the procurement of buses for the MTA was issued on Tuesday, December 28, 1999. The invitation requests that bids be submitted no later than Tuesday, February 29, 2000 for 370 Forty Foot Low Floor buses to be delivered by June 30, 2002, with options to purchase additional buses in the future. The options allow the purchase of up to 700 additional buses within the next four years. The solicitation was carefully structured to meet the Accelerated Bus Procurement Plan and to provide a realistic delivery schedule which would foster maximum competition from the bus manufacturing industry. Each of the bidders will submit a bid package for both compressed natural gas and clean diesel power systems. The alternative bids are being required so that the Board will have an opportunity to compare the cost of CNG and clean diesel when the contract award is presented for consideration.

In order to offer the industry an opportunity to examine the technical and commercial approaches being contemplated for the procurement, a draft IFB was circulated for review by bus manufacturers and major component suppliers. In addition to this review, the consultant for the development of the standard bus procurement guidelines adopted by FTA and APTA was requested to review the draft document and identify any unnecessary commercial or technical cost drivers contained therein.

The intent of these reviews was to obtain comments which, if incorporated into the final solicitation, would lead to reduced pricing for the buses being purchased. Comments were received, reviewed and incorporated as appropriate. All major cost drivers identified by the consultant were deleted or appropriately modified. The resulting specification is a standard heavy duty transit vehicle suitable for an urban environment, including security cameras and stainless steel seating.

A recommendation for award will be presented to the Board for its consideration at the March 2000 MTA Board meeting.