



Date of Memo: March 8, 2024
Current Meeting: March 21, 2024
Board Meeting: March 28, 2024

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: Interim President/CEO Jennifer Pyrz
FROM: Deputy Chief Operating Officer Cheryl Purefoy
SUBJECT: Procurement of Gillig eGen Flex Forty Foot Hybrid Buses

ACTION ITEM A – 3

RECOMMENDATION:

In a manner consistent with IPTC procurement and contract award standards, it is requested that the Board authorize the Interim President/CEO enter into a contract to purchase 20 forty-foot Gillig Hybrid buses in an amount not to exceed \$25,095,546.

BACKGROUND:

IndyGo was awarded \$19 million in FTA Section 5339 (c) Low/No Emission funding. FTA Low/No grants are competitively awarded for zero emission (Low/No) projects; eligible projects include buses and facilities. The submitted project by IndyGo used the funds to replace older diesel and diesel hybrid buses with new diesel-electric hybrid buses in the fleets' inventory. The diesel-electric hybrid buses included the eGen flex system that allows vehicles to travel up to 50% of their miles under electric power, depending on routing and other conditions. IndyGo's 2023 statistics demonstrate that our three eGen vehicles are performing at least 21% of their miles under electric power. Bus replacement is an intricate part of IndyGo's Fleet Management Plan and the overall fleet's state of good repair strategy.

DISCUSSION:

IndyGo identified the State of Washington competitive purchase agreement that included our specified bus. IPTC proposes to contract with Gillig directly for the specified bus based on their agreement to honor the bus specifications and prices quoted in the State of Washington's contract.

By leveraging the terms of the State of Washington agreement, IndyGo can avoid an imminent price increase in April 2024 as well as move to production quickly based on IndyGo's delivery requirements.

ALTERNATIVES:

The Board could choose to not approve the procurement of the hybrid buses, but due to the current supply chain challenges and price increase. Additionally, the grant funds would need to be returned.

FISCAL IMPACT:

Funding source federal and local dollars, with an 80 %/20 % split, approved in the 2024 Capital Plan.

DBE/XBE DECLARATION:

This action is for a bus purchase; therefore, there are subcontracting opportunities available. No DBE goal is set.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Finance and Service Committees on March 18, 2024 and is recommended to be placed on the consent agenda.