

**Date:** September 18, 2019

**To:** Board of Directors

**From:** Doug Kelsey



**Subject: RESOLUTION NO. 19-09-77 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH COMPLETE COACH WORKS TO PROVIDE TRANSIT BUS REFURBISHMENT AND CONVERSION SERVICES**

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1. **Purpose of Item**

This Resolution requests that the TriMet Board of Directors (Board) authorize the General Manager or his designee to execute a contract (Contract) with Complete Coach Works (CCW) to provide transit bus refurbishment and conversion services (Services).

2. **Type of Agenda Item**

- Initial Contract  
 Contract Modification  
 Other \_\_\_\_\_

3. **Reason for Board Action**

Board authorization is required for all goods or services contracts obligating TriMet to pay in excess of \$1,000,000.

4. **Type of Action**

- Resolution  
 Ordinance 1<sup>st</sup> Reading  
 Ordinance 2<sup>nd</sup> Reading  
 Other \_\_\_\_\_

5. **Background**

TriMet is moving away from diesel buses, and plans to operate a full fleet of Zero Emission buses by 2040. To advance this goal, TriMet has procured five (5) Battery Electric Buses (BEB) from New Flyer, and is in the process of procuring five (5) BEB from Gillig and three (3) BEB from Proterra. All thirteen (13) BEBs will be used as a test to see which manufacturer provides the BEB that are best suited to TriMet's needs, the road system within its service area and the local climate and topography.

Currently, TriMet has 696 diesel powered buses in active service, of which a large number are older diesel buses. While the FTA estimates that the average lifecycle of a bus is 12

years, many of TriMet's older buses have been in service for an average of 18 years. To facilitate the transition to a Zero Emission fleet, Bus Maintenance is proposing a pilot program that would take a number of serviceable diesel buses, now scheduled for retirement or at midlife, and refurbish them, instead of retiring and replacing them with new diesel buses.

Refurbishment entails taking the bus all the way down to the frame and building it back up so that it looks and runs like new. Bus Maintenance estimates that refurbishment would add up to 10-12 years to the lifecycle of each bus, and would save an average of \$265,000 when converting a bus from diesel-to-diesel, or \$300,000 when converting one from diesel-to-electric.

Along with significant cost savings, a successful refurbishment program would allow TriMet to convert some of its soon-to-be retired buses to full BEB, eliminating some of the need to buy new battery-electric vehicles. In addition, refurbishment and conversion would make the transition to BEB more efficient for the Bus Maintenance training department and its journey-level mechanics, because the buses to be refurbished are already part of the fleet and are familiar to Bus Maintenance personnel.

To implement the pilot program, this Resolution requests that the Board approve a Contract with CCW that would refurbish three (3) 40-foot diesel buses and convert them to electric, refurbish one (1) 60-foot diesel bus and convert it to electric and, because TriMet will continue operating diesel buses for the near future, refurbish five (5) 40-foot diesel buses.

After refurbishment, all nine (9) buses in the pilot program would be analyzed for performance, reliability, actual costs of refurbishment and/or conversion, and total operating costs. The outcome of the analysis will aid TriMet in determining which bus types are most appropriate for refurbishment, or for refurbishment and conversion. If the analysis is positive and additional funds become available, this Resolution also seeks authority for refurbishment and conversion of two (2) additional buses from diesel-to-electric.

#### **6. Procurement Process**

Washington State previously issued a formal competitive Request for Proposals for heavy-duty and light-to-medium duty transit buses, including double-decker buses, to be refurbished, repowered, and rebuilt. As a result of that solicitation, CCW was awarded the refurbish, repower and rebuild contract. The CCW contract is a State Cooperative Purchasing Contract under Section 3019 of the FAST Act, and complies with FTA Guidelines. Because TriMet is a member of the Oregon Cooperative Procurement Program (OCPP), it was able to utilize the Washington State Department of Enterprise Services (DES) Price Agreement to procure CCW's Services for this Contract.

The amount of TriMet's proposed Contract with CCW for the refurbishment and conversion of nine (9) buses, as discussed above, is \$6,153,747. TriMet has determined that CCW's pricing for the refurbishment and conversion of these buses is fair and reasonable, and it is unlikely that a better price would be obtained through an open market solicitation. Other agencies have provided positive references for CCW, and TriMet's past and current experiences with CCW

are favorable. Based on positive results of the pilot program and the availability of additional funds, TriMet would ask CCW to refurbish and convert two (2) additional buses from diesel to electric.

7. **Diversity**

CCW has 318 employees, of whom 64.15% are minority and 15.41% are female. CCW will refurbish all of the buses at one location in Riverside, California, and will use its own employees to do the work.

8. **Financial/Budget Impact**

The purchases under the proposed contract will be funded from a combination of Capital Improvement Program funds for FY2020-2021, available operating resources, and active bond proceeds.

9. **Impact if Not Approved**

Should the Board choose to not approve this Contract, it is unlikely that the pilot program to refurbish and convert these buses would occur. TriMet is not currently staffed and/or equipped to perform this work, and hiring trained personnel and obtaining the equipment needed to perform the work would take too long and cost more than the proposed Contract.



**RESOLUTION NO. 19-09-77**

**RESOLUTION NO. 19-09-77 OF THE TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A  
CONTRACT WITH COMPLETE COACH WORKS FOR THE PURCHASE OF  
TRANSIT BUS REFURBISHMENT AND CONVERSION SERVICES**

**WHEREAS**, TriMet has authority under ORS 267.200 to enter into a contract (Contract) with Complete Coach Works (CCW) for the procurement of transit bus refurbishment and conversion services (Services); and

**WHEREAS**, TriMet wishes to conduct a pilot program to determine whether it is cost-effective to refurbish and convert part of its aging bus fleet from diesel to electric, and/or to refurbish and renew some of its diesel buses, in order to extend the useful life of the current bus fleet; and

**WHEREAS**, the amount of the Contract with CCW for its refurbishment and conversion Services exceeds \$1,000,000; and

**WHEREAS**, by Resolution dated October 25, 2017, the TriMet Board of Directors (Board) adopted a Statement of Policies requiring it to authorize goods and services contracts obligating TriMet to pay in excess of \$1,000,000;

**NOW, THEREFORE, BE IT RESOLVED:**

1. That the Contract shall conform with applicable law.
2. That the General Manager or his designee is authorized to execute the Contract for the Services in an amount not-to-exceed \$6,153,747, over the two year life of the Contract.

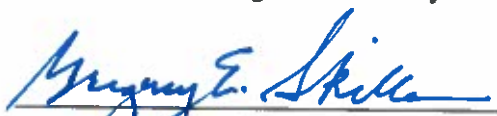
Dated: September 18, 2019

Attest:

\_\_\_\_\_  
Presiding Officer

\_\_\_\_\_  
Recording Secretary

Approved as to Legal Sufficiency:

  
\_\_\_\_\_  
Legal Department

