

Honorable Mayor and Members
Of the City Council
City Hall
Torrance, California

Council Meeting of
December 18, 2007

Members of the Council:

SUBJECT: Transit – Authorization to purchase Bus Engines

Expenditure: \$250,000

RECOMMENDATION:

Recommendation of the Transit Director that Council authorize purchase orders with Cal Cummins Pacific and Valley Power Systems for the purchasing of bus replacement engines at an aggregate cost not to exceed \$250,000.

FUNDING: Funding is available in Federal Transit Administration (FTA) capital grants CA-90-Y318 and CA-90-394.

BACKGROUND:

Buses are defined by the Federal Transit Administration (FTA) to be vehicles with a twelve (12) year service life expectancy. Their heavy-duty engines are reliable for approximately 250,000 to 300,000 miles before they are deemed to have reached the end of their useful operating cycle. At this point, if a bus has reached its service life expectancy it can be replaced or it will need to be re-powered by replacing its engine and other components.

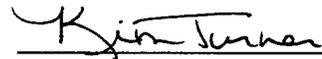
ANALYSIS:

Transit wishes to purchase replacement engines for its diesel powered buses. These rebuilt/reconstructed engines are either manufactured by Valley Power Systems in the City of Industry, or Cummins Cal Pacific, Incorporated, of Montebello. Both of these engine manufacturers are renowned for the quality of the engines that they rebuild.

Transit currently has four generations of diesel powered buses in its fleet which makes replacing these engines unique. Transit is requesting Council's approval to develop two Purchase Orders, one with Valley Power Systems (for \$175,000) and the other with Cummins Cal Pacific (\$75,000) for a combined cost not to exceed \$250,000. This will allow Transit to purchase approximately twelve to fifteen replacement bus engines as needed. A rebuilt/reconstructed engine can range in price from \$17,000 to \$22,000 depending upon the make and model year.

Replacing the old engines will not only extend the life of these buses, but, will also ensure that the engines will continue to operate safely and meet current Environmental Protection Agency (EPA) standards as mandated by EPA's Urban Bus Rebuild requirements. These vehicles will still run on Diesel after engine replacement, and will eventually be phased out as Transit embarks upon its Fleet Modernization Plan to transition to an all hybrid bus fleet.

Respectfully submitted,



Kim Turner
Transit Director

CONCUR:



LeRoy J. Jackson
City Manager