

**POTOMAC AND RAPPAHANNOCK  
TRANSPORTATION COMMISSION**

**RESOLUTION**

**MOTION:** \_\_\_\_\_

**RESOLUTION NO. 09-06-\_\_\_\_  
OFFICIAL COMMISSION MEETING  
JUNE 4, 2009**

**SECOND:** \_\_\_\_\_

**RE: AUTHORIZE PRTC'S EXECUTIVE DIRECTOR TO ADVERTISE FOR  
PROCUREMENT OF MOTOR COACH INDUSTRIES (MCI) BUS OVERHAULS  
AND FOR THE PROCUREMENT OF REPLACEMENT POWERTRAINS**

**WHEREAS**, the Potomac and Rappahannock Transportation Commission's (PRTC) fleet includes 38 MCI buses that are seven years of age; and

**WHEREAS**, these vehicles are expected to remain in the active fleet for at least another seven years; and

**WHEREAS**, these buses require overhauling to keep them in a state of good repair and to sustain a high level of customer satisfaction; and

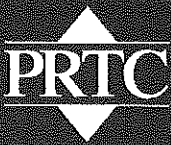
**WHEREAS**, overhauling is recommended for 19 buses in FY 2010; and

**WHEREAS**, procuring powertrain components through a separate contract may yield a significantly lower cost than procuring them through the company performing overhaul work; and

**WHEREAS**, PRTC funding programmed in FY 2009 and FY 2010 to pay for 19 overhauls, including powertrain replacement; and

**WHEREAS**, terms of the contract will include options, at PRTC's sole discretion, to overhaul additional MCIs and acquire additional powertrains.

**NOW, THEREFORE, BE IT RESOLVED** that the Potomac and Rappahannock Transportation Commission does hereby authorize the Executive Director to competitively procure these services and equipment, returning to the Commission for separate contract award(s).



Potomac and Rappahannock  
Transportation Commission

14700 Potomac Mills Road  
Woodbridge, VA 22192

June 4, 2009

TO: Chairman May and Commissioners

FROM: Alfred H. Harf *A Harf*  
Executive Director

RE: Authorization to Advertise for Procurement of Motor Coach Industries (MCI) Bus Overhauls and for the Procurement of Replacement Powertrains

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Recommendation:

Authorize PRTC's Executive Director to advertise for procurement of Motor Coach Industries (MCI) bus overhauls and for the procurement of replacement powertrains.

Background:

While it seems like "yesterday" that PRTC took delivery of its 2002-vintage 45-foot MCI buses, in fact it has been seven years and so these vehicles are now what might be termed "middle-aged". In keeping with PRTC's long-standing practice, buses of this sort remain part of the active fleet for fourteen years at a minimum, and conceivably even longer if the experience of the 1993 and 1995 MCIs that continue to be part of PRTC's active fleet is replicated.

PRTC has a total of 38 2002-vintage MCI buses, so commencement of the overhauls now is timely. Funding for the overhaul of 19 of these 38 buses is in-hand and it is expected that the overhaul of these 19 buses will take two years once a contract is awarded, meaning that the last of the 2002-vintage buses will be overhauled when they are 11 years old at a minimum<sup>1</sup>. The 2002-vintage overhaul is the first in a succession of overhaul projects to keep the fleet in a state of good repair -- 15 2005 and 2006-vintage buses would need to follow soon thereafter. Overhauls include: engine and transmission replacement; exterior painting; air conditioning system rebuild; major suspension overhaul; electrical system repair; differential and brake rebuilds; and a variety of other minor items. The 1993 and 1995 MCIs went through similar mid-life overhauls in 2004 and 2006 and the 2000 Orions are being overhauled now.

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<sup>1</sup> The "at a minimum" reference is because funding for the overhaul of the last 19 2002-vintage buses has been deferred for a couple of years on account of austerity imperatives.

As stated above, engines and transmissions (powertrains) will be replaced as part of the bus overhaul. Because the powertrain is the most expensive single component and because management believes a separate procurement of these components would result in lower unit prices, the Commission is also being asked to authorize a separate procurement for this element<sup>2</sup>. Management will return to the Commission with its award recommendation(s) once the procurements have run their course.

The estimated cost of the rehabilitation work is being furnished to Commission members on a privileged basis to avert the possibility of adversely affecting the bids. Management plans to structure the procurements such that options for additional overhauls and powertrain components can be exercised beyond the 19 MCIs to be awarded under the initial contract.

Fiscal Impact:

Funding for the overhauls, not including powertrain components, is available in the FY 2009 budget through flexed Regional Surface Transportation Program (RSTP) funds that require no match from PRTC. Funds for powertrain components are also programmed in the FY 2009 budget from the same source and in FY 2010 via state funding and local match.

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<sup>2</sup> Nothing will preclude companies from vying for both of these proposed separate procurements.