

CITY OF SANTA ROSA  
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL  
FROM: RACHEL EDE, DEPUTY DIRECTOR - TRANSIT  
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT  
SUBJECT: AMENDMENT TO PURCHASE ORDER 154728 TO CREATIVE  
BUS SALES, INC. ADDING COMPONENTS TO PREVIOUSLY  
PURCHASED BUSES UNDER FINAL CONSTRUCTION

AGENDA ACTION: RESOLUTION

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RECOMMENDATION

It is recommended by the Transportation and Public Works Department, that the Council, by resolution: 1) authorize the Purchasing Agent to issue an amendment to purchase order 154728 to Creative Bus Sales, Inc. for the purchase of selected final bus components in an amount not to exceed \$150,810, to be funded with state TDA Article IV funds; and, 2) authorize the Director of Transportation and Public Works or designee to execute all documents necessary to effectuate the purchase.

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EXECUTIVE SUMMARY

In July 2017, the City Council approved the Cooperative Procurement purchase under the CalACT-MBTA Vehicle Purchasing Cooperative's Solicitation #12-03 to purchase three 40-foot low-floor Eldorado National buses from Creative Bus Sales, Inc.

In November 2017, the City Council approved the amendment to purchase one additional 40-foot low-floor bus under the same cooperative agreement from Creative Bus Sales, Inc.

The initial purchase order was based on the CalACT-MBTA Cooperative's standard options for bus components and equipment. The Department of Transportation and Public Works seeks to add selected final components to the four 40-foot low-floor buses currently under final construction through Purchase Order Number 154728.

BACKGROUND

For initial procurement of the four Eldorado National buses currently under construction, the Department of Transportation and Public Works used options that were assigned to the City of Santa Rosa from CalACT-MBTA Vehicle Purchasing Cooperative's Solicitation #12-03. Purchasing buses through this cooperative solicitation has several benefits, including 1) a lower unit cost achieved through a larger purchase, 2) savings in

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the administrative costs of the City conducting its own solicitation process, and 3) a reduction in the timeline for receiving new buses of approximately six months.

This procurement was reviewed and approved by Caltrans, as the Federal Transit Administration's designee in the state of California and reviewed and approved by their chief legal counsel. Transit Division staff and their procurement consultant determined this CalACT procurement process meets the City's criteria for participating in a joint procurement and meets FTA requirements for a joint procurement. City Code Section 3.08-160 allows the City to participate in joint purchasing programs maintained by state, county or other public agencies when determined to be advantageous to the City.

This procurement is funded by federal Section 5307 and Section 5339 funds and state Public Transit Modernization, Improvement, and Service Enhancement Account (PTMISEA) and Transportation Development Act (TDA) Article IV funds.

When additional federal Section 5339 funding became available in the Fall of 2017, the Transit Division requested and received Council approval to increase this bus purchase by one vehicle, to a total of four buses, in keeping with the Division's fleet replacement plan.

#### PRIOR CITY COUNCIL REVIEW

July 18, 2017: Resolution RES-2017-138, authorizing the Cooperative Purchase of three 40-foot low-floor Eldorado National Buses from Creative Bus Sales, Inc.

November 1, 2017: Resolution RES-2017-217, authorizing the Cooperative purchase of one additional 40-foot low-floor Eldorado National Bus from Creative Bus Sales, Inc.

#### ANALYSIS

The initial purchase order for this bus procurement was based on the CalACT-MBTA Cooperative's standard specifications and options for bus components and equipment. As the buses have entered the final stages of the production process, the Transit Division has received quotes for additional bus components that will equip the buses for operation in the Santa Rosa CityBus system. These include:

- 1) Wiring for Clipper fare payment system: This component prepares the buses for installation of the Clipper Card system. Clipper card readers from the buses being retired will be transferred to the new buses. Cost: \$12,840 per bus.
- 2) Wiring for Avail real-time information system: This wiring prepares the buses for integration into the CityBus real-time passenger information, automated passenger counting, and vehicle location systems. Cost: \$8,591 per bus.
- 3) Custom paint and logos: The initial purchase order included only the cost of the buses being painted a base coat of white, per the CalACT-MBTA specifications.

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This component includes painting each bus with the CityBus paint scheme and adding required decals. Cost: \$7,850 per bus.

- 4) Graffiti guard film: This film is currently used on the entire CityBus fleet to reduce costs associated with graffiti on bus windows. The cost for replacing the graffiti guard film is \$160 per window, compared with \$600 for replacing the whole window. Cost: \$2,234 per bus.
- 5) Rear destination sign: This component is the standard rear destination sign used fleet-wide to display the bus route number. Cost: \$1,600 per bus.
- 6) EMCOR Wheaton Posi/Lock: This component is a fuel neck that the fuel nozzle hooks up to during bus fueling that is uniformly used across the fleet to facilitate fast fueling. Cost: \$1,400 per bus.
- 7) Hubometer: Also uniform across the fleet, this component tracks mileage to support the Division's preventive maintenance program and performance reporting. Cost: \$189 per bus.

These additional costs have been evaluated for consistency with costs quoted as options within the CalACT-MBTA Vehicle Purchasing Cooperative's Solicitation or other recent bus procurements by Santa Rosa CityBus and other agencies.

After addition of these components, the total cost for each bus is \$511,140 including tax. The Point of Sale (POS) shall occur in the City of Santa Rosa to be reflected in the purchase order issued to Eldorado National Incorporated, which would result in the tax money coming back to Sonoma County and the City of Santa Rosa.

### FISCAL IMPACT

This action has no impact on the General Fund. The additional funding of \$150,810 will be drawn from state Transportation Development Act Article IV funds. This amendment will increase total purchase order for this procurement to \$2,044,557, for a unit cost of \$511,140 per bus.

### ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378.

### BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

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N/A

NOTIFICATION

N/A

ATTACHMENTS

- Resolution

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