



TO:	GENERAL COMMITTEE
SUBJECT:	DURHAM REGION TRANSIT BUS TRADE
WARD:	ALL
PREPARED BY AND KEY CONTACT:	E. CHEN, MANAGER OF TRANSIT FLEET J. ZIMMERMAN, SUPERVISOR OF TRANSIT OPERATIONS AND INFRASTRUCTURE
SUBMITTED BY:	B. FORSYTH, DIRECTOR OF TRANSIT AND PARKING STRATEGY
GENERAL MANAGER APPROVAL:	R. JAMES-REID, GENERAL MANAGER OF ACCESS BARRIE
CHIEF ADMINISTRATIVE OFFICER APPROVAL:	M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Mayor and City Clerk be authorized to execute a bus trade between Durham Region Transit (DRT) and City of Barrie (City) subject to the following:
 - a) The City will offer three (3), 40' (12 metres) conventional buses that are near retirement as shown in Appendix "A" to Staff Report TPS001-24; and
 - b) In exchange, the DRT will provide three (3), 26' (8 metres) cutaways as shown in Appendix "A" to Staff Report TPS001-24.
2. That the Director of Transit and Parking Strategy, or their designate, be delegated authority to contact and execute the trade with DRT.

PURPOSE & BACKGROUND

3. On August 16, 2023, DRT lost nineteen (19) of their 40' (12m) conventional buses from their overall fleet due to a fire at their Raleigh Avenue Garage. With the loss of these 40' (12m) conventional buses, DRT is now struggling to maintain service levels, and they are urgently seeking replacement buses.
4. DRT has reached out to various Transit Agencies across Ontario for assistance. They are seeking 40' (12m) conventional buses near retirement or decommissioning in an effort to replenish their fleet.
5. The City and DRT began discussing the potential for a trade, whereby the City would provide three (3), 40' (12m) conventional buses and in exchange DRT would provide three (3), 26' (8m) cutaways.
6. The City reviewed the fleet plan and the fleet inventory and concluded that the City could offer three (3), 40' (12m) 2013 New Flyer Xcelsior conventional buses that were scheduled to retire when the five (5), 6m, minibuses arrive in early 2025.

7. For these Barrie Transit buses DRT has offered to exchange three (3) 2020, 26' (8m) GM ARBOCS cutaways.
8. Both DRT and the City scheduled an onsite review and inspection of the vehicles in January 2024 and February 2024, respectively. And have agreed that the vehicles offered in the trade by both Transit Agencies are in an acceptable working order and the body and frame of the vehicles are in good certifiable condition.
9. The City and DRT have also exchanged vehicle maintenance records of the buses offered in the trade for maintenance staff review.
10. With both vehicle maintenance and inspections reviewed and accepted by both agencies, the City and DRT both agreed to continue the process necessary to complete the trade.

ANALYSIS

11. This was considered a mutually beneficial trade for both Transit Agencies due to several factors.
12. From the DRT side:
 - a) Urgent need to replenish the buses lost in the fire. Three (3) 40' (12m) conventional buses will help recover some of their loss and assist DRT in maintaining service.
 - b) The buses would arrive substantially earlier than ordering brand new buses from the Original Equipment Manufacturers (OEM's). Where estimated delivery times are 12-14 months from the time an order is placed.
13. From the Barrie Transit side:
 - a) With the Phase One (1) of the New Transit Network route changes scheduled to be implemented in the Spring of 2024, and the expansion of the Transit On Demand (TOD) service as part of Phase One (1), having three (3) additional cutaways versus the larger less manoeuvrable conventional buses in the fleet will provide more of the required smaller more manoeuvrable style vehicles needed for the TOD service expansion.
 - b) Similarly the delivery timeline for new cutaway buses has been delayed. The long lead time is due to supply chain issues related to the chassis, as well as the increase in demand for TOD buses from other Transit Agencies. Furthermore, the City's order of cutaways was initially scheduled for delivery in early 2024, however, this has been delayed to late 2024. Making this an ideal scenario for both Transit Agencies.
 - c) The three (3) TOD buses being offered to the City from DRT are relatively new with low mileages. This will allow Barrie Transit to utilize these vehicles well into the future.
14. This is a mutually beneficial trade between the two agencies and will demonstrate that Transit Agencies have a continued interest and history of cooperation. Furthermore, this would allow the City to build good will and relationships with other municipalities within Ontario.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

15. There are no environmental and/or climate change impact matters related to the recommendation.

ALTERNATIVES

16. The following alternatives are available for consideration by the General Committee:

Alternative #1

General Committee could refrain from completing the trade and Barrie Transit could continue to utilize the fleet currently available to support Phase One (1) of the New Transit Network.

This alternative is not recommended as additional TOD buses would offer greater operational flexibility and efficiency.

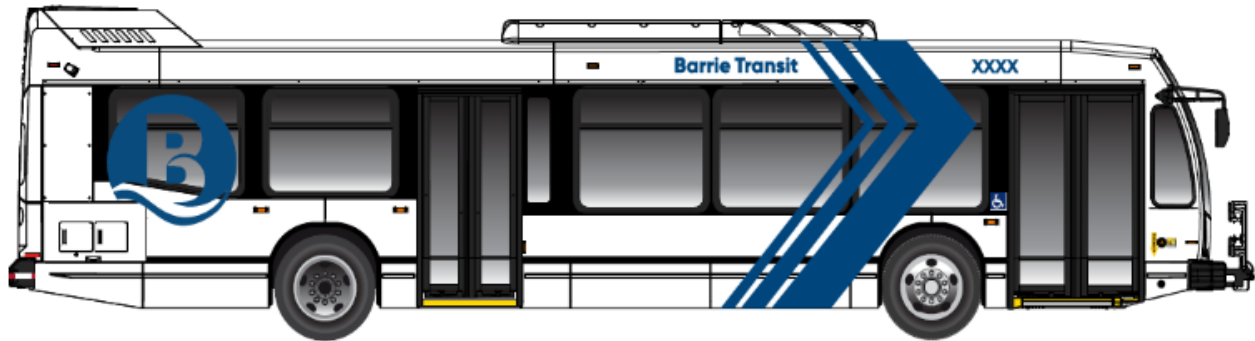
FINANCIAL

17. These three (3) 40'(12m) conventional buses (Barre Transit buses) are set to retire in early 2025 once the five (5), 6m minibuses are delivered. Historically, the resale value of conventional buses is minimal. Where they are estimated to receive \$2,500 per vehicle. In other words, an estimated \$7,500 total resale value for all three (3) vehicles.
18. The cutaways are 2020 models, and the anticipated retirement dates would be in 2027. In addition, cutaways traditionally have higher resale value (approximately \$10,000 per vehicle), resulting in estimate total resale value of \$30,000 for all three (3) cutaways once they are retired.

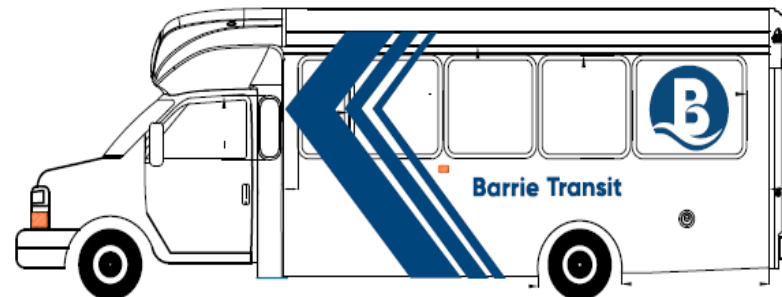
LINKAGE TO 2022-2026 STRATEGIC PLAN

19. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
- ☒ Thriving Community
 - ☒ Responsible Governance
20. The recommendations in this Staff Report meet the Thriving Community Strategy through maximizing efficiencies in support of the new transit network and Responsible Governance with sound financial stewardship.

APPENDIX "A" – CONVENTIONAL AND CUTAWAYS



40' (12m) CONVENTIONAL BUS



CUTAWAYS