



CITY OF WAUKESHA

Administration

201 Delafield Street, Waukesha, WI 53188
 Tel: 262.524.3701 fax: 262.524.3899
 www.waukesha-wi.gov

Committee: Transit Commission	Date: 8/8/2019
Common Council Item Number: 19-1026	Date: 8/20/2019
Submitted By: Fred Abadi- Public Works	City Administrator Approval: Kevin Lahner, City Administrator KL
Finance Department Review: Rich Abbott, Finance Director RA	City Attorney's Office Review: Brian Running, City Attorney BER
Subject: Approval of Paratransit Bus Contract and Purchase of Four Paratransit Bus to North Central Bus & Equipment, Inc.	

Details:

This item is to seek the approval of a paratransit bus contract to allow the Transit Commission the ability to purchase paratransit buses from North Central Bus & Equipment, Inc. from St. Cloud, Minnesota for the next five years. In addition, this action would also approve the purchase of the first paratransit bus order from this agreement for four buses. This is the second of two procurements to replace the paratransit fleet authorized in the 2019-2023 CIP.

The Transit staff conducted a comprehensive search of paratransit buses to determine which vehicle(s) would best suit the Metrolift passengers. This search included examining several buses at trade shows, having multiple demo buses brought to Transit, conversations with other transit systems and a lot of discussion amongst the various departments within Transit. This input was then crafted into a Request for Proposals for Paratransit Buses. Only one firm submitted a proposal and it was from North Central for the Arboc Spirit of Mobility bus which is a GM chassis with modifications done by Arboc. This is the same model of paratransit bus the Transit Commission purchased in 2011. Though the same bus, there have been improvements to the suspension to make the ride much more comfortable. Even though there was only one proposal, the Evaluation Committee still reviewed the North Central Arboc proposal and rated it high. The Evaluation Committee is recommending the contract be awarded to North Central Bus & Equipment, Inc. The contract would allow up to eight buses to be purchased over the 5-year period.

Due to the lead time in the manufacturing of these buses, this purchase was authorized in the 2019-2023 CIP with delivery in 2020. The CIP authorized four buses at a cost of \$200,000/each for a total of \$800,000. The price per bus is \$151,070.25 for a total of \$604,281.00. A federal grant will pay for \$483,424.80 of the purchase (80%) with the remaining \$120,856.20 from the City. Delivery of the buses is estimated to occur in April 2020 given the current lead time of 8-9 months from when a purchase order is issued.

The reason why the cost was so much lower than originally anticipated is that manufacturers are going away from diesel engine vehicles and switching to gas in the smaller buses which drops the price significantly. It also will likely require less maintenance. The only negative is that Transit does not anticipate a significant savings in fuel



as the gas engine vehicles are not as fuel efficient as diesel. The performance and reliability though is expected to be as good if not better than a diesel engine.

The buses along with the paratransit van currently on order will replace the fleet of Metrolift buses which are all passed their useful life. Two of the current Metrolift buses may need to be decommissioned prior to the arrival of the new buses. All total these 4 new buses and the van already on order will replace seven buses that made up the Metrolift fleet. The new smaller fleet is due to lower demand for Metrolift service than when the current paratransit vehicles were purchased 10-12 years ago. A large part of the reduced demand was due to instituting an agency fare in 2012. If demand for Metrolift would significantly increase in the future, Transit may seek approval to purchase additional vehicles which this contract would allow to do so.

Options & Alternatives:

The only alternative would be to forego this purchase and purchase the 5 additional paratransit vans available in the paratransit van contract. The issue with this alternative is the 5 additional vans may not be enough to meet the current peak demand and would force Transit to significantly increase its driver pay hours for Metrolift as service. Peak demand currently requires 2-3 drivers at one time, going to all vans would now require 4-6 drivers as the vans have a much lower capacity than the buses forcing more vehicles (and drivers on the road). This would significantly increase the operating costs to provide the Metrolift service.

Financial Remarks:

Total cost of the purchase of these buses is \$604,281.00 nearly \$200,000 less than authorized in the CIP. The cost per bus is \$151,070.25. Federal grants will pay for \$483,424.80 of the purchase (80%) with the remaining \$120,856.20 from 0430-4350-68390. This purchase was approved in the 2019-2023 CIP. The federal funds are in an active FTA grant.

Executive Recommendation:

Recommend approval.