



**CITY OF WAUKESHA**

**Administration**

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<b>Committee:</b> Transit Commission	<b>Date:</b> 2/8/2018
<b>Common Council Item Number:</b> 18-0133	<b>Date:</b> 2/19/2018
<b>Submitted By:</b> Fred Abadi- Public Works	<b>City Administrator Approval:</b> Kevin Lahner, City Administrator KL
<b>Finance Department Review:</b> Rich Abbott, Finance Director RA	<b>City Attorney's Office Review:</b> Brian Running, City Attorney
<b>Subject:</b> Approval to Decommission Bus 152	

**Details:**  
 This item is to seek the approval to decommission Bus 152, one of the 2007 Bluebird paratransit buses that is used for the Metrolift service. This bus is 11 years old and has exceeded its federal useful life standard by one year. Bus 152 is one of the larger Bluebird buses used for Metrolift that has half the fuel economy of the smaller Metrolift buses. In addition, the Bluebird buses are cumbersome to use due to their size and location/type of wheelchair lift.

Bus 152 has multiple persistent mechanical issues that would require multiple parts to fix. One major issue is that parts needed for this bus are not readily available as Bluebird stop making transit buses several years ago. If the decommissioning is approved, Transit Maintenance would use Bus 152 as a "parts bus" for the other three remaining 2007 Bluebirds for current and future parts needs. After removing the high value and hard to find parts, Transit would attempt to find a buyer for Bus 152 or scrap it.

The remaining six Metrolift buses would be able to handle the current Metrolift demand with no issues. All remaining Metrolift buses are scheduled for replacement in 2020 CIP so there is a need to have spare parts for the Bluebird buses for another two years.

**Options & Alternatives:**  
 Given the age, lack of spare parts and reduced need for Bus 152, the best alternative is to dispose of this bus.

**Financial Remarks:**  
 The immediate cost savings of scrapping Bus 152 and using for parts on the other Bluebird buses is approximately \$2,000. In addition, there would roughly \$5,000-\$6,000 of additional parts available for the other buses if need arises later. Proceeds from the sale of the bus (either bid or scrap) will offset City levy to operate the transit system.



**Executive Recommendation:**  
Recommend approval.