

Append/Addendum FILE 20-154

COUNTY OF MILWAUKEE FILE

INTER-OFFICE COMMUNICATION

DATE: February 21, 2020
TO: Supervisor Theodore Lipscomb, Sr., Chair, County Board of Supervisors
FROM: Donna Brown-Martin, Director, Department of Transportation
SUBJECT: Addendum to File No. 20-154 Transit Capital Assistance Grant Program
Round 2 – INFORMATIONAL REPORT

POLICY

This report serves as an addendum to File No. 20-154 and provides the current status and projected fleet needs for the Milwaukee County Transit System (MCTS).

MCTS Current Fleet

The MCTS fleet consists of the following diesel buses that are less than twelve years old. Twelve years is the “useful life” definition established by the Federal Transit Administration (FTA) and the expected useful life used by Milwaukee County for capital depreciation purposes.

<u>Year of Purchase</u>	<u>Manufacturer</u>	<u>Fleet Number</u>	<u>Vehicles</u>
2010	New Flyer	5100-5189	90
2011	New Flyer	5200-5234	35
2012	New Flyer	5300-5354	55
2013	New Flyer	5400-5454	55
2014	New Flyer	5500-5534	35
2015	New Flyer	5600-5627	28
2016	New Flyer	5700-5729	30
2017	New Flyer	5800-5814	15
2018	Gillig (2019 delivery)	5900-5927	<u>28</u>
TOTAL			371

In addition to the 371 buses currently on-site, another 23 Gilligs will be delivered in April/May 2020 as part of the 2019 Capital Improvement Program. These 23 new buses

will replace buses purchased in 2005 and 2006 thereby increasing the total number of buses under twelve years old to 394.

In addition, MCTS has several dozen buses purchased in 2004 through 2006 that are either awaiting disposal (25 buses) or are being held to satisfy the replacement requirements of the VW Program (11 buses). VW Program requirements dictate that only buses purchased prior to 2010 are eligible for replacement.

MCTS Current Fleet Requirements

As stated in the 2020 adopted operating budget for transit, 290 buses will be required for peak service in 2020. This compares to the peak service requirement of 337 buses in 2018, a reduction of 47 buses in just three years.

The number of buses operated at peak times has been reduced as a result of both scheduling efficiencies and service changes implemented in 2018, 2019 and 2020. At the end of 2018, Route 6 and Route 61 were discontinued with a temporary extension of Route 57 implemented to cover Route 61 destinations for a portion of 2019. Then in 2019, Routes 50, 85, 87, 88, and 89 were discontinued mid-year after the spring semester for local high schools. In 2020, route changes were made in January that included the discontinuation of Routes 17, 42U, 219 and 223.

With a fleet of 394 buses less than twelve years old and a peak service requirement of 290, MCTS will have 104 buses on-site which are not being used. The 104 spare vehicles equates to a spare ratio of nearly 36 percent, far exceeding the FTA guideline of 20 percent. MCTS is in a position of having to reduce its fleet size.

MCTS Projected Fleet Requirements

There are several options being considered to reduce the MCTS fleet. The most logical path is to replace in 2022 only a fraction of the 90 buses that were purchased in 2010. Assuming service levels do not change between now and 2022, 290 buses will be needed for peak service and the entire fleet would need to be 348 or less to satisfy the FTA's spare ratio requirement. This requires a fleet reduction of 46 buses.

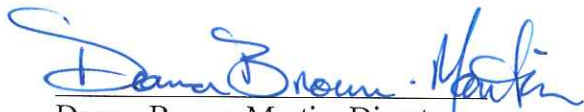
To decrease the fleet size by 46 buses, MCTS would replace only 44 of the 90 buses purchased in 2010. Knowing that 15 battery-electric buses were previously funded through the Bus Rapid Transit capital project (WT083) and Battery-Electric Bus Acquisition capital project (WT124), the MCTS capital request for buses in 2022 is planned to be 29 (44 needed minus 15 BEB's previously funded).

RECOMMENDATION

This report is informational only.

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Approved by:


Donna Brown-Martin, Director
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