EXECUTIVE SUMMARY:
The purpose of this report is to seek Council approval to replace two 40' high floor buses in 2010, to ensure that the transit fleet complement is fully accessible.

RECOMMENDATION:
THAT Council approves the replacement of two full-size buses in 2010, representing the last of the full-size high floor buses in the fleet, with the financing coming from unexpended and previously approved capital budget allocations funded from the Transit Reserve Fund.
OPTIONS/DISCUSSION:

The present transit bus fleet consists of 48 units which is made up of 37 full-size (40-foot) buses and 11 small buses. Of the 37 full-size buses, 31 are low-floor and fully accessible, and 6 are high-floor. All of the smaller buses are considered accessible either because they have a lift or they are low-floor.

Prior to 1998, buses were replaced on an 18-year cycle. To extend the life for 18 years, a complete rebuild of the chassis, engine and transmission was typically performed at the 9-year mark. Unfortunately, this cycle resulted in high maintenance costs and low reliability which in turn negatively impacted service delivery. Over the past 10 years, we have built life-cycle costing into the budget process to ensure that new purchases are amortized and funds are reserved for replacement on a 12-year cycle which is more indicative of the useful and economic life of the bus. Engine and transmission refurbishments are still required in this life span to ensure that the buses meet the 12 year life cycle expectations. At the same time, funds are being allocated in the long-term capital plans to allow us to replace the aging fleet over several years.

The remaining 6 full-size, high-floor buses are between 18 and 23 years old. Four of these buses have been budgeted and approved for replacement in the 2010 calendar year. The remaining two units are not wheelchair accessible or air conditioned and they still utilize a much less efficient two-stroke diesel engine that was removed from production some years ago. Many of the parts necessary to repair these buses are obsolete and have to be acquired from rebuilders or used from aftermarket vendors and recyclers making them less dependable with time.

The Transit Division budgeted $2,050,238 for fleet growth in the years 2007/2008. The purchases to-date from that fund consisted of smaller units which are less expensive, leaving a balance of $1,139,977 in the approved capital funds available.

Transit is requesting that the remaining two high-floor units be replaced in 2010, twelve months earlier than originally planned, using the $1,139,977 capital balance. These units can be added to the existing request for proposals (RFP) for the 4 units that have already been approved for purchase in 2010. It should be noted that it takes approximately 12 months to receive delivery from the date of order.

EXISTING POLICY/BY LAW:

By-law 2000-134, a By-law to Establish Purchasing Policies and Procedures for the City of Kingston
Green Fleet Policy for the City of Kingston

NOTICE PROVISIONS:

N/A

ACCESSIBILITY CONSIDERATIONS:

If this recommendation is approved, the Kingston Transit fleet will be fully accessible and we will be in a position to expand and provide accessible service on all our routes.

FINANCIAL CONSIDERATIONS:

This purchase is funded from the Transit Reserve Fund through unexpended budget allocations previously approved by Council.
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OTHER CITY OF KINGSTON STAFF CONSULTED:
N/A

EXHIBITS ATTACHED:
N/A