

**T** Transportation Committee  
For the Metropolitan Council meeting of December 10, 2008

Item: 2008-365 SW  
Non-Consent

**ADVISORY INFORMATION**

**Date Prepared:** December 9, 2008

**Subject:** Authorization for Interdivisional Bus Transfer from Metro Transit to MTS

**Proposed Action:**

That the Metropolitan Council approve the interdivisional transfer of one (1) bus that is greater than 12 years old, is fully depreciated, and is set for disposal from Metro Transit assets to Metropolitan Transportation Services (MTS) regional fleet assets.

**Summary of Committee Discussion / Questions:**

Committee members asked questions related to the transfer of a 12 year old bus to MTS for use in Plymouth Metro Link service. It was explained that the transfer would enhance their current fleet and ultimately improve service, it is only intended to support service until new buses arrive.

# T Transportation Committee

**Meeting date: December 8 2008**

**For Metropolitan Council meeting: December 10, 2008**

<b>ADVISORY INFORMATION</b>	
<b>Date:</b>	December 2, 2008
<b>Subject:</b>	Interdivisional Transfer of Vehicle
<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	Capital Program and Federal Transit Administration Satisfactory Continuing Control Requirements Service Agreements
<b>Staff Prepared/Presented:</b>	Brian J. Lamb, General Manager, 612-349-7510 Vince Pellegrin, Chief Operating Officer, 612-349-7511 Julie H. Johanson, Deputy Chief Operating Officer, 612-349-7514 Arlene McCarthy, Director MTS, 651-602-1754 Jan Homan, Director Bus Maintenance, 612-349-5000 Gerri Sutton, Asst. Director – MTS, 651-602-1672
<b>Division/Department:</b>	Metro Transit

## **Proposed Action**

That the Metropolitan Council approve the interdivisional transfer of one (1) bus that is greater than 12 years old, is fully depreciated, and is set for disposal from Metro Transit assets to Metropolitan Transportation Services (MTS) regional fleet assets.

## **Background**

Plymouth Metrolink has five forty-foot regional buses in the fleet that are at the end of their useful life. Some are in need of repairs that are cost prohibitive. Because of these failures, Plymouth is currently operating with an insufficient spare factor, resulting in service reliability issues. New buses have been approved and ordered to replace these vehicles, but will not be delivered until the fall of 2009.

## **Rationale**

Metro Transit has a number of 12-year old forty-foot buses that were recently removed from service and replaced with new forty-foot Gilligs. MTS will accept transfer of one (1) fully depreciated bus to assign to regional fleet and use as a spare until their new buses arrive. MTS will manage disposal of these buses upon retirement.

## **Funding**

These vehicles will be covered by Federal Transit Administration Satisfactory Continuing Control Requirements compliance service agreements with the regional providers for the use of Regional Fleet Vehicles. There are no funding implications related to this transfer.

## **Known Support / Opposition**

No known opposition.