



North Boone

Community Unit School District 200

Transportation Update
March 10, 2026 Business Services Meeting

Dr. Joe Mullikin
Executive Director of Business Services

Current Fleet



**21 Yellow Buses (IC)
6 Wheel Chair Buses (3 IC
& 2 Chevy)**

**2 White Buses
3 Minivans (All Chrysler
Pacificas)**

Options for FY27 & Long-Term Planning

- **Current Reality**
 - We have an aging bus fleet that is largely depreciated. There have been large mechanical issues this year. We do have a good fleet of minivans and white buses.
- **Work that was done**
 - We bid out the purchase and lease of new buses, along with requests for used bus pricing and extended warranties.
- **Options for FY27**
 - New bus purchases
 - Lease of new buses
 - Used bus purchase
 - No purchases, but extend warranties

Option 1: New Bus Purchase

Bid Tabulation Sheet

Project Number: #26-01

Project: 77-Passenger School Bus Purchase

BIDDING INFORMATION

BIDDERS	INFORMATION					BASE BID
	SPECS	CHASSIS	ENGINE	REFERENCES	TRADE-IN	
Midwest Transit Equipment, Inc	X	IC	Cummins/250HP	X	\$135,000.00	\$163,574/bus
Central States Bus Sales, Inc	X	Blue Bird	Cummins/250HP	X	\$194,000.00	\$162,500/bus
Midwest Bus Sales, Inc.	X	Freightliner/Thomas	Cummins/220HP	X	\$62,000.00	\$178,295/bus

Date of Public Opening:

2/19/2026

Time of Public Opening:

10:30 AM

Individuals Present:

Dr. Matt Cascio, NBCUSD 200 Superintendent; Dr. Joe Mullikin, NBCUSD 200 Executive Director of Business Services; Matt Garr, Regional Sales Manager, Midwest Transit Equipment; Paul Michna, Regional Sales Manager, Central States Bus, Inc.; Marlon Anderson, Chicago Sales Representative, Midwest Bus Sales

Option 2: Bus Lease

Bid Tabulation Sheet

Project Number:

Project:

77-Passenger
School Bus Lease

BIDDING INFORMATION

BIDDERS

INFORMATION

BASE BID

CHASSIS

ENGINE

REFERENCES

TRADE-IN

**LEASE
MILEAGE**

ONE-YEAR

TWO-YEAR

THREE-YEAR

FIVE-YEAR

Midwest Transit Equipment, Inc

IC

Cummins/250HP

X

\$135,000.00

15,000

\$49,377 per bus
per year

\$34,234 per
bus per year

\$29,836 per bus
per year

\$29,417 per bus
per year

Central States Bus Sales, Inc

Blue Bird

Cummins/250HP

X

\$194,000.00

15,000

NO BID

NO BID

\$32,828.73 per
bus per year

\$27,160.94 per
bus per year

Midwest Bus Sales, Inc.

Freightliner/Thomas

Cummins/220HP

X

\$62,000

18,000

NO BID

NO BID

\$35,368.48 per
bus per year

\$31,622.37 per
bus per year

Notes

Midwest Bus Sales, Inc did provide pricing for three (3) and five (5) year lease terms, but did not complete the specified bid documentation for Bid #26-02.

Date of Public Opening:

Time of Public Opening:

Individuals Present:

Dr. Matt Cascio, NBCUSD 200 Superintendent; Dr. Joe Mullikin, NBCUSD 200 Executive Director of Business Services; Matt Garr, Regional Sales Manager, Midwest Transit Equipment; Paul Michna, Regional Sales Manager, Central States Bus, Inc.; Marlon Anderson, Chicago Sales Representative, Midwest Bus Sales

Option 3: Used Bus Purchase

BIDDERS	Year	Model	Mileage	BASE BID
Midwest Transit Equipment, Inc	No Inventory	No Inventory	No Inventory	No Inventory
Central States Bus Sales, Inc	2024	Blue Bird	40-50k miles	\$122,930/bus
Midwest Bus Sales, Inc.	2024 Newer	Thomas	Unknown Mileage	\$98k - \$103k/bus

Overall Summary for Next Steps & Long-Term

Options	Next Steps	Cost	Budget Impact
New Bus Purchase	Central States would make the most sense, as they are low bid AND would give us the most on trade-ins.	\$812,500 for 5 buses, less the \$194,000 for the trade-ins	This is a net cost of \$618,500 . Given the current projected FY27 budget, we would deficit spend by at least \$450-500k.
Leasing Buses	MTE would be the best fit here. It makes the most sense to do a 3-year lease, as that puts us at a place where we have the least maintenance and larger expenditures.	\$149,180 annually for 3 years if we lease 5 buses. We would also get the \$135,000 back in year one for trade-ins, nearly covering the full cost of the first year lease.	Given the trade-ins, we would see a net cost of \$14,180 in year one of the lease agreement. This would then incur 2 more years of \$149,180 , which we believe we can budget without causing deficit spending on its own. This has the potential to decrease annual maintenance costs, as well. We would have to make a decision in 3 years if we would begin a new lease or purchase 5 new buses. There is no "kick the can" option once we go into a lease.
Used Bus Purchase	Really none of these make sense given the costs of the used bus in comparison to the new buses. I would not advise the purchase of used buses given our other options		
Alternative Option	We can purchase extended warranties for our current bus fleet and kick the can down another year.	Between \$10,000 and \$20,000 per bus to extend warranties on the chassis and other mechanical parts. <u>This does not include transmissions.</u>	This would have a low impact on the budget and would allow us to look long-term, BUT, it simply "kicks the can" down another year and puts us in a place where we increase the likelihood of potential mechanical issues that wouldn't be covered, increased future costs (buses aren't getting cheaper), and continued assumed maintenance costs. The positive is that it gives us <i>time</i> to really look at things long-term if we so chose to pause.