

## PTP AMENDMENTS

### Miscellaneous Capital Improvements Related to Bus Operations

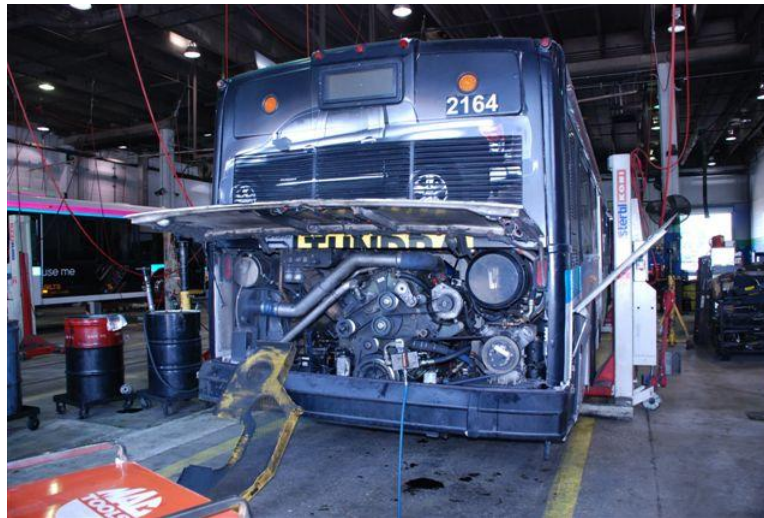
#### 1. Bus Wash and Vacuum Replacement at the Northeast, Central, Coral Way and Mover facilities

This project is completed. The vehicle wash and vacuum systems used to maintain the expanded transit fleet was more than 20 years old and was not in compliance with the latest environmental regulations. Consequently, replacement bus wash and vacuum facilities were planned for the Northeast, Central, Coral Way and Metromover facilities. The replacement of bus wash facility at the Central, Coral Way and Northeast Bus Facilities and one washer at the Metromover Facility is complete. Regarding the vacuum systems in the Coral Way, Northeast, and Central maintenance yards, the older systems co-located fueling and vacuum operations in four drive-through lanes. The modernized bus wash facilities have increased the operating efficiency without requiring the vacuum system also to be replaced at this time.

The facilities total cost of \$5.603 million were funded with \$329,000 from Sunshine State Loans and \$5.273 million from the PTP.

## 2. Bus Preventive Maintenance

This project is implemented and ongoing. The PTP amendment provided for supplemental funding for the capitalization of preventive maintenance for bus operations as a result of bus fleet increases. The program included an enhanced Preventive Maintenance Program which, together with the modernization of the bus fleet, improved vehicle reliability by 145% between 2002 and 2010. In recognition of the program and the measured improvements, on June 1, 2007 MDT received the Sterling Quality Achievement Recognition for the enhanced program.



A total of \$2.671 million of Bus Preventive Maintenance expenditures were PTP funded from FY2004 through FY 2007. PTP funding under the unified transit system represents a portion of overall funding for MDT operations and maintenance since the March 2009 BCC approval Resolution R-222-09. For FY 2011, the total PTP funding established during the budget process was \$91,969,000, which is approximately 24 percent of MDT's total \$400 million operating budget. This ongoing program is now funded primarily by reimbursement approximately \$42 million each year from FTA Section 5307 grant, with Local Option Gas Tax (approximately \$15 million) and other MDT Operating funds (including Surtax funding) for the remainder.

### **3. Additional Bus Garages**

This project was implemented and has been adjusted. The County's three bus operations and maintenance facilities are located at Northeast, at 360 NE 18th Street, Central, at 3300 NW 32nd Avenue, at 8141 NW 80 Street, and Coral Way (Southwest), at 2775 SW 74 Avenue. These facilities were designed to accommodate 800 buses.

The number of buses peaked at 1,033. Current bus fleet is 817 based on the current level of service. A garage in Medley operated 2004-2009 and plans for a South Dade facility are no longer required. The total amount expended through September 30, 2010 was \$36.835 million (\$1,058,273 excluding the Medley operations and \$35,777,380 for Medley garage expenditures FY2004-2009). The project was originally estimated to cost \$44 million to design and build a garage.



#### 4. Replace Hydraulic Lifts

Mobile column lifts are individual wheeled lifts used to hoist buses during maintenance. The first phase of the Hydraulic Lift Replacement project include thirty (30) sets of portable above ground lifts to replace the old units in the bus maintenance shops. Phase 2 will include 28 additional above ground and 18 in-ground lifts. The existing hydraulic lifts are approximately 20 years old and have exceeded their useful lives. The existing in-ground lifts cannot accommodate all the various sizes and types of new buses being purchased. In addition these lifts are becoming increasingly unsafe due to structural deterioration of the concrete and corrosion of the piping systems. To date, all 30 phase one lift sets have been installed and the overall project is 29% completed (based on amount expended as portion of \$1.837 million total estimated cost). Funding expended to date for phase one is \$530,670. The \$1.306 million required to complete phase two is currently an unfunded need and not included in the 2010-2011 Approved Capital Plan.

This project is distinct from the mobile hydraulic lifts included in Infrastructure Renewal Plan (page 98).

The following is from the Unfunded Priority Needs section of the 2010 TIP. The project is not listed as a line item of Transit projects in the 2010 Capital Budget's Unfunded Needs.

MPO Project Num.	Facility/Project Name		Type of Work	Project Cost (\$000s)	Unfunded Projects					
Agency Project Num.	From/Location	To/Location	Remarks							
	Detailed Project Description									
TA0000077	Replace Lifts at Bus Garages		Procurement and Installation	3,655	Activity/ Phase	(in \$000s)				
0000077			The was an approved PTP project. This project has							
	Replace piston and hydraulic lifts in bus maintenance facilities.					Year 1	Year 2	Year 3	Year 4	Year 5
					OTHER	611	275	0	0	0

#### 5. Replace Piston Lifts

This completed project included installation of 12 new specialty stationary piston lifts at bus maintenance facilities. Each lift consists of a 32 foot platform with a 50,000 lbs lifting capacity. Additionally, specially designed engine washing lifts that are more reliable, safer to operate and more environmentally friendly than the older units were being purchased for the garages. Bids were open on July 11, 2007 and the lifts are fully operational as of 2009. The project cost was \$1 million, funded through the MDT Operating budget. This includes some PTP funding, as under the unified transit system it represents a portion of overall funding for MDT operations and maintenance.