

PTP AMENDMENTS

Miscellaneous Capital Improvements Related to Bus Operations

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

The 2003 PTP amendment provided for replacement bus wash and vacuum facilities that were planned for the Northeast, Central, Coral Way and Metromover facilities. The vehicle wash used to maintain the transit fleet was more than 20 years old, not in compliance with current environmental regulations, and required immediate replacement. In addition, the Central, Coral Way and Northeast Bus Facilities were older systems with co-located wash and vacuum operations. Updated estimates for the combined wash and vacuum replacement portions exceeded the original \$4.6 million estimate for the project. However, MDT was able to implement modernized facilities (separating the wash from the vacuum operations) that allowed revising the project scope of work within the available funding while optimizing operating efficiencies and meeting environmental requirements.

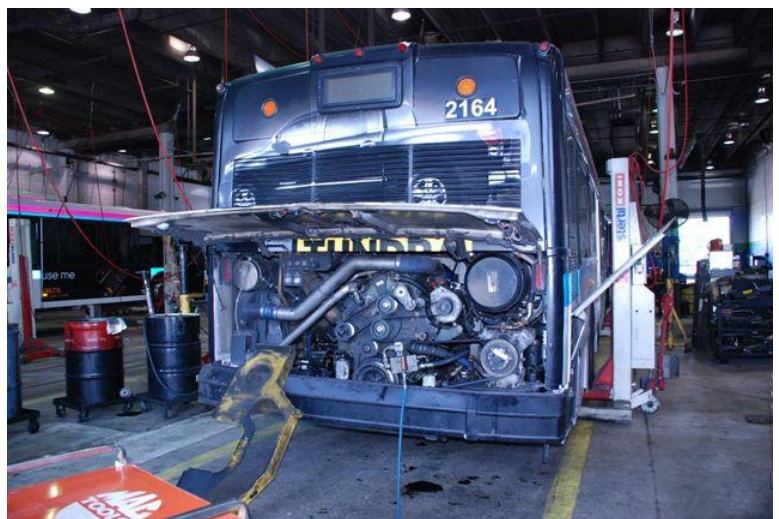
Replacement of the vehicle washers at the three bus facilities and one washer at the Metromover Facility is complete. The total cost of \$5.603 million was funded with \$329,000 from Sunshine State Loans and \$5.273 million from the PTP.

“Vacuum Replacement at Metrobus” currently is an unfunded item (\$3.5 million) as part of the Infrastructure Renewal Plan (page 113).

2. Bus Preventive Maintenance

This project is implemented and ongoing. The PTP amendment provided for supplemental funding for the capitalization of preventive maintenance of buses as a result of 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. In FY 2011-12, the total PTP operations funding established during the budget process was \$109,960,000, and contributes approximately 19% of MDT’s total 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, and Coral Way (Southwest) at 2775 SW 74 Avenue. These facilities were designed to accommodate approximately 800 buses.

The number of buses peaked at 1,033. Current bus fleet is 822 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 2011-2012 Adopted Capital Plan.

This project is distinct from the mobile hydraulic lifts included in Infrastructure Renewal Plan (page 113).

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	Required Project Funding by Phase (where available)	
			The was an approved PTP project. This project has been				
0000077	Replace piston and hydraulic lifts in bus maintenance facilities.						(in \$000s)
					OTHER	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 were 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.