

# Memorandum



**Date:** March 14, 2013

**To:** Honorable Chairman Dennis C. Moss and Members  
Transportation and Aviation Committee

**From:** Carlos A. Gimenez  
Mayor 

**Subject:** Comparison Report between Miami-Dade Transit (MDT), Broward County Transit (BCT) and MDT National Peer Properties

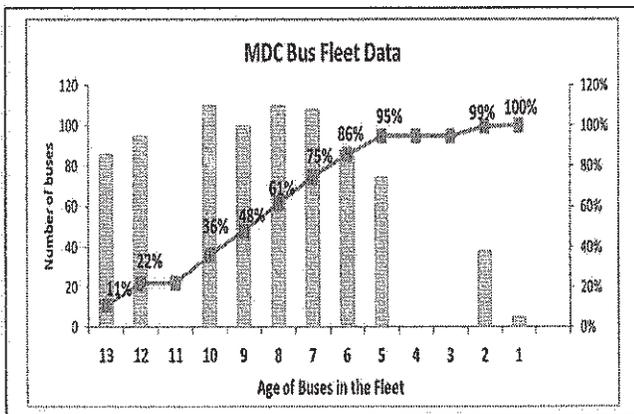
TAC  
Agenda Item No. 7A  
June 12, 2013

This report is provided in response to a request made at the November 13, 2012 Regional Transportation Committee for a comparative analysis of the bus fleet ages of Miami-Dade Transit (MDT), Broward County Transit (BCT) and national peer properties.

MDT has a systematic approach to bus replacement at regular intervals—primarily driven by the availability of funding and the age of the buses, and consistent with the department’s Recommended Service Plan which identifies the peak vehicle requirements for all designated bus routes. It should be noted that MDT’s average bus fleet age has increased in recent years mainly due to budgetary constraints, including debt service payments and funding of capital improvements such as the Airport Link.

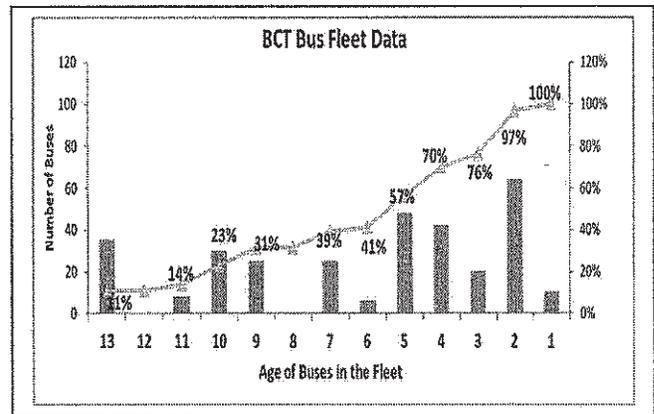
As of October 2012, MDT’s average bus fleet age is 8.4 years, compared to BCT’s 6 years. Correspondingly, 86% of MDT’s bus fleet is over 6 years compared to 41% for BCT (Figures 1 and 2). At present, MDT has a total bus fleet of 818 buses, operates 96 fixed bus routes and has an average weekday ridership of 248,800 for FY 2011-’12. BCT has a fleet of 313 buses within a fixed system of 41 routes with an average weekday ridership of 127,629.

Figure 1



Note: MDT has no buses which are 11, 4, or 3 years of age.

Figure 2



Note: BCT has no buses which are 12 or 8 years of age.

The Federal Transit Administration (FTA) defines service life of buses as a function of their type. A typical 35-40 foot heavy duty transit bus has a service life of 12 years or 500,000 miles. The service life for a 30-foot heavy duty transit bus is ten years or 350,000 miles. Once a bus fulfills its service life, FTA no longer has a federal share attached to the bus; and the bus can continue to be operated, replaced, auctioned or disposed of without the need to refund or return any of the funding which supported the initial procurement.

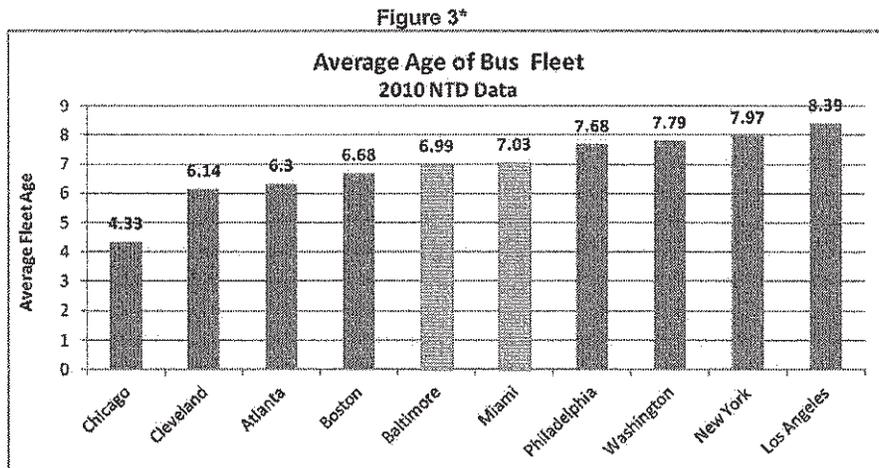
Since the inception of the People's Transportation Plan (PTP) in 2002, MDT has replaced 527 of its buses. In 2009, MDT went "green" and began incorporating more environmentally-friendly hybrid diesel-electric buses into its fleet. While MDT's bus fleet peaked in 2007 at 1,033, fiscal realities forced the department to "right-size" the bus system by implementing service efficiencies and procurement prioritizations to help balance the pro forma over the next 30 years.

Similar to Miami-Dade County's public transportation goals ushered in by the passage of the PTP, BCT has undertaken an aggressive bus replacement plan primarily driven by an extensive FY 2013 Transit Development Plan (TDP) which sought to increase ridership, improve connectivity and implement new service. BCT, like most transit properties, replaces their buses on a regular basis.

Included in BCT's TDP is the Florida Department of Transportation's (FDOT) I-95 Express and I-595 Express routes which include enhanced transit service between Miami-Dade and Broward counties on high-quality hybrid buses funded by FDOT. MDT and BCT operate hybrids on the I-95 Express service and BCT operates the service for the I-595 Express Route. With funding received from FDOT, MDT procured sixteen 60-foot articulated hybrid buses for the I-95 Express service in 2008 and received the buses in 2010. BCT also received funding for the operation of hybrid buses on both Express routes.

National Peer Comparison

Finally, bus fleet data age for MDT and its national peer agencies for Fiscal Year 2010 (the latest year for which National Transit Database information is available) is depicted in Figure 3 below. As seen for FY 2010, MDT's average fleet age was 7.03 years, slightly above the peer average of 6.9 years. Note that bus fleet size varies considerably among peer properties; New York City has the largest bus fleet with 3,372 buses, while Cleveland Regional has the fewest, at 310 buses.



\*Transit agencies shaded in blue perform a scheduled full or partial mid-life rehabilitation/overhaul of their bus fleet.  
Transit agencies shaded in green perform maintenance, but do not perform a scheduled full or partial mid-life rehabilitation/overhaul.

While MDT's bus fleet is slightly older than neighboring Broward County and our national peers, the department is committed to bus replacement plan and aggressively pursues all funding opportunities available. Most recently, the department received \$10 million in discretionary funding from the FTA for replacement buses. This funding will be leveraged to purchase approximately 26 new hybrid buses. At present, the application is in the review process with the FTA. Upon award, the buses are scheduled to be delivered by July 2014.

- c: R.A. Cuevas, Jr. County Attorney
- Alina T. Hudak, Deputy Mayor
- Ysela Llort, Director, Miami Dade Transit