

Norman Whitaker
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Department of Transportation



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March 4, 2014

Ms. Aileen Boucle, AICP
Intermodal Systems Development Office
Florida Department of Transportation
District VI / PTO
1000 NW 111th Avenue / RM 6111 A
Miami, FL 33172

Re: Transit Corridor Funding Assistance Program

Dear Ms. Boucle:

Key West Transit has an aging fleet of five (5) 2001, seven (7) 2003, and two (2) 2008, Gillig buses.

The 2001's and 2003's are in fair to poor condition. Since November of 2013 we have experienced engine failure in one of the 2001's and two of the 2003's. Through a combined effort of amending the budget, we were able to cover the cost of repairs. If we continue to experience engine failures, there are no remaining funds to cover future catastrophic repairs.

The City of Key West DoT is the only public transit agency providing service in the City of Key West. It is crucial that the agency continue operating, since we are providing services in a constrained corridor. We have made purchasing new buses a priority and have taken steps to move a purchasing plan forward as quickly as possible.

To prevent the possibility of service interruptions and/or reductions, Key West Transit is requesting funding assistance in the amount of \$100,000.00 through the Florida Transit Corridor Program for the replacement for up to five future bus engines, drive-trains, and/or any combination of both as necessary.

My request would be that KWDOT be provided a funding agreement for a three year period in which up to five bus engine power packs/drive trains or any combination of both, may be purchased as necessary to avoid an interruption and/or reduction to transit services while we wait on the new buses to arrive

Any future funding will be requested in the City of Key West Transit Development Plan.

Technical Information:

The following is a list of buses that have received **major repairs** since November 2013:

Bus 804 =>\$13,808.04

Bus 812 =>\$21,376.18

Bus 809 =>\$20,169.40

Technicians concern possible up to five (5) additional engine recondition drive-trains, and/or any combination of both as necessary.

The follow buses will need engine recondition drive-trains, and/or any combination of both as necessary:

- Two (2) 2008 thirty five (35) foot Gillig buses
- Two (2) 2003 thirty (30) foot Gillig
- One (1) 2001 thirty (30) foot Gillig

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Regards,



Norman Whitaker, Director
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City of Key West

CH/nw