



**Fiscal Year 2010 & 2011
5316 Job Access Reverse Commute Application and
Program Guide and Application Package**

**Miami Urbanized Area (Broward, Miami-Dade, and Palm
Beach Counties)**

**June 2011
Revised August 4, 2011**

Prepared by



September 9, 2011

APPENDIX A: APPLICATION PACKAGE

Contents of Grant Application Package

Application Checklist

Section 1: Summary of Application

Section 2: Project Information

Section 3: Additional Information – Operating Projects Only

Section 4: Additional Information – Capital/Mobility Management Projects Only

Section 5: Summary of Project Cost

Section 6: Letters of Support

Exhibits

Exhibit A1: Governing Board Resolution and Local Match Certification

Exhibit A2: Local Match Certification

Exhibit B: Public Hearing

Exhibit C: Single Audit Act

Exhibit C-1: Certification of Exemption

Exhibit D: Federal Certification and Assurances

Exhibit E: Disadvantaged Business Enterprise Program

Application Checklist

The following information must be included in the final JARC or New Freedom application packet to be considered complete. Incomplete applications will be disqualified after the application deadline has passed. Six (6) copies of the application must be submitted on 8 1/2 x 11 inch paper and bounded with a paper clip or black binder clip and in electronic format on a CD. Failure to provide either will disqualify project from consideration.

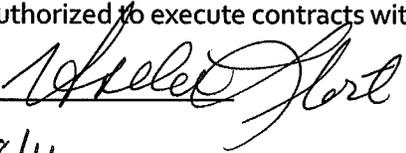
ALL PROJECT APPLICATIONS MUST BE RECEIVED AT THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY OFFICE BY SEPTEMBER 9, 2011 AT 12:00

- Signed Application Checklist
- Section 1: Summary of Application
- Section 2: Project Information
- Section 3: Additional Information - Operating Projects Only
- N/A Section 4: Additional Information - Capital/Mobility Management Projects Only
- Section 5: Summary of Project Cost
- Section 6: Letters of Support
- Exhibit A1: Governing Board Resolution and Local Match Certification
- N/A Exhibit A2: Local Match Certification (To be filled by entities without a Governing Board)
- N/A Exhibit B: Public Hearing
- Exhibit C: Single Audit Act
- N/A Exhibit C-1: Certification of Exemption
- Exhibit D: Federal Certification and Assurances
- Exhibit E: Disadvantaged Business Enterprise Program

Name:

FY 2010 & 2011 Programs Guide and Application
FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

Ysela Llort, Director Miami-Dade Transit
(Individual authorized to execute contracts with South Florida Regional Transportation Authority)

Signature: 

Date: 9/8/11

SECTION 1: SUMMARY OF APPLICATION

Application Type

Please indicate whether this is a JARC or New Freedom Application. CHECK ONLY ONE PROGRAM. If both Program boxes below are checked, the application may be deemed ineligible.

- Section 5316 – Job Access and Reverse Commute (JARC)
 Section 5317 – New Freedom

Applicant Name and Contact Information

Name of Applicant	Miami-Dade Transit
Contact Person	Suzanne Salichs (MDT)
Address	701 NW 1 st Court, Suite 1700, Attn: Grants, Miami, FL 33136
Email	sms@miamidade.gov
Phone Number	(786) 469-5348

Organization Type

- Local Government Authority
 Private Non-Profit Organization (please attach IRS 501(c)(3) documentation of non-profit status)
 Public Operator of Public Transportation Services
 Private Operator of Public Transportation Services

Partnering Organization and Contact Information (Indicate N/A if not applicable)

Partnering Organization	N/A
Contact Person	N/A
Address	N/A
Email	N/A
Phone Number	o

Project Type (place an X in the appropriate box)

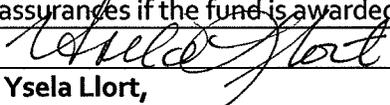
Capital Only	
Operating Only	X
Capital & Operating	
Mobility Management/Coordinated Planning	

Project Information

Project Name	Miami-Dade Job Access and Reverse Commute Bus Service Improvements
Service Area	Miami-Dade County
Start Date	2012
Total Project Cost	\$9,656,376.00
JARC/NF Funding Requested	\$4,828,188.00
Number of Years for Which Funding Requested	2
Total Local Match	\$4,828,188.00

IMPORTANT: Cost information provided in the above table will be used when the projects are evaluated and funding is requested for successful projects from FTA.

To the best of my knowledge, all information in this application is true and accurate. The document has been duly authorized by the governing body or authorized representative of the applicant and the applicant will comply with any certifications and assurances if the fund is awarded.

Signature of Authorized Representative	
Printed Name of Authorized Representative	Ysela Llorca, Director Miami-Dade Transit
Date <i>9-8-11</i>	9/8/11

SECTION 2: PROJECT INFORMATION

- 1) **Project Title:** Miami-Dade Job Access and Reverse Commute Bus Service Improvements

- 2) **Provide a description of the project.** If the project has multiple elements (i.e., operating, mobility management, capital), please include a description of how these elements relate to each other. For all services, please include anticipated hours of operation by day of week. Also, specify what populations the project will serve and how will the project be marketed to those populations. In addition, cite any market studies conducted and the corresponding recommendations that contributed to the development and/or service design of the project.

Miami-Dade Transit (MDT) is seeking federal funding to undertake service extensions aiming to connect emerging job market areas among locations of Miami-Dade County. Funds for the Job Access and Reverse Commute (JARC) grant will be used to assist MDT to provide more efficient transportation services designed to meet the needs of welfare recipients, eligible low income residents and persons with disabilities to and from jobs and activities related to their employment; while improving overall mobility for the elderly, isolated, and the economically disadvantaged along the project alignments. The funding will be used to provide MDT with operating expenses that support extensions of fixed bus transit routes and the implementation of new ones. The routes are designed to serve low-income, zero car households, under and unemployed, as well as participants of a wide range of training and learning center programs. This application has been coordinated with and is consistent with the Miami-Dade County Transportation Disadvantaged Service Plan 2011 Update .

Ten projects are contained within this application:

- 1) Miami-Dade Intermodal Center (MIC) ROUTES J, 6, 42, and 57
 (For the MIC project to be successful, transfers must be easy and seamless. Time transfers and time frequency become highly critical. If transfer times are too slow that passengers have unreasonable delays at the transfer point, the project will not be successful. Therefore, all of these routes have been bundled as one project. Everyone using the MIC must make a transfer.)
- 2) Route 136
- 3) Route 150
- 4) Route 7
- 5) NW 27th Avenue Enhanced Bus (North Corridor)
- 6) SR 836 Express Enhanced Bus (East/West Corridor)
- 7) Coral Way Limited
- 8) Ludlam Limited
- 9) NW 135 Street/ Opa-locaka Boulevard Crosstown (SR 916)
- 10) Marlins Ballpark Shuttle

MDT will aggressively market these project improvements through a variety of community outreach activities to include strategies such as issuing press releases, web site promotions, flyers, newsletters, passenger route pamphlets, online transit website and other advertising aimed at providing information to low-income persons with disabilities, elderly, and the general public that will gain access to the targeted job sectors along the project alignments.

The Miami-Dade County's FY 2012 - 2021 Transit Development Plan (TDP) contributes to the vast majority of service improvements being sought in this grant request. This latest version of the Transit Plan presents the operational improvements needed of MDT and also serves as a planning tool to project future MDT needs for the implementation and operation of transit service. MDT selected bus service improvements that are consistent with priorities for transit service expansion in the next three years as reflected in the TDP FY 2012 - 2021 draft plan.

Many of the proposed JARC bus route enhancements/expansions will serve to feed the Miami-Dade Transit's AirportLink and the new Miami-Dade Intermodal Center (MIC). The Metrorail AirportLink Extension Project is a 2.4-mile elevated Metrorail extension from the existing Earlington Heights Station to the MIC, a major transportation hub being developed by Florida Department of Transportation (FDOT), next to Miami International Airport (MIA). The AirportLink is now 89% completed and its construction is currently on schedule to open for business by spring 2012. The MIC project will also provide a boost to the local economy by creating jobs and facilitating work-related travel while reducing greenhouse gas emissions. The AirportLink will provide residents and visitors with direct Metrorail linkage to the Airport via an Automated People Mover. With this project, Miami-Dade County will now join the ranks of other major cities with rapid transit connections at their airports. (See photos and maps, Attachment #'s 2 and 4).

The Miami Intermodal Center (MIC) features a multi-level station which will provide passengers with a central transfer point to different modes of transportation, including Miami-Dade Metrobus, & Metrorail, Tri-Rail, Amtrak, Greyhound, tour buses, taxi cabs, rental cars, and an Automated People Mover that will connect passengers to the rental car facility and other modes of public transportation. The new MIA Mover system is approximately 1.25 miles long.

The new MIC will also serve as an Intermodal hub-and-spoke network system providing low income persons with enhanced bus services by connecting almost ten percent (10%) of the Miami-Dade County Bus route fleet together. The MIC will be a main transfer point for residents, commuters and visitors to the South Florida region between the rail and bus systems, thereby reducing the number of transfers needed to access jobs from point A to point B, within the tri-county area.

Increasing access to jobs helps reduce the Miami-Dade County's socio-economic disparities for its low-income residents, while promoting intermodal coordination among various public transportation services, a goal of Federal policy, and it offers a wide variety of additional social-economic benefits such as:

- Increasing economic productivity and efficiency;
- Reducing the burden on overstressed and highly congested road traffic by encouraging car drivers to utilize a variety of mass public transportation systems with excess capacity;
- Generating higher returns from public infrastructure investments;
- Reducing energy consumption and reducing the CO₂ emissions and contributing to improve air quality and environmental conditions in the South Florida area. The CO₂ emissions from a gallon of

gasoline that is saved is calculated at 19.4 lbs based on statistics from the United States Environmental Protection Agency (EPA).

The proposed projects, will serve to improve livability and sustainability of our County and the South Florida region through the expansion of existing and implementation of new bus routes to service a wide variety of job sectors such as aviation, healthcare, food service, international trade, customer service, tourism, and retail.

Routes/Description

Route 136 (6:24 am to 6:50 pm - Weekdays)

Route now connects to Douglas Road, Dadeland South Metrorail Stations, and the South Miami-Dade Busway. It serves the Kendall U.S Citizenship and Immigration Services field office, Kendall-Tamiami Executive Airport, and Cocoplum Plaza.

Service Type - Geographic Coverage/ Extension of previous funded JARC project

Route 150 -Airport Flyer (6:00 am to 11:44 pm - Weekdays) (Saturdays 5:51 am to 11:25 pm) (Sunday 5:51 am to 11:25 Sunday)

Route began service on December 13, 2009, and it currently provides premium express bus service between Miami International Airport (MIA), Tri-Rail, Metrorail and South Beach. Prior to this route, there was no direct transit service between the Airport and Miami Beach south of 41st Street. The plan extension is from Lincoln Road to South Pointe on Miami Beach, thus extend north to 44th St. Collins Ave and South to South Point Drive.

Service Type - Geographic Coverage/ Extension of previous funded JARC project

Route 7 (4:48 am to 11:00 pm - Weekdays) (Saturdays 5:54 am to 10:20 pm) (Sunday 6:22 am to 9:48 Sunday)

This route extends north on LeJeune to the MIC. It provides bus connection from the Airport to Downtown and to Metrorail. Major employment sites served along the alignment are the Magic City Casino, Bayside, Downtown Miami, Miami-Dade College (Wolfson Campus), Metropolitan Hospital, American Airlines Arena, Mall of the Americas, Miami International Mall, and Dolphin Mall. This route will also serve NW 7th Street. Improvements will also involve reducing PM peak headway 30 to 15 minutes.

Service Type - Geographic Coverage/ Improved System Capacity of previously funded JARC project

NW 27th Avenue Enhanced Bus Service (North Corridor) (Weekday Peaks & Midday)

This enhanced premium route will provide service from the MIC to the Broward County Line (NW 215th Street) along NW 27th Ave. The northern terminus would be a planned transit center/park and ride lot at NW 27th Avenue and 215th Street. This route would provide frequent and rapid service along the corridor to Metrorail and the MIC. The major employment and activity sites served along this route are the Martin Luther King Jr. Metrorail Station, Brownsville Metrorail Station, Miami-Dade College (North Campus), Dolphin Stadium, and Calder Race Track.

Service Type - Improved System Capacity/ Improved Access Connections of previously funded JARC project

SR 836 Express Enhanced Bus (East/West Corridor) (Weekday Peaks)

This new route will provide premium service from west Miami-Dade, SW 8th Street and 147th Avenue, to the MIC via 107 Avenue and State Road 836. It will serve Miami International Airport (MIA)/MIC with 12 minute headways. A new Park and Ride lot located at SW 8 Steet and SW 147th Ave is in the initial planning phase. The route will be operated during peak hours M-F from 5:30 am to 10:00 am and from 4:00 pm to 7:30 pm. and will provide access to Metrorail, Tri-Rail and MIA (via MIA Mover) from the MIC.

Service Type - Geographic Coverage/ Improved Access Connections/Improved System Capacity of previously funded JARC project.

Coral Way Limited (6:00 am - 10:00 pm - 7 Days a week)

This route will be a new limited-stop route in the Coral Way corridor from SW 152nd Avenue to downtown Miami. This route would be the main trunk line on Coral Way as part of a restructuring of service by MDT due to the introduction of the new City of Miami Trolley route. The City's new route is planned to operate on Coral Way between the Brickell Avenue Metrorail/ Metromover Station and Ponce de Leon Blvd. MDT would restructure its Coral Way service to take advantage of the new City Trolley resulting in a more efficient and faster service while minimizing service duplication.

Service Type - New Route/ Geographic Coverage/ Improved Access Connections/Improved System Capacity

Ludlam Limited (Weekday Peaks)

The Ludlam Limited is a new route that would provide limited stop transit service between a new Park & Ride Lot at Miami Gardens Drive and NW 73rd Avenue and the Okeechobee Metrorail Station via Ludlam Road (NW 67th Avenue/West 12th Avenue). This route will be operated during peak hours.

Service Type - New Route/ Geographic Coverage/ Improved Access Connections/Improved System Capacity

NW 135th Street/Opa-locka Boulevard Crosstown (SR 916) (5:07 am to 10:12 pm - Weekdays) (Saturdays 6:00 am to 9:55 pm) (Sunday 6:00 am to 9:55 Sunday)

In December 2009, the NW 135th Street/Opa-locka Blvd cross-town route from Florida International University (FIU) Biscayne Bay Campus to NW 67th Avenue in Miami Lakes was implemented. This route provides direct service from east to west along the State Road 916 corridor. Previously, a transfer was required when traveling from FIU and North Miami to Miami Lakes. The route provides more frequent service in the NW 135th Street/Opa-locka Blvd corridor, and enables passengers a faster one-sit transit service to FIU, Opa-Locka Airport, Opa-locka TriRail station, and Opa-Locka commercial areas.

Service Type - Geographic Coverage/ Improved Access Connections/Improved System Capacity

Marlins Ballpark Shuttle (Game Days Afternoon & Evenings)

The Shuttle will be a connector route between the Culmer Metrorail Station at NW 11th Street and 7th Avenue and the new Marlins Ballpark at NW 3rd Street and 16th Avenue. This shuttle route will operate only for the Marlins home games with frequent and convenient service. It will help to maximize job access and mobility to and from the Ballpark. Besides shuttling passengers using Metrorail to the games, it also serves Ballpark bound Tri-Rail passengers who transfer to Metrorail at the 79th Street Station.

Service Type - New Route/ Improved Access Connections

The following MIC Extension routes (6, 42, 57, J) are bundled together as one project:

Route 6 (8:00 am to 6:40 pm - Weekdays) (Saturdays 8:00 am to 5:40 pm) (Sunday 8:00 am to 5:40 Sunday)

The route 6 currently serves the central Miami area and it would be extended from NW 14th Street and 34th Avenue on its current alignment to the MIC. The route operates on 60-minute headway, seven days a week.

Service Type - Geographic Coverage/ Improved Access Connections/ Extension of existing service

Route 42 (4:35 am to 11:35 pm - Weekdays) (Saturdays 5:33 am to 10:58 pm) (Sunday 5:34 am to 11:35 Sunday)

This route serves as the LeJeune Road Cross-town route that will be extended from its current alignment on 42nd Avenue to the MIC. This route has a 15-minute peak headway and 30-minute off-peak and weekend headway.

Service Type - Geographic Coverage/ Improved Access Connections/ Extension of existing service

Route 57 (6:41 am to 7:21 pm - Weekdays)

Route 57 serves SW/NW 57th Avenue and will be extended from its current terminus at the Airport. This route operates every 45 minutes in the peak and 60 minutes in the midday on weekdays only.

Service Type - Geographic Coverage/ Improved Access Connections/ Extension of existing service

Route J (110) (4:38 am to 12:22 am - Weekdays) (Saturdays 4:39am to 12:52 am) (Sunday 4:47 am to 12:21 Sunday)

The route J currently serves as the 36th Street Cross-town from Miami Beach to the Airport and will be extended into the MIC from its current Airport terminus.

Service Type - Geographic Coverage/ Improved Access Connections extension of previously JARC funded

If the project will serve others in addition to the target population, specify how you will assure that the target population will be given priority on all project activities and how the availability of service to the target population will not be compromised by the provision of services to those other than the target population.

The bus service improvements chosen for this project have been carefully planned to align sectors that demonstrate a firm supply of employment opportunities such as the Miami International Airport (MIA), Regional Shopping Mall, Kendall-Tamiami Executive Airport, Miami Intermodal Center (MIC), Miami Beach, Marlins Ballpark, Hospitals and Colleges with those areas that demand transportation needs for low income individuals as their only resource for access to and from jobs and activities related to their employment.

With the implementation of new projects and the expansion of existing operational projects, the underemployed and unemployed, seniors, persons with disabilities, and the transit dependent public will also be served by gaining access to targeted sectors and services along the project alignments.

Miami-Dade County remains one of the poorest places in the nation (Source - Miami-Dade County Transportation Disadvantaged Service Plan 2011 Update). This population includes the economically disadvantaged, children at-risk, the disabled community, seniors, the unemployed, the homeless, and adults at-risk. There are over 130,000 economically disadvantaged seniors and approximately 5,000 Social Security [SSI & SSDI] enrolled in the Golden Passport program; approximately 300,000 Medicaid recipients, and approximately 25,000 enrolled in the Special Transportation program for the disabled. The total disadvantaged population is growing and projections indicate that the disadvantaged population will exceed 900,000 (see question 7 for more details) in Miami Dade County.

The continuing increase in gas prices, maintenance, parking, and other available resources have impacted the working poor. Many will not use their vehicles to travel to work sites, job opportunities, training, day care, and other daily activities. As a result, there is a pressing demand and need to offer additional routes and services in the geographical locations identified as target areas.

3) Describe the geographic boundaries of the project. Applicants must attach a map (8.5 x 11) depicting the project boundaries.

Miami-Dade County, Florida is the most populous county in the southeastern United States and the eighth largest in the nation by population. A map depicting the project boundaries is attached #2. The map also shows all of the proposed routes. The County's population is 2,496,435. The population density within the urban area is 5,896 people per square mile.

Approximately 420 square miles (excludes bay and coastal water) of the County are within the urbanized area, while the total county land area currently covers a total of 2,420 square miles (1,921 square miles of land and 499 square miles of water) and is bound by Biscayne Bay and the Atlantic Ocean to the east, Everglades National Park to the west, the Florida Keys to the south, and Broward County to the north. Miami-Dade County is the only metropolitan area in the United States that borders two national parks: Biscayne National Park and Everglades National Park.

Route	Geographic Description of Routes
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136

Connects to Douglas Road Metrorail Station and Busway. Serves Immigration and Naturalization office, Kendall-Tamiami Executive Airport, and Cocoplum Plaza and connects with Dadeland South and Douglas Road Metrorail Stations.

Service Type - Geographic Coverage

150 (Airport Flyer)

Extend South on Miami Beach to South Point Dr. serves Miami International Airport, Miami Beach and connects to Earlington Heights Metrorail Station.

Service Type - New Route/ Geographic Coverage

7

Extend north on NW 45 Avenue to MIC. Provides bus connection from Airport to Downtown and to Metrorail Station, Marlins Ballpark, Magic City Casino, Bayside, Bayfront Park, Miami-Dade College Wolfson Campus, American Airlines Arena, Mall of the Americas, Miami International Mall, and Dolphin Mall. Improve PM peak headway to 15 min on MIC branch.

Service Type Geographic Coverage/ Improved System Capacity

27th Ave Enhanced Bus (North Corridor)

Limited Stop Route from Martin Luther King Jr. Metrorail Station to Broward County Line. Serves Miami-Dade College North Campus, Dolphin Stadium, Calder Race Track

Service Type - New Route/ Improved System Capacity/ Improved Access Connections

SR 836 Enhanced Express Bus

Route from SW 8th St/147th Ave to MIC via 107 Av. and SR 836 - Providing two-way peak period service. Serves Miami International Airport (via MIA Mover)/MIC, Florida International University, and park-ride lots at SW 8 street and SW 147 Avenue and NW 12 Street and SW 107 Avenue. Headway-12 min.

Service Type - New Route/ Geographic Coverage/ Improved Access Connections/Improved System Capacity

Coral Way Limited

New limited-stop route along the Coral Way corridor from SW 152 Avenue to downtown Miami. This route would be the main trunk line on Coral Way as part of a restructuring of service by Miami-Dade Transit due to the introduction of the new City of Miami Trolley route. The City's new route is planned to operate on Coral Way between the Brickell Avenue Metrorail/ Metromover Station and Ponce de Leon Blvd. MDT would restructure its Coral Way service to take advantage of the new City Trolley resulting in a more efficient and faster service also minimizing duplication.

Service Type - New Route/ Geographic Coverage/ Improved Access Connections/Improved System Capacity

Ludlam Limited

The Ludlam Limited would provide limited stop transit service between a new Park & Ride Lot at Miami Gardens Drive and NW 73 Avenue and the Okeechobee Metrorail Station via Ludlam Road (NW 67 Avenue /West 12 Avenue) during peak hours.

Service Type - New Route/ Geographic Coverage/
Improved Access Connections/Improved System Capacity

NW 135th Street / Opa-locka Blvd. (SR 916)

The NW 135 Street / Opa-locka Blvd.(SR 916) provides cross-town route from Florida International University (FIU) Biscayne Bay Campus to NW 67 Avenue in Miami Lakes was implemented. This route revised Route 135 and provides direct east to west service along the SR 916 corridor.

Previously, a transfer was required when traveling from FIU and North Miami to Miami Lakes. The 135 Street cross-town route would provide more frequent service along NW 135 Street / Opa-locka Blvd. corridor. The route would now provide passengers a faster one-seat transit ride to FIU while also providing access to the Opa-locka TriRail station.

Service Type - Geographic Coverage/ Improved Access Connections/Improved System Capacity

Marlins Ballpark Shuttle

The Shuttle will be a connector route between the Culmer Metrorail Station at NW 11 Street and 7 Avenue and the new Marlins Ballpark at NW 3 Street and 16 Avenue. This shuttle route will operate only for the Marlins home games with frequent and convenient service. It will help to maximize mobility to and from the Ballpark especially for employees needing transportation to work at the game. Besides shuttling passengers using Metrorail to the games, it also serves Ballpark bound Tri-Rail passengers who transfer to Metrorail at the 79th Street Station.

Service Type - New Route/ Improved Access Connections

The following MIC Extension routes (6, 42, 57, J) are bundled together as one project:

Route 6

Serves central Miami and would be extended from NW 14 Street and 34 Avenue on its current alignment to the MIC. The route operates on 60-minute headway, seven days a week. This route will be extended to the new MIC.

Service Type - Geographic Coverage/ Improved Access Connections.

Route 42

Serves as the LeJeune Road Cross-town route that will be extended from its current alignment on 42nd Avenue to serve the MIC. This route has a 15-minute peak headway and 30-minute off-peak and weekend headway.

Service Type - Geographic Coverage/ Improved Access Connections

Route 57

Serves SW/NW 57 Avenue and will be extended from its current terminus at the Airport. This route will be extended to the new MIC. This route operates every 45 minutes in the peak and 60 minutes in the midday, weekdays only.

Service Type - Geographic Coverage/ Improved Access Connections

Route J

Serves as the 36th Street Cross-town from Miami Beach to the Airport and will be extended into the MIC from its current Airport terminus.

Service Type - Geographic Coverage/ Improved Access Connections

4) Provide the total estimated population of the project service area.

The total estimated population of the entire Miami-Dade County project service area is 2,496,435, according to the 2010 Census; this is a 10.8 percentage increase in population since the year 2000.

The individual project service areas are as follows:

Route	Total Population	Population Below the Poverty Level	% Below Poverty Level
6	185,452	50,727	27.4%
7	145,182	30,868	21.3%
Coral Way Limited	197,752	23,841	12.1%
27 th Ave Enhanced Bus	162,889	46,077	28.3%
42	157,960	32,228	20.4%
57	119,056	12,285	10.4%
110 (J)	64,162	16,466	25.7%
NW 135 Street/Opa-Locka (SR 926)	122,160	25,585	21.0%
136	139,736	10,999	7.9%
150 (Airport Flyer)	97,763	27,902	28.6%
SR 836 Enhanced Express Bus	138,478	18,550	13.4%
Marlins Ballpark Shuttle	50,841	18,932	37.2%

Routes (6, 42, 57, J) are bundled together in one project.

Data is based on 2000 Census, the summary files for the 2010 Census have not been released

According to the HSTP 2011 Update of The Miami-Dade County Human Service Transportation Plan, the total disadvantaged population is growing and projections indicate that the disadvantaged population will exceed 900,000 in Miami-Dade County.

The Forecast of Transportation Disadvantaged (TD) Population

There are two categories of TD population. The difference between the two is actually related to how they are funded. The first group is the potential TD population, which is also called category 1. This second core group of the TD population which includes the disabled, elderly, low-income persons, and children at risk. The second group is known as category 2 which includes those who are unable to transport themselves or are unable to purchase transportation.

Forecasts of TD Population in Miami-Dade County

Category I 937,372

Category II 210,571

The 2010 Miami-Dade County population of 2,496,435, represents 44.9% of tri-county's areas total population of 5,564,635. The population density within the urban area is 5,896 people per square mile.

Broward is second with 31.4% (1,748,066), and Palm Beach County population represents 23.7% (1,320,134) of the tri-county's area population (Source - 2010 U.S. Census Bureau)

As of May 2011, the unemployment rate set a new record high of 13.7% which represents over 342,000 people. As the unemployment rate reaches new heights, the number of Miami-Dade County welfare recipient's increases; many welfare receipts have unique transportation challenges. For example, many new entry-level service jobs are located in high growth suburban areas, where

low-income individuals have difficulty accessing these jobs from their inner city, and urban neighborhoods.

5) Specify which elements your project includes (check all that apply). For a detailed list of eligible projects, please refer to Appendix B: JARC and NF Eligible Projects.

- Capital (80% Federal / 20% Local Match)
- Operating (50% Federal / 50% Local Match)
- Mobility Management / Planning (80% Federal / 20% Local Match)

6) Specify the type of project.

- Continuation of an Existing JARC/NF Project
- Expansion of an Existing Project not previously funded through JARC/NF
- Existing fixed route service not previously funded through JARC
- New Project

7) Estimate the number of low-income population and individuals with disabilities that will be served by the project and provide an explanation as to how the estimate was determined.

Miami-Dade is the most populous county in Florida with the largest number of low-income persons and the eighth-most populous county in the United States

According to the Miami-Dade County Human Service Transportation Plan (2011 Update)

Miami-Dade County Potential Transportation Disadvantaged Population

Segments	Population Estimates	Percent of Total Potential TD
Disabled, Non-Elderly, Low-Income	31,866	3.5%
Disabled, Non-Elderly, Non-Low income	147,159	16.4%
Disabled, Elderly, Low-Income	33,837	3.8%
Disabled Elderly, Non-Low Income	148,081	16.5%
Estimated Total Disabled in Miami-Dade County	360,943	
Non-Disabled, Elderly, Low-Income	45,406	5.1%
Non-Disabled, Elderly, Non-Low Income	198,714	22.1%
Non-Disabled, Non-Elderly, Low-Income	293,302	32.6%
Total Potential Transportation Disadvantaged Population	898,365	100%

Disability Prevalence

In the 2009 American Community Survey, 19.5 million people, or 9.9 percent of the civilian noninstitutionalized population age 16 to 64, had a disability. When compared to the national average of 9.9%, Miami-Dade County has a higher percentage of persons with disabilities.

FY 2010 & 2011 Programs Guide and Application
FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

(Obtaining an accurate estimate of the disabled population is extremely difficult.) In 2006, the Estimated Total Disabled in Miami-Dade County was 360,943.

Persons with Disabilities Estimated by Route

	Current # of Persons with Disabilities	Projected # of Passengers with Disabilities
MIC Extension	307,782	329,764
Route 7	210,041	232,878
Route 135	31,614	69,572
Route 136	14,790	14,790
Route 150	81,489	108,894
Coral Way Limited	0	68,513
Ludlam Limited	0	18,488
SR 836 Express	0	68,404
27 th Ave. Enhanced Bus	0	88,740
Marlins Ballpark Shuttle	0	33,328

(Estimated by taking 14.5% of current ridership numbers and taking 14.5% of projected ridership)

Route	Current Ridership One Way Trips Annual			Projected One Way Trips Annual		
	Total Ridership	% of Total Low-Income Ridership	Total Low-Income Ridership	Total Ridership	Total Low-Income Ridership	Total Low-Income Ridership
MIC Extension	2,122,632	27.4%	581,601	2,274,232	623,140	
7	1,448,556	21.3%	308,542	1,606,056	342,090	
135	218,028	21.0%	45,786	463,896	97,418	
136	99,588	7.9%	7,867	99,588	7,867	
150	561,996	28.6%	160,731	750,996	214,785	
Coral Way Limited	0	12.1%	0	472,500	57,173	
Ludlam Limited	0	15.5%	0	127,500	19,763	
SR 836 Express Enhanced Bus	0	13.4%	0	471,750	63,215	
NW 27th Avenue Enhanced Bus	0	28.3%	0	612,000	173,196	

FY 2010 & 2011 Programs Guide and Application
FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

Marlins	0	37.2%	0	243,000	90,396
Ballpark Shuttle					

8) Please specify what unmet needs this project is designed to meet and how those unmet needs were identified.

Some of the unmet needs identified in the Miami-Dade County area are lack of transit service during evening hours, more service locations, better access to employment in suburban and urban areas, and better regional access to jobs, with additional intermodal connections among transit service providers.

This project will improve the short and long-term goals of providing access and efficiency in moving people throughout the different cities and employment areas in Miami-Dade County. This project is designed to merge the transportation needs of low income population, disabled, elderly, zero car households with areas of greater job development. The routes contained in this proposal are designed to serve more areas, provide better access to employment sites while also providing access to jobs across regional service providers. The unmet needs were identified through the coordination of workforce agencies and local development business organizations. The projects are also the result of suggestions and recommendations from the governing boards, committees, employees, Faith Based Organizations and the public in general.

Additional job centers that are supported in this proposal are as follows:

The new Marlins Ballpark is scheduled to be opened in 2012, and it is expected that there will be close to 1,800 to 2,000 jobs per game. That includes 1,200 workers involved in the food services aid, about 400 in charge of the stadium operations (covering employment areas such as security, grounds-crew, ushers, etc), a cleaning staff of about 60, as well as another 80 people involved with parking and dozen of others for ancillary services. Both the Marlins Ballpark Shuttle and Route 7 will provide transportation to these new jobs.

The new Miami Central Station (MCS), at the Miami Intermodal Center (MIC) is scheduled to open in summer 2012 and serve access to thousands of new permanent jobs being created at the Miami International Airport due to the expansion of the North Terminal, development that is nearing completion in 2011. The terminal is being expanded to more than seven million square feet. The Miami International Airport handles approximately 36 Million passengers annually (Source Miami-Dade County Economic Indicators July 2011).

The primary goal of Miami Intermodal Center is to reduce dependence on the automobile as the major mode of ground transportation and increase use of public transportation. Bus riders will be able to access jobs throughout the county via transfer through the transfer hub and access multiple transit systems in the South Florida area. The Miami Intermodal Center will provide enhanced service to users of public transit systems in the region.

Miami International Airport's (MIA) and the General Aviation Airports' annual economic impact is \$26.7 billion.

JOB IMPACTS

	MIA-SITE AIRPORT GENERATED	MIA AIRPORT VISITOR RELATED INDUSTRY
DIRECT JOBS	35,522	110,406
INDIRECT JOBS	20,828	37,382
TOTAL JOBS	56,350	147,788

Source: 2006 - Economic Impact Study was commissioned by the Miami-Dade Aviation Department and prepared by the firm Martin Associates. The purpose of the Economic Impact Study is to quantify the economic contribution of the Miami-Dade County Airport System on the local and regional economies.

9) Please explain how this project will address the unmet needs identified in question 8.

Through outreach and planning activities, these projects have been selected to address unmet needs. The proposed services address unmet transportation needs by expanding existing routes to serve new and existing employment areas in Miami-Dade County. Job sectors that will be served include aviation, healthcare, food service, customer service, and retail centers. Additional sectors will be international and industrial trade centers, education centers, hospitality, banking, medical and life sustaining services, as well as entertainment, social services centers and activities. The Service Planning and Scheduling Division has carefully reviewed and evaluated the projects thereby creating service alignments and hours of operation for these projects that address the unmet needs identified. Over the last decade Miami-Dade County has been undergoing a solid revitalization with many property improvements, new business establishments, built new sporting venues, shops, hotels, resorts, built new downtown high-rise luxury towers, and restaurants. The implementation of new routes and expansion of others is highly beneficial for the target population to utilize the bus system to travel from predominately-residential areas to the employment and educational centers.

- 10) Explain how this project will utilize or coordinate with existing public transportation providers. This should include a discussion of anticipated formal agreements, arrangements to coordinate services, joint funding initiatives, the pooling of resources and any other coordination efforts planned or already initiated.

The coordination of transportation services is achieved through a series of efforts of the governmental channels and hard work of committees, boards, meetings and public hearings. All other public transportation providers in the County need to coordinate their efforts with Miami-Dade Transit, and MDT in return assists setting the parameters, policies, guidelines, vehicle standards, fare collection agreements and payment media to support, advise and streamline the transportation efforts throughout the county to avoid duplication. Additionally, coordination of transportation of services are being achieved through the implementation of Fare Agreements and Interlocal agreements between local municipalities and MDT.

MDT serves 35 municipalities and coordinates with the 22 municipalities that have their own public transportation system. One of the proposed routes will serve the Miami Central Station (MCS). Upon completion, it is estimated that approximately 75,000 passengers will use the MIC on a daily basis. The Central Station is a major structure of the Miami Intermodal Center (MIC) which will enable riders to transfer from bus to various public transportation providers thereby providing connectivity where none previously existed. When the newly expanded routes connect to the MIC, it will be far easier for riders to transfer between the Palm Beach County, Broward County, Monroe County and Miami-Dade Transit systems. Residents and employees going to and from work will benefit as well as visitors (which in turn creates more tourism-related jobs).

All transit systems will benefit as demonstrated by riders accessing to Broward and Palm Beach County Transit systems when transferring to/from Tri-Rail, Metrorail (upon completion of the AirportLink), Amtrak, Interstate and possible future High-Speed Rail service, and both domestic and international airlines. Air carriers with 17.4 Million enplanements in Miami International Airport provides a solid economic impact of \$26.7 Billion annually. MIA and related aviation industries contribute 282,043 jobs directly and indirectly to the Florida economy.

Among U.S. Airports, Miami-Dade County ranks:

- 1st International Freight
- 2nd International Passengers
- 3rd Total Freight
- 3rd Total Cargo (Freight + Mail)
- 12th Total Passengers

Effective October 1, 2011 a Regional EASY Card Link-Up Product and transfer fares for patrons transferring from SFRTA/Tri-Rail into the MDT system will be available.. There are approximately two thousand SFRTA passengers transferring from the five (5) Tri-Rail stations in Miami-Dade County to approximately 10 connecting bus routes. The regional EASY Card link-up product will be available for sale at all Tri-Rail stations, MDT's Kiosk at the Stephen P. Clark Center and online. Several routes in this application connect directly to Tri-Rail Stations in Miami-Dade County

The MDT Metrobus routes serving Broward and Monroe Counties are wheelchair accessible. A metrobus route also provides service to transport the disadvantaged to worksites as far south as US 1 Mile Marker 50 in Monroe County.

Metrobus Route E provides service between North Miami Beach and the Diplomat Mall in Hallandale (Broward County). In addition, route 195 Dade-Broward Express travels from downtown Miami and has stops in Hollywood [Sheridan Street} and Fort Lauderdale [Broward Avenue]. Metrobus Route: Card Sound Express serves southern Miami-Dade and northern Monroe Counties. It is an express route from Florida City via Card Sound Road to the Ocean Reef Resort in Key Largo. The service is 3 trips each peak period from 5:30 to 10:05 in the A.M. and 3 trips, from 2:35 to 7:10 in the p.m., 7 days a week.

Additionally, other municipalities have already started to provide some fare integration such as the City of Hialeah which currently provides their passengers with a seamless transfer to and from MDT by using the Automated Fare Collection systems which have been in place since January 25, 2011. The City of Miami is reviewing and discussing fare collection policies and strategies with officials of Miami-Dade Transit in an effort to facilitate a seamless transfer among public Transportation providers for the passengers. Other municipal transit systems connecting to project routes include the Coral Gables Trolley and the City of Opa-locka which operates a circulator service.

Private Jitney services also connect to the project routes are Conchita Transit Express, La Flecha Transit Corporation, Tri-Rail Connections Jitney, Dade Jitney Route, Sun Jitney, Power Shuttle, Excel Transportation and Miami Mini Bus.

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- 11) Explain how this project will utilize or coordinate with human service agency providers and/or other private non-profit/for-profit operators. This should include a discussion of anticipated

formal agreements, arrangements to coordinate services, joint funding initiatives or the pooling of resources and any other coordination efforts planned or already initiated.

Strategies identified within the Human Service Transportation Plan that the projects respond to are as follows:

- A. To achieve compliance with State and Federal requirements for planning
- B. To perform public transportation orientations to all organizations that serve the disadvantaged
- C. To investigate requests for transportation for the disadvantaged
- D. To monitor transportation service operations and passenger activity for programs and projects that serve the disadvantaged
- E. To act as an informational resource for transportation programs and agencies that serve the disadvantaged as well as citizens in Miami-Dade County
- F. To design and implement cost effective coordinated transportation for welfare to work and Welfare/TANF transition recipients
- G. To act as the transportation coordinator for agencies and programs that serve seniors and individuals with disabilities
- H. Coordinate and assist with transportation issues for South Florida Workforce
- I. To act as coordinator for transportation issues concerning the transportation disadvantaged in Miami-Dade County.
- J. To conduct oral and visual presentations to MDT operator trainees regarding interactions and serving those with disabilities.
- K. To conduct travel training workshops and training to organizations that serve the disadvantaged
- L. Work closely with South Florida Commuter Services to provide information and awareness of employment and training opportunities.
- M. To encourage seniors, low-income veterans, and those with disabilities to use conventional transportation free of charge through pass programs.
- N. To respond to complaints and suggestions concerning transportation for the disadvantaged

- 12) **Please provide the number of months needed upon receipt of award to begin providing services to the project's target population. If your service is dependent upon the purchase of vehicles, use the vehicle anticipated delivery date as your starting point to determine the number of months needed to begin initiation of service.**

FY 2010 & 2011 Programs Guide and Application
FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

This proposal is not dependent upon the purchase of any new vehicles. The new service routes and service extension start-ups will be phased and staggered to coincide with major capital projects that are coming online and as jobs become available.

If the grant application is approved, funds will be spent in a timely manner and expended to ensure compliance. MDT will implement the project through the extension of existing bus routes (6, 7, 42, 57, 135, 136, 150 and J) and the implementation of new routes (Ludlam Limited, Coral Way Limited, SR 836 Express Bus and NW 27th Avenue Enhanced Bus) within the service area. All new and extensions to existing routes will be implemented by fiscal year 2012.

Route	Improvement	Anticipated Implementation
136	An extension of previous project	Existing Route(2010)
150	An extension of previous project	2011
7	An extension of previous project	2011
NW 27 Av	An extension of previous project	2012
SW 8 Street/836	An extension of previous project	2012
Coray Way Limited	New Route	2012
Ludlam Limited	New Route	Nov 2011
135 St. Cross	Entire Route	Existing
Marlins Shuttle	New Route	2012

The following routes (6, 42, 57, J) are bundled together as one project:

MIC 6, 42, 57, J Route extensions to serve the MIC May-June 2012

13) How will the project be monitored and evaluated on an ongoing basis? What criteria will be used to establish the success of the project?

The implementation of the Automatic Passenger Counter (APC) feature in the state-of-the-art fare box equipment installed in Miami-Dade County Buses enables MDT to successfully monitor and evaluate the project on an ongoing basis. Daily passenger data continuously feeds in throughout the day and is processed nightly. Data is available to the Planning staff the next morning. MDT continually monitors and adjusts bus routes to ensure all routes are operating in accordance with the minimum service standards. MDT utilizes operational and financial performance measures to determine operational benchmark goals and to track effectiveness of the proposed projects. The projects are expected to be sustainable beyond the identified project period.

Examples of typically used benchmark goals are as follows:

- A. Passengers per trip
- B. Passengers per mile
- C. On-time performance
- D. Total ridership
- E. Boardings per revenue hour
- F. Net Cost per passenger

The APC's provide a wide range of data to monitor ridership information, service quality standards (on-time performance), and to generate ridership information. The APC feature also has a Global Positioning System (GPS) vehicle location system.

To determine the success of the project, resource-measurement goals will be established to compare each route to another similar route. The resource-measurement goals of each route will be for the average passengers per revenue hour to be at least half the comparable average of a similar peer route and for the net cost per passenger to be less than twice the comparable average.

Average daily operating data for each month of the reporting period will be reported in quarterly reports. In addition, MDT will perform a random rider survey to determine the trip purpose of the program passengers.

Please note that the FTA requires that the following measures be reported on by program:

JARC

- *Actual or estimated number of jobs that can be accessed as a result of geographic or temporal coverage of JARC projects implemented in the current reporting year.*

- *Actual or estimated number of rides (as measured by one-way trips) provided as a result of the JARC projects implemented in the current reporting year.*

New Freedom

- *Services provided that impact availability of transportation services for individuals with disabilities as a result of the New Freedom projects implemented in the current reporting year. Examples include geographic coverage, service quality and/or service times.*
- *Additions or changes to environmental infrastructure (e.g., transportation facilities, sidewalks, etc), technology, vehicles that impact availability of transportation services as a result of the New Freedom projects implemented in the current reporting year.*
- *Actual or estimated number of rides (as measured by one-way trips) provided for individuals with disabilities as a result of New Freedom projects implemented in the current reporting year.*

- 14) Does your organization or agency provide similar services to the project you are seeking to fund?**

MDT offers similar fixed route bus service; however, these proposed routes are not a duplication of service. MDT is the Community Transportation Coordinator (CTC) for Miami-Dade County. MDT is the 14th largest public transit system in the nation and the largest in Florida. The American Public Transportation Association's Transit Ridership Report for the first quarter of 2011 reported that the MDT average weekday ridership is estimated at 247,500. Five of the projects are time extensions of existing projects that have already been approved.

- 15) Does your organization have experience in administering federal grants?**

MDT has and continues to demonstrate the technical capacity to administer federal grants. MDT has successfully managed and closed federally funded assistance agreements and grants from the U.S. Department of Transportation, Federal Transit Administration and U.S. Department of Homeland Security. MDT has entered into numerous funding agreements with FTA over the course of more than 25 years.

SECTION 3: ADDITIONAL INFORMATION OF OPERATING PROJECTS

Questions 16 - 24 apply to projects that include an operations element. If your project does not include an operations element, please skip to question 25.

16) Indicate the proposed operator of the service.

- Applicant will operate service
 Service will be contracted out (if service is contracted out, please explain how an operator will be selected or if already known, please identify the operator).

MDT is the 14th largest public transit system in the United States, and the largest transit agency in the state of Florida. We strive daily to keep our Metrobus, Metrorail, Metromover, and Paratransit services safe, reliable, and courteous. MDT provides bus service throughout Miami-Dade County seven days a week, twenty-four hours per day, 365 days a year. Service is available from Miami Beach and Key Biscayne to West Miami-Dade, as far north as Diplomat Mall in Broward County, and as far south as Homestead, Florida City, and the Middle Keys. A total of ninety-three (93) routes comprise MDT's regular bus service structure operated with a total fleet of approximately 822 buses and two (2) contracted routes with seven (7) buses. Metrobus includes local, circulator, limited-stop, express, and Bus Enhanced (Arterial Busway) services.

17) If the proposed project is the continuation of an existing JARC/NF funded project, is the project currently meeting its main objectives including serving target population ridership projections?

Routes 7, 136, 150, SR 836 and NW 27th Avenue have been previously funded through the Job Access and Reverse Commute (JARC) program. The current projects that have been implemented (Routes 7, 136, 150, J) are meeting projected service standards. The SR 836 Express Enhanced Bus and NW 27th Avenue Enhanced Bus are currently in the planning phase and are scheduled to be implemented in 2012. These routes are also expected to meet service standards.

18) If the proposed project is an expansion of an existing project, explain how the expanded project will differ from the current service with respect to service coverage area, hours of service, trip purpose, or level of service. For instance, will reservations requirements be less restrictive allowing same-day reservations instead of requiring reservations 24 hours in advance?

None of the proposed projects are an expansion of an existing project.

- 19) Explain how the project you are seeking funding for differs from other services in the area with respect to service coverage area, hours of service, trip purpose, or level of service. For instance, will reservation requirements be less restrictive allowing same-day reservations instead of requiring reservations 24 hours in advance?

Route 136

This route is the only east-west route in the Killian area between SW 104 Street and SW 152 Street that connects to the Busway and Metrorail. It provides the opportunity for reverse commuting directly from the Coconut Grove and Howard communities and many other disadvantaged areas with a connection to Metrorail. Route 136 serves new commercial and retail areas west of the Turnpike as well as major job sources such as Beckman Coulter Medical Electronics, Miami Children's Hospital Outpatient Center, and is the only route to the U.S. Immigration Center on SW 147 Avenue. Other nearby employment locations are the Kendall-Tamiami Executive Airport, Costco, and the Falls, a regional shopping mall at the Busway and SW 136 Street.

Route 150

The Route 150 Airport Flyer is a previously approved JARC route connecting Metrorail with Miami Beach and the Miami International Airport as well as the Miami Intermodal Center (MIC) which is scheduled to open April, 2012. Both the Airport and Miami Beach are major employment areas in Miami-Dade County. The Route 150 provides a much faster connection for the unemployed and underemployed between Metrorail and the Airport and Miami Beach for 18 hours a day, seven days a week. The extension to South Pointe provides access to thousands of hotel, restaurants, and other service jobs in half the time of other transit options.

Route 7

The extension of Route 7 is a continuation of a previously approved JARC project to the Miami International Airport and the future MIC. The extension to the Airport/MIC connects one of the major arterials in Little Havana, NW 7th Street where about 26% of the population is below the poverty level. Major employment areas also include downtown Miami, Magic City Casino, and the Marlins Ballpark. Nearly 5,000 riders per day currently use this route along the 7th Street corridor and the extension to the Airport will provide much easier access to thousands of jobs.

NW 27th Avenue Enhanced Bus Service

NW 27th Avenue or the North Corridor is a priority transit corridor in Miami-Dade County. This corridor was planned for a heavy rail extension but the County decided to withdraw from the FTA New Starts Process. More than 10,000 riders daily use transit along the 27th Avenue corridor. This project which was approved in last year's JARC process provides high frequency premium service in the corridor to Metrorail and the MIC. NW 27th Avenue is a high transit dependent

corridor and the enhanced bus service will connect rapidly to most major employment areas either directly or with a single transfer. The route also connects with Tri-Rail and Broward County Transit providing access to jobs in Broward County.

SR 836 Express Enhanced Bus Service

Currently, there is no public transportation along SR 836 or the Dolphin Expressway. This route will serve commuters in both directions taking west Miami-Dade residents to the MIC with high employment at the Airport and connecting to downtown Miami, Civic Center/Health District, and Brickell Avenue employment areas. Reverse commuting opportunities will be available with the connection to Metrorail and Tri-Rail to thousands of jobs at the adjacent Dolphin and Miami International Malls and the main campus of Florida International University. This route would be similar to the 95 Commuter Express Bus Service.

Coral Way Limited

This new route would be compatible with the new Coral Way Trolley that the City of Miami plans to implement in 2012. The Coral Way Limited is a restructuring of the current Route 24 which creates a premium service that will serve the high employment area of downtown Coral Gables as well as Brickell Avenue and downtown Miami. It will provide access to jobs from the West Miami and Westchester areas and provides reverse direction opportunities to the Florida International University main campus.

Ludlam Limited

This new route would provide premium peak period service from northwest Miami-Dade to the Okeechobee Metrorail Station. In addition, it will serve a new park-ride lot at Miami Gardens Drive and NW 73 Avenue. This part of Miami-Dade County does not have any premium service to Metrorail and this route would fulfill this need. Besides service to Metrorail, this limited stop route will connect to several MDT east-west routes, Hialeah Transit System, and Conchita Hialeah Express.

NW 135 Street/Opa-locka Blvd. Crosstown

This project, named Route 135, provides the only complete east-west crosstown service between NW 103 Street and NW 183 Street. This route connects many employment areas including Florida International University (FIU) Biscayne Bay Campus, Opa-locka Airport and the adjacent industrial area, Miami Lakes Business Park, and Hialeah Park. Besides connecting to jobs, the route connects to F.I.U. Biscayne Bay Campus for students to gain employment and career skills.

Marlins Ballpark Shuttle

This service will connect Metrorail with the new Marlins Ballpark. Existing service is inadequate to serve the Ballpark especially for evening events. Including the adjacent businesses to the stadium such as the parking garage restaurants, there will be more than 2,000 jobs at each stadium event and the shuttle will enable those without private transportation to access these jobs.

Bus Service to Miami Intermodal Center

The Miami Intermodal Center will be the transportation hub of Miami-Dade County which will open in spring, 2012. Transfer connections between all modes will be available in one location which does not exist currently. The four routes for this project include:

Route 6 connecting central Miami with the MIC.

Route 42 connecting LeJeune Road, downtown Coral Gables, Hialeah, and Opa-locka with the MIC.

Route 57 connecting SW 57 Avenue and the Blue Lagoon office complex with the MIC.

Route J providing local service from Miami Beach, Allapattah, and Melrose Heights to the MIC.

- 20) **Explain what connections the project provides to key destinations and activity centers, particularly those destinations that present opportunities for employment assistance or employment. Be as specific as possible in identifying significant destinations.**

Route 136

Connects to the following routes 31 (Busway Local), 34 Busway Flyer, 37, 38 Busway Max, 40, 42, 48, 52, 73, 88, 249 Coconut Grove Circulator, 252 Coral Reef Max, 287 Saga Bay Max and 500 Midnight Owl. And access to Metrorail through Dadeland South Metrorail Station, and Douglas Road Station.

The Falls Shopping Center is one of the largest employers in the area with more than 95 stores, restaurants, cafés and movie cinemas. Route 136 also provides access to Aviation related jobs at the Kendall-Tamiami Executive Airport.

The Miami-Dade Board of County Commissioners recognized the importance of joint development as early as 1978, six years before the opening of Metrorail. In order to promote joint development, the Commission adopted Ordinance # 78-74 entitled "Fixed-Guideway Rapid Transit System – Development Zone." In December 1982, Miami-Dade Transit (MDT) entered into its first joint development lease at the Dadeland South Metrorail station. The project, known as The Datran Center Complex served by Route 136 consists of two of the largest class A office buildings in the County outside of the Downtown-Brickell area (One Datran is a 21-story office tower and Two Datran is a 22-story office tower). Route 136 also provides access to jobs at a four-star, 24-story, luxury hotel, the Dadeland Marriott Hotel. Additionally, it provides access to jobs at more than 185 specialty stores, restaurants, department stores, and boutiques along the service. Other key employment destinations include the Kendall U.S. Citizenship and Immigration Services field office, Coconut Grove, and Gloria M. Floyd Elementary School.

From the Metrorail, riders will have direct access to the Miami International Airport by a 2.4-mile elevated Metrorail extension from the existing Earlington Heights Station to the Miami Intermodal Center (MIC) next to Miami International Airport (MIA). The Miami Intermodal Center (MIC) is a major centralized transportation hub being developed by the Florida Department of Transportation (FDOT) that will provide seamless access to all modes of transportation, including Metrobus, Metrorail, Tri-Rail, Amtrak, Greyhound, tour buses, taxi cabs and rental cars.

Route 150 (Airport Flyer)

Connects to routes 17, 22, 37, 42, 57, 62, 103 (Route C), 110 (Route J), 112 (Route L), 113 (Route M), 119 (Route S), 120 Beach Max, 133 Airport/Tri-Rail Shuttle, 238 East-West Connection, 95 Earlington Heights and 95 Golden Glades. And access to Metrorail through Earlington Heights Metrorail Station.

The route will extend North to 44th St/Collins Ave and South to South Point Drive. The major employment areas are the Miami International Airport, the Miami Intermodal Center (MIC), Miami Beach and South Beach with thousands of jobs created by the tourism industry such as cafes, clubs, international hotels, restaurants, and stores along Ocean Drive, Lincoln Road, and Washington Avenue.

Route 7

Connects to routes 2, 6, 8, 11, 36, 51 Flagler Max, 71, 73, 87, 137 West Dade Connection and 238 East-West Connection with access to Metrorail at the Overtown and Government Center Stations. In addition, this route will serve the new Marlins Ball park with close to 1,800 to 2,000 new jobs. That includes 1,200 workers on the food services side, about 400 on stadium operations (everything from security to grounds-crew to ushers), a cleaning staff of about 60, another 80 people involved with parking and dozens of others for ancillary jobs.

This route provides bus connection from the Miami International Airport to Downtown Miami. Major employment sites include the new Marlins Ballpark Stadium with an estimated 1,800 to 2,000 jobs per game, Magic City Casino, Bayside, Bayfront Park, Miami-Dade College Wolfson Campus, American Airlines Arena, Downtown Miami, Mall of the Americas, Miami International Mall, and Dolphin Mall. This route will serve the MIC providing access to regional transportation services and regional jobs while also serving some of the largest employers in Miami-Dade County.

Route NW 27th Ave Enhanced Bus (North Corridor)

Connects to routes 6, 12, 19, 21, 32, 33, 36, 46, 49, 51, 54, 62, 75, 97, 99, 135, and 183. And access to Metrorail through Martin Luther King Jr. and Browsville Metrorail Stations and will serve the MIC.

This new route will provide access for low income minority riders of the County's urban core/inner city with access from Martin Luther King Jr. Metrorail Station to Broward County line thus providing access to jobs within Broward County and transfers to Broward County Transit. This route will serve Miami-Dade College North Campus and through education will support entrepreneurship, and workforce preparation. This premium route will provide access to jobs at Sun Life Stadium (Dolphin Stadium), Calder Casino & Race Course. The \$85 million casino project has created hundreds of new jobs.

Route SR 836 Enhanced Bus

Connects to routes 7, 8, 40, 51, 137, and 150.

This route will span from SW 8th St/147th Ave to the MIC via 107 Av. and SR 836. This project will assist riders in West Miami-Dade by providing access to jobs at the Miami International Airport/MIC and regional jobs. Major key employment and education activity centers will be the MIC, Florida International University South Campus, Dolphin Mall, Miami International Mall, SW 8th Street "Calle Ocho" Little Havana is noted as a center of social, cultural, and political activity in Miami.

The Shuttle will serve as a connector route between the Culmer Metrorail Station at NW 11 Street and 7th Avenue and the new Marlins Ballpark at NW 3 Street and 16th Avenue. This shuttle route will provide low income minority bus riders with access to jobs at the Marlins Ballpark. It will help to maximize mobility for people with disabilities to and from the Ballpark as well. This route will provide regional transportation access to Tri-Rail passengers wanting to work/travel to the ballpark by transferring to Metrorail at the 79th Street Station. This service will assist Overtown residents with access to Tri-Rail and other regional jobs.

Coral Way Limited

Connects to routes 8, 17, 24, 22, 27, 37, 40, 42, 51, 56, 57, 71, 73, 87, 137, and 500 with access to Metrorail.

This service will provide low income minority rides with access to service jobs in the West Miami-Dade area. The new limited-stop route will provide reduced travel time and cover the Coral Way corridor from SW 152nd Avenue to downtown Miami. This route would be the main trunk line on Coral Way with access to Downtown Miami, Coral Gables and Brickell business and areas of commerce. This route also will serve the Vizcaya Metrorail Station.

Ludlam Limited

Connects to routes 29, 73, 99, and 286. And access to Metrorail through the Okeechobee Metrorail station.

The Ludlam Limited would provide limited stop transit service between a new Park & Ride Lot at Miami Gardens Drive and NW 73 Avenue and the Okeechobee Metrorail Station via Ludlam Road (NW 67 Avenue /West 12 Avenue) during peak hours. Major key destinations will be Hialeah commercial and industrial areas, Miami Lakes, and Miami International Airport with connections to Tri-Rail, Civic Center, Health District and Downtown Miami.

NW 135th Street / Opa-locka Blvd. (SR 916)

Connects to the Metrorail through Hialeah and Tri-Rail.

Major destinations and activity centers are the Florida International University North Campus, Miami Lakes commercial areas and industrial areas, the NW 135 Street / Opa-locka Blvd commercial corridor. The route will enable passengers a faster one-seat transit service to FIU, also providing access to the Opa-locka Tri-Rail station providing access to Tri-Rail and other regional transportation services and regional jobs.

Marlins Ballpark Shuttle

Connects to routes 77, 211 Overtown Circulator, and 277. And access to rail through Culmer Metrorail Station and Tri-Rail.

The Shuttle will serve as a connector route between the Culmer Metrorail Station at NW 11 Street and 7 Avenue and the new Marlins Ballpark at NW 3 Street and 16 Avenue. This shuttle route will provide low income minority bus riders with access to jobs at the Marlins Ballpark. It will help to maximize mobility for people with disabilities to and from the Ballpark as well. This route will provide regional transportation access to Tri-Rail passengers wanting to work/travel to the ballpark by transferring to Metrorail at the 79th Street Station. This service will assist Overtown residents with access to Tri-Rail and other regional jobs.

The following MIC Extension routes (6, 42, 57, J) are bundled together as one project:

Route 6

Connects to routes 2, 7, 8, 17, 22, 27, 48, 102 (Route B), 207 Little Havana Connection, 208 Little Havana Connection, 249 Coconut Grove Circulator, and 500 Midnight Owl). And access to Metrorail through Coconut Grove and Brickell Metrorail Stations.

This route provides minorities with access to jobs in Miami Downtown, Brickell area, Miami Dade College, Little Havana and Coconut Grove by serving central Miami and to the Miami International Airport/Miami Intermodal Center providing access to Tri-Rail and other regional transportation services and regional jobs.

Route 42

Connects to routes 11, 24, 32, 36, 37, 40, 48, 57, 110 (J) 112 (L), 133 Airport/Tri-Rail Shuttle, 135, 136, 150 Airport Flyer, and 238 East-West Connection). And access Tri-Rail, Amtrak, TriRail and Douglas Road Metrorail Stations.

This routes serves as the LeJeune Road Cross-town route that will be extended from its current alignment on 42nd Avenue to the Miami Intermodal Center providing access to Tri-Rail and other regional transportation services and regional jobs and also jobs at Miami Springs Commercial Center, Opa-locka Airport and Miami International Airport.

Route 57

Connects to Routes 31 Busway Local, 37, 38 Busway Max, 42, 52, 72, 110 (J), 150 Airport Flyer, 238 East-West Connection and 287 Saga Bay Max. And access to Tri-Rail and South Miami Metrorail Stations.

Major destinations offered by this route are the Miami International Airport, Miami Intermodal Center, a variety of jobs along the Red Road (NW/SW 57 Avenue), Jackson South Community Hospital and other health and medical related buildings around the area.

Route J

Connects to routes 3, 12, 16, 21, 27, 32, 36, 37, 42, 57, 62, 93 Biscayne Max, 103 (C), 112 (L), 113 (M), 119 (S), 120 Beach Max, 133 Airport/Tri-Rail Shuttle, 150 Airport Flyer, and 238 East-West Connection. And access to Allapattah Metrorail Station.

FY 2010 & 2011 Programs Guide and Application
FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

This route provides access to key destinations such as the Miami International Airport, Miami Intermodal Center, Mount Sinai Medical Center, and City of Miami Beach.

TOP PRIVATE EMPLOYERS	EMPLOYEES
Publix Super Markets, Inc	11,000
Baptist Health South Florida	10,826
University of Miami	9,874
American Airlines	9,000
Alorica F/K/A Precision Response Corporation	2,000
ATT - Florida	5,500
Winn-Dixie Stores, Inc.	4,833
FPL	3,900
Carnival Cruise Lines	3,500
Macy's Florida	3,368
Mount Sinai Medical Center	3,264
Miami Children's Hospital	2,600
Mercy Hospital	2,412
Cordis (a Johnson & Johnson Company)	2,100
Royal Caribbean International/Celebrity Cruise	2,000
Assurant Solutions	1,800
Bank of America	1,700
UPS	1,627
Beckman Coulter Corp.	1,600
The Home Depot	1,500
MasTec, Inc.	1,200
FedEx	1,200
Boston Scientific	1,100

According to the Miami-Dade County Human Service Transportation Plan (2011 Update), the major Trip Generators and Attractors in Miami-Dade County are: Special Attractions, Educational Centers, Regional Retail Centers, and Regional Hospitals.

A description of some of the Major Generators are as follows:

- Miami International Airport
- University of Miami
- Port of Miami
- Florida International University
- South Beach
- Miami Dade College
- Miami Seaquarium
- St. Thomas University
- Metrozoo
- Barry University
- Aventura Mall
- Aventura Hospital
- Dadeland Mall & Westland Mall
- Baptist Hospital
- Miami International Mall

Doctor's Hospital
Bal Harbour Shops
Jackson Memorial Hospital
163rd St. Mall

- 21) Explain how this project provides access to other transportation services that go beyond the project's proposed geographic boundary.

Many of the proposed routes will be extended to serve the Miami Intermodal Center (MIC) which will provide access from Miami-Dade County to Monroe County, Broward County, Palm Beach County area through Metrobus, Tri-Rail, Intercity Rail (Amtrak rail line spans over 21,000 miles), Intercity Bus (Greyhound will serve 46 US states and served more than 2,300 destinations across North America), Air (Both Domestic and International), and a connection to Broward County Transit via 27th Ave. Enhanced Bus route.

- 22) Please provide the projected ridership in the table below.

PROJECTED RIDERSHIP (12-month period)

FY 2010 & 2011 Programs Guide and Application

FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

Program	Target Population	Current Ridership (one-way trips)	Projected Ridership (one-way trips)
JARC	Low Income/Welfare	1104528	1689041
New Freedom	Individuals with Disabilities	NA	NA
	Other	3346272	7121518
	TOTAL	4450800	5432477

Explain how the ridership and cost estimates were determined.

Route	Current Ridership One Way Trips Annual			Projected One Way Trips Annual	
	Total Ridership	% of Low Inc.	Total Low-Income Ridership	Total Ridership	Total Low-Income Ridership
MIC Extension	2,122,632	27.4%	581,601	2,274,232	623,140
7	1,448,556	21.3%	308,542	1,606,056	342,090
135	218,028	21.0%	45,786	463,896	97,418
136	99,588	7.9%	7,867	99,588	7,867
150	561,996	28.6%	160,731	750,996	214,785
Coral Way Limited	0	12.1%	0	472,500	57,173
Ludlam Limited	0	15.5%	0	127,500	19,763
SR 836 Express Enhanced Bus	0	13.4%	0	471,750	63,215
NW 27th Avenue Enhanced Bus		28.3%	0	612,000	173,196
Marlins Ballpark Shuttle	0	37.2%	0	243,000	90,396
TOTAL	4,450,800		1,104,528	7,121,518	1,689,041

23) Please provide operating funding request in the table below.

OPERATING FUNDING REQUEST (50%/50% Match Required)

	12-month period	24-month period (maximum allowable)
Total Operating Cost (all eligible operating costs)	\$10783196	\$2506912
Less Project Revenues (Fare box)	\$(2948838)	\$(684894)
Net Project Cost	\$7834358	\$1822018
Local Share Requirement (50% of Net Project Cost)	\$3917179	\$911009
Request for Operating Funding	\$3917179	\$911009

If the funding request is for any other duration, clearly state the project duration,

Provide supplementary budget sheets to illustrate how the total operating cost was derived. If funding is sought for multiple routes, cost estimates must be provided for individual routes. Failure to provide necessary details to justify the project cost may result in rejection of the application.

If the funding request is for expanding an existing service that currently does not receive JARC/NF funding; only the expansion portion of the project is eligible for JARC/NF funding consideration.

24) Based on the projected ridership and operating cost, estimate the cost per one-way trip.

The cost estimated was determined by estimating the increase in revenue miles, revenue hours, and peak vehicles (PVR) and applying the incremental costs for each cost category. Currently, these cost factors are \$48.96 per revenue hour, \$2.69 per revenue mile, and \$68.33 per peak vehicles per day. These factors are applied to the estimated route resources to determine the estimated operating cost. The cost includes the following: Labor, Misc. Services, Materials, Utilities, Insurance, Taxes and other misc items

Estimated Cost per One-Way Trip

Project	Net Cost/Yr.	Est Boardings	Net Cost/Boarding
Mic Extension*	\$ 467,109	151,600	\$3.08
Route 7	\$ 701,900	157,500	\$4.46
Route 135	\$ 788,550	245,868	\$3.21
Route 136	\$ 416,000	99,588	\$4.18
Route 150	\$ 327,508	189,000	\$ 1.73
Marlins Ballpark	\$ 469,000	243,000	\$1.93
Coral Way Limited*	\$ 924,750	472,500	\$1.96
Ludlam Limited*	\$ 430,158	127,500	\$3.37
SR 836 Express	\$2,028,704	471,750	\$4.30
27 th Ave Enhanced Bus	\$1,280,680	612,000	\$2.09

FY 2010 & 2011 Programs Guide and Application
FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

Total	\$7,834,359	2,770,306	\$2.83
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Projects marked with an * are two year projects

SECTION 4: ADDITIONAL INFORMATION OF CAPITAL/MOBILITY MANAGEMENT PROJECTS

Questions 25 - 28 apply to projects that include Capital and/or Mobility Management elements. If your project does not include these elements, please skip to question 29.

- 25) For each capital project element, please provide the appropriate information in the table below:

CAPITAL FUNDING REQUEST (80%/20% Match Required)

Capital Elements	Estimated Cost	Local Share	Federal Request
NA	\$	\$	\$
	\$	\$	\$
	\$	\$	\$
	\$	\$	\$
TOTALS	\$	\$	\$

Provide supplementary budget sheets to illustrate how the total capital cost was derived. Failure to provide necessary details to justify the project cost may result in rejection of the application.

- 26) For each element identified in question #25 (with the exception of vehicles), please explain the major items that are included in the estimated cost and how the estimate was derived.

NA

- 27) For each Mobility Management/Planning project element, please provide the appropriate information below:

MOBILITY MANAGEMENT/PLANNING FUNDING REQUEST (80%/20% Match Required)

Major Activities	Estimated Cost	Local Share	Federal Request
NA	\$	\$	\$

FY 2010 & 2011 Programs Guide and Application

FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

	\$	\$	\$
	\$	\$	\$
	\$	\$	\$
TOTALS	\$	\$	\$

28) For each element identified in question #27, please explain the major items that are included in the cost estimate and how the estimate was derived.

NA

SECTION 5: SUMMARY OF PROJECT COST

Questions 29-31 apply to all projects.

- 29) Provide the requested information in the following table for the year you are requesting funds. If you are using Toll Credits as match for an allowable activity, please indicate "Toll Credit" in the appropriate box and have the Federal share reflect 100% of the net project cost. Transfer the information from questions 23, 25, and 27 as appropriate for the funding request. If a request is for less than 12 months please note the funding period in terms of months.

The Miami-Dade Board of County Commissioners has authorized up to \$4,828,188 for the required local match of which up to \$736,000 may be available from the FDOT Service Development Program. MDT's Transit Operating budget will provide the difference.

TOTAL FUNDING REQUEST

Eligible Project Activities	Year 1 Request			Year 2 Request		
	Federal Funding	Local Match	Total Net Cost	Federal Funding	Local Match	Total Net Cost
Operating – 50% Match Required	\$3917179	\$3917179	\$7834358	\$911009	\$911009	\$1822018
	\$	\$	\$	\$	\$	\$
Capital – 20% Match Required	\$	\$	\$	\$	\$	\$
	\$	\$	\$	\$	\$	\$
	\$	\$	\$	\$	\$	\$
	\$	\$	\$	\$	\$	\$
Mobility Management / Planning – 20% Match Required	\$	\$	\$	\$	\$	\$
TOTAL	\$3917179	\$3917179	\$7834358	\$911009	\$911009	\$1822018

- 30) Indicate the source of local match for each year that funding is requested. If local match funds are being derived from an existing grant, please attach a copy of the grant agreement/contract or supporting documentation.

As per Miami-Dade County Board of County Resolution R-668-11 that was approved on September 1, 2011, the Miami-Dade Board of County Commissioners has authorized up to \$4,828,188 for the required local match of which up to \$736,000 may be available from the FDOT Service Development Program. MDT's Transit Operating budget will provide the difference.

- 31) Is there a commitment of funds beyond the requested grant period? Yes No
 If yes, please explain the nature of the commitment.
 If no, please explain the steps you will take to attain sustainability.

MDT plans to continue operating the proposed routes, provided that the routes continue to meet the proposed minimum service standards. The projects are expected to be sustainable beyond the identified project period. Miami-Dade County continually measures and adjusts all routes to ensure they meet minimum standards.

SECTION 6: LETTERS OF SUPPORT

Letters of Support

All letters of support must be submitted with the application. Letters should indicate the nature of support (financial, participation, coordination, etc.).

Indicate if letters of support are included. Yes No

APPLICANT SIGNATURE

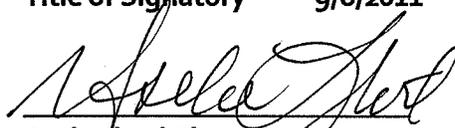
I certify, to the best of my knowledge, that the information in this application is true and accurate and that this organization has the necessary fiscal, data collection, and managerial capability to implement and manage the projects associated with this application.

Applicant Agency **Miami-Dade County**

Project Title **Miami-Dade Job Access and Reverse Commute Bus Service Improvements**

Name of Signatory **Ysela Llort, Director Miami-Dade Transit**

Title of Signatory **9/8/2011**


Authorized Signature

9-8-2011
Date

EXHIBIT A-1

Governing Board Resolution

STATE OF FLORIDA)
)
COUNTY OF MIAMI-DADE)

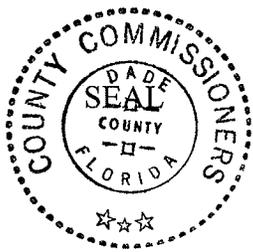
SS:

I, **HARVEY RUVIN**, Clerk of the Circuit and County Court in and for Miami-Dade County, Florida and Ex-Officio Clerk of the Board of County Commissioners of said County, **Do Hereby Certify** that the above and foregoing is a true and correct copy of Resolution No. R-668-11 adopted by said board of County Commissioners at its meeting held on September 1, 2011, as appears of record.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 8th day of September, A.D. 2011.

HARVEY RUVIN, Clerk
Board of County Commissioners
Miami-Dade County, Florida

By 
Deputy Clerk



Board of County Commissioners
Miami-Dade County, Florida

Date: September 1, 2011

To: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

From: Alina T. Hudak
County Manager

Subject: Resolution Authorizing the Execution and Filing of a Grant Application on Behalf of Miami-Dade County with the United States Department of Transportation, Federal Transit Administration for Fiscal Year 2010 and Fiscal Year 2011 Section 5316 Job Access Reverse Commute Funds in the Amount of \$4,828,188 and Authorizing the Use of Charter County Transportation Surtax Funds As a Local Match

Agenda Item No. 8(J)(1)(F)

Resolution No. R-668-11

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve the attached resolution authorizing the County Mayor, Mayor's Designee, or the Miami-Dade Transit (MDT) Director to execute and file an application for a Job Access Reverse Commute (JARC) grant agreement on behalf of Miami-Dade County with the United States Department of Transportation (USDOT), Federal Transit Administration (FTA).

South Florida Regional Transportation Authority (SFRTA) is the designated recipient responsible for overseeing and administering the JARC program in the Miami Urbanized Area (urbanized areas of Broward, Miami-Dade, and Palm Beach Counties). Through a competitive selection process conducted by the SFRTA, the estimated available funding for the entire south Florida region is \$7,335,497. The funding consists of \$3,586,567 in Fiscal Year (FY) 2010, \$3,581,172 in FY 2011 and \$167,758 in carryover funds from FY 2007. Based upon the available funding, Miami-Dade County is requesting \$2,414,094 in FY 2010 and \$2,414,094 in FY 2011 JARC funding for a total of \$4,828,188.

It is further recommended that the Board authorize this grant agreement pursuant to the application, as well as the receipt and expenditure of funds as specified in the grant agreement. Miami-Dade County proposes the use of Charter County Transportation Surtax (Surtax) funds and Service Development Program funds from the Florida Department of Transportation (FDOT) as a local match for this grant. No public hearing is required for this grant application.

SCOPE

These funds will provide support to implement new routes and expand existing routes to service new and existing employment areas in Miami-Dade County. Therefore, the impact of this grant will be countywide.

FISCAL IMPACT/FUNDING SOURCE

The total Federal participation being applied for is \$4,828,188. An equal local match is required for this grant. Up to \$736,000 of the \$4,828,188, required local match may be available from the FDOT Service Development Program. The additional \$4,092,188 will be provided through MDT's Operating budget.

The estimated current and future on-going annual operating cost of the new and expanded routes is approximately \$9,656,376, and is budgeted within the 29.2 million revenue miles.

TRACK RECORD/MONITOR

MDT has entered into numerous funding agreements with FTA over the course of more than 25 years. The Project Manager for this grant is Dr. Suzanne Salichs, Grants Manager, MDT Financial Services.

DELEGATED AUTHORITY

In accordance with Section 2-8.3 of the Miami-Dade County Code related to identifying delegation of Board authority, there are no authorities beyond that specified in the resolution which include authority for the Mayor, Mayor's designee or the MDT Director to execute the agreement and receive and expend these and any additional funds should they become available.

BACKGROUND

The FTA Section 5316 JARC program is authorized under the provisions set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), enacted on August 10, 2005, as codified at 49 U.S.C. 5316. These provisions authorize the Secretary to make grants to recipients for access to jobs and reverse commute projects carried out by the recipient or a sub-recipient.

The goal of the JARC program is to improve access to transportation services to employment and employment related activities for welfare recipients, eligible low-income individuals, and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Toward this goal, the FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals, and of reverse commuters regardless of income. The program requires coordination of federally assisted programs and services in order to make the most efficient use of Federal resources.

The JARC funds are apportioned among the recipients by formula. This formula is based on the ratio that the number of eligible low-income and welfare recipients in each such area bears to the number of eligible low-income and welfare recipients in all such areas. The estimated available JARC funding for this application cycle consists of \$3,586,567 in FY 2010, \$3,581,172 in FY 2011 and \$167,758 in carryover funds from FY 2007 for a total of \$7,335,497. However, this funding is subject to revision as previously programmed funds or additional Federal appropriations become available.

FTA encourages the designation of a single designated recipient for each urbanized area over 200,000 in population in order to streamline the administration of the program and foster coordination. As such, the SFRTA is the designated recipient responsible for overseeing and administering the JARC program in the Miami Urbanized Area (urbanized areas of Broward, Miami-Dade, and Palm Beach Counties). The designated recipient responsibilities include notifying eligible local entities of funding availability, developing project selection criteria and conducting the competitive selection process.

On June 13, 2011, the SFRTA issued a call for projects as part of the competitive selection process, to determine eligibility for the JARC program. The SFRTA's Planning Technical Advisory Committee (PTAC) will evaluate the applications and the ranked program of projects (POP) will be submitted to the SFRTA Governing Board for approval at its regularly scheduled meeting in December 2011. Once approved, the POP will be submitted to FTA for final determination. Once FTA's concurrence is received, Miami-Dade County will submit its application to the FTA for the approved JARC projects and program funding.

To ensure a cohesive and comprehensive transportation system throughout the County, routes were designed to connect with each other (see attached map). This includes routes that serve major job sites including Miami International Airport (MIA), the new Marlins Ballpark, downtown Miami, Brickell, Miami Lakes Industrial Park, Miami Beach, and the Kendall-Tamiami Executive Airport area. This funding will assist MDT in making improvements in FY 2012 to several important corridors such as NW 27th Avenue, SW 8th Street, Dolphin Expressway, Coral Way, Ludlam Road, and Opa-locka Boulevard. Several of the proposed service projects were approved for FY 2008 and FY 2009 JARC funding and are being requested to receive JARC funding for two additional years. Descriptions of the routes are as follows:

Route 136

Route 136 currently provides service in the South Dade area, serving both the Douglas Road and Dadeland South Metrorail Stations and the South Miami-Dade Busway. Major employment and activity sites served along the route are the Falls Shopping Center, the Gloria M. Floyd Elementary School, the Kendall-Tamiami Executive Airport, the Immigration & Naturalization Office, and Coconut Grove. The residential areas served are Coconut Grove, Pinecrest, Coral Gables, Kendall, and Cocoplum Plaza.

Route 150 Airport Flyer

Route 150 Airport Flyer began service on December 13, 2009. This route currently provides premium express bus service for tourists and commuters traveling between Miami International Airport (MIA), Tri-Rail, Metrorail, and South Beach, with a stop at the Earlington Heights Metrorail Station. Prior to this route, there was no direct transit service between the Airport and Miami Beach south of 41st Street.

The planned extension is from Lincoln Road to South Pointe on Miami Beach. In addition, the daytime headway would be improved from 30 to 24 minutes.

Route 7

Route 7 currently travels along an East-West Corridor between Downtown Miami and the Dolphin Mall. Major employment sites served along the alignment are Bayfront Park, Miami-Dade College (Wolfson Campus), American Airlines Arena, Downtown Miami, the Metropolitan Hospital and the Magic City Casino along NW 7th Street, the Mall of Americas, and Miami International Mall. This route will also serve the new Marlins Ballpark along NW 7th Street. Residential areas served are Little Havana and Overtown. The route would continue the extended alignment to the MIA and the Miami Intermodal Center (MIC).

NW 27th Avenue Enhanced Bus Service (North Corridor)

This enhanced premium route will provide service from the MIC to the Broward County Line (NW 215th Street) along NW 27th Avenue. The northern terminus would be a planned transit center/park and ride lot at NW 27th Avenue and 215th Street. The NW 27th Avenue Enhanced Bus Service would provide frequent and rapid service along the corridor to Metrorail and the MIC. The major employment and activity sites served along this route are the Martin Luther King and Brownsville Metrorail Stations, Miami Dade College North Campus, Sun Life Stadium, and Calder Race Track. Residential areas served by this route are Liberty City, Opa-Locka, Bunche Park and Miami Gardens. This new enhanced route will begin implementation in FY 2012.

SR 836 Express Enhanced Bus Service (East/West Corridor)

The new SR 836 Express Enhanced Bus Service (East/West Corridor) Street will provide premium service from west Miami-Dade (the proposed new park-ride lot at SW 8th Street/SW 147th Avenue) to the MIC. Bus stops or stations will be spaced approximately every mile, including Florida International University (University Park) and another park-and-ride lot located at NW 107th Avenue and 12th Street. Commuters will have direct access to Metrorail, Tri-Rail and the MIA from the MIC. This new enhanced route will be implemented in FY 2012.

Marlins Ballpark Shuttle

The Shuttle will be a connector route between the Culmer Metrorail Station at NW 11th Street and 7th Avenue and the new Marlins Ballpark at NW 3rd Street and 16th Avenue. This shuttle route will operate frequent and convenient service only during events at the Marlins Ballpark. It will help to maximize mobility to and from the Ballpark. Besides shuttling passengers using Metrorail to the games, it also serves Ballpark bound Tri-Rail passengers who transfer to Metrorail at the 79th Street Station.

Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners
Page No. 4

Coral Way Limited

The Coral Limited will be a new limited-stop route in the Coral Way corridor from SW 152 Avenue to downtown Miami. This route will be the main trunk line on Coral Way as part of a restructuring of service by MDT due to the introduction of the new City of Miami Trolley route. The City's new route is planned to operate on Coral Way between the Brickell Avenue Metrorail/Metromover Station and Ponce de Leon Blvd. MDT will restructure its Coral Way service to take advantage of the new City Trolley; resulting in a more efficient and faster service and minimizing duplication.

Ludlam Limited

The Ludlam Limited will be a new route that will provide limited stop transit service between the new park-and-ride lot located at Miami Gardens Drive and NW 73rd Avenue and the Okeechobee Metrorail Station via Ludlam Road (NW 67th Avenue/West 12th Avenue) during peak hours.

NW 135th Street/Opa-locka Blvd Crosstown

The NW 135th Street/Opa-locka Blvd (SR/916) Crosstown route from Florida International University (FIU) to NW 67th Avenue in Miami Lakes was implemented in December 2009. This route provides direct service from east to west along the SR/916 corridor. Previously, a transfer was required when traveling from FIU and North Miami to Miami Lakes. Currently, the route provides in the NW 135 Street/Opa-locka Blvd corridor more frequent service and enables passengers faster service to FIU and access to the Opa-Locka Tri-Rail station.

Route 6

Route 6 currently provides service in the Central Miami area. This route will be extended from NW 14th Street and 34th Avenue on its current alignment to the MIC. The route operates on 60-minute headway, seven days a week.

Route 42

Route 42 currently provides service as the LeJeune Road Cross-town route that will be extended from its current alignment on 42nd Avenue to the MIC. This route has a 15-minute peak headway and 30-minute off-peak and weekend headway.

Route 57

Route 57 currently serves SW/NW 57th Avenue and will be extended from its current terminus at the Airport. This route operates every 45 minutes in the peak and 60 minutes in the midday, weekdays only.

Route J

Route J currently serves as the 36th Street Crosstown from Miami Beach to the MIA and will be extended into the MIC from its current Airport terminus.

MDT has determined through its internal planning process that the projects that meet the selection criteria require funding in the amount of \$4,828,188, which consists of \$2,414,094 in FY 2010 and \$2,414,094 in FY 2011 program funds. MDT will use these funds to continue and expand routes to service new and existing employment areas in Miami-Dade County. The job sectors, which will benefit include aviation, healthcare, food service, customer service and retail.


Assistant County Manager



MEMORANDUM

(Revised)

TO: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

DATE: September 1, 2011

FROM: R. A. Cuevas, Jr.
County Attorney

SUBJECT: Agenda Item No. 8(J)(1)(F)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

5

Approved  Mayor
Veto _____
Override _____

Agenda Item No. 8(J)(1)(F)
9-1-11

RESOLUTION NO. R-668-11

RESOLUTION AUTHORIZING THE EXECUTION AND FILING OF A GRANT APPLICATION ON BEHALF OF MIAMI-DADE COUNTY WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT), FEDERAL TRANSIT ADMINISTRATION (FTA) FOR FISCAL YEAR 2010 AND FISCAL YEAR 2011 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE PROGRAM FUNDS IN THE AMOUNT OF \$4,828,188; AUTHORIZING THE RECEIPT AND EXPENDITURE OF FUNDS PURSUANT TO SUCH APPLICATIONS AND AGREEMENTS; AUTHORIZING THE RECEIPT AND EXPENDITURE OF ANY ADDITIONAL FUNDS SHOULD THEY BECOME AVAILABLE; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS AS A LOCAL MATCH

WHEREAS, this Board desires to accomplish the purpose outlined in the accompanying memorandum, a copy of which is incorporated herein by reference; and

WHEREAS, the State of Florida is authorized to enter into agreements to provide State funding for transportation programs and projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provisions by it of the local share of project costs; and

WHEREAS, it is required by the United States Department of Transportation (USDOT) in accordance with the provisions of Title VI of the Civil Rights Act of 1964, that the applicant give an assurance that it will comply with the Title VI of the Civil Rights Act of 1964, and the USDOT requirements thereunder,

6

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that:

Section 1. That the Board authorizes the County Mayor, Mayor's designee, or the Miami-Dade Transit Director (MDT), to accept grant funding from the USDOT, FTA for FY 2010 and FY 2011 Section 5316 Job Access and Reverse Commute (JARC) Program funds to provide support for routes to service new and existing employment areas in Miami-Dade County.

Section 2. That the County staff is authorized to furnish such additional information as the USDOT and the Florida Department of Transportation (FDOT) may require in connection with the grant application for the project.

Section 3. The Board further authorizes the use of Charter County Transportation System Surtax Funds and Service Development Program Funds from FDOT as a local match.

Section 4. That the County Mayor, Mayor's designee, or the MDT Director is authorized to set forth and execute disadvantaged business enterprises policies in connection with the project should such funds become available.

Section 5. That the Board further authorizes the County Mayor, Mayor's designee, or the MDT Director to execute such contracts and agreements as are approved by the County Attorney's Office, to receive and expend these or any additional funds in accordance with such aforementioned contracts and agreements; and to file and execute any additional agreements, revisions, or amendments as required to carry out the projects for and on behalf of Miami-Dade County, Florida.

T

The foregoing resolution was offered by Commissioner **Rebeca Sosa** who moved its adoption. The motion was seconded by Commissioner **Audrey Edmonson** and upon being put to a vote, the vote was as follows:

	Joe A. Martinez, Chairman	aye	
	Audrey M. Edmonson, Vice Chairwoman	aye	
Bruno A. Barreiro	absent	Lynda Bell	aye
Esteban L. Bovo, Jr.	aye	Jose "Pepe" Diaz	aye
Sally A. Heyman	aye	Barbara J. Jordan	aye
Jean Monestime	aye	Dennis C. Moss	aye
Rebeca Sosa	aye	Sen. Javier D. Souto	absent
Xavier L. Suarez	absent		

The Chairperson thereupon declared the resolution duly passed and adopted this 1st day of September, 2011. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.



MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: **Christopher Agrippa**
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Bruce Libhaber



Memorandum

To: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

From: Charles Scurr, Executive Director *C. Scurr*

Date: July 6, 2011

Re: RESOLUTION BY THE CITIZENS' INDEPENDENT TRANSPORTATION TRUST (CITT) RECOMMENDING THAT THE BOARD OF COUNTY COMMISSIONERS (BCC), AUTHORIZE THE EXECUTION AND FILING OF A GRANT APPLICATION ON BEHALF OF MIAMI-DADE COUNTY WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT), FEDERAL TRANSIT ADMINISTRATION (FTA) FOR FISCAL YEAR 2010 AND FISCAL YEAR 2011 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE PROGRAM FUNDS; AUTHORIZING THE RECEIPT AND EXPENDITURE OF FUNDS PURSUANT TO SUCH APPLICATIONS AND AGREEMENTS; AUTHORIZING THE RECEIPT AND EXPENDITURE OF ANY ADDITIONAL FUNDS SHOULD THEY BECOME AVAILABLE; AND AUTHORIZING THE USE OF CHARTER COUNTY TRANSPORTATION SURTAX FUNDS, IN AN AMOUNT UP TO \$4,828,188.00, AS A LOCAL MATCH (MDT – BCC Legislative File No. 111449)

On July 6, 2011, the CITT voted (7-0) to forward a favorable recommendation to the Board of County Commissioners (BCC) for the approval of the above referenced item, CITT Resolution No. 11-047. The vote was as follows:

Hon. Linda Zilber, Chairperson – Aye
Paul J. Schwiep, Esq., 1st Vice Chairperson – Absent
Hon. Anna E. Ward, Ph.D., 2nd Vice Chairperson – Aye

Christopher Benjamin, Esq. – Absent
David Concepcion – Absent
Glenn J. Downing, CFP® – Aye
Alfred J. Holzman – Aye
Hon. James A. Reeder – Aye

Harold Braynon, Jr. – Absent
Joseph Curbelo – Absent
Peter L. Forrest – Aye
Miles E. Moss, P.E. – Aye
Marilyn Smith – Absent

cc: Ysela Llort, Assistant County Manager
Bruce Libhaber, Assistant County Attorney

EXHIBIT A-2

Local Match Certification

EXHIBIT A2: LOCAL MATCH CERTIFICATION

TO BE COMPLETED BY ALL APPLICANTS WITHOUT A GOVERNING BOARD

The undersigned hereby certifies that _____ is authorized to enter
(applicant)
into an Agreement with the South Florida Regional Transportation Authority to receive a
Section 5316 (Job Access and Reverse Commute) and/or a Section 5317 (New Freedom) grant
for programs and services designed to improve access to transportation for people with
disabilities or individuals with lower incomes as noted herein.

The undersigned also certifies that _____ agrees to provide the
(applicant)
requisite local share of {Enter the amount} from {Enter source(s) of funds} funds.

Notary: _____

Name

Title

Organization

Not Applicable, refer to Resolution R-668-11

EXHIBIT B: PUBLIC MEETING

An opportunity for a public hearing is required **ONLY** for Public Agencies requesting capital grants under Sections 5316 and 5317. An application for Section 5316 and/or Section 5317 submitted by a public agency should contain a copy of the notice of public hearing (identified as Exhibit B) and an affidavit of publication. If Exhibit B is not applicable, this should be stated in the application.

A public notice should contain all pertinent information relating to the project (such as number and types of vehicles as well as the estimated cost of the vehicles) and should be published at least one time in a newspaper of general circulation in the applicant's service area, no less than 15 or more than 30 days prior to the submission of an application. The notice should state that persons requesting a hearing must notify the applicant of the request, in writing, and send a copy of the request for a hearing to the SFRTA.

The deadline for hearing requests **must** be prior to the date applications are due at the SFRTA. If a hearing is requested:

1. A hearing must be conducted;
2. The SFRTA must be notified of the date, time, and location of the hearing; and
3. A copy of the minutes of the hearing (to include a discussion of issues raised and resolution of issues) must be submitted to SFRTA, before a Section 5316 and/or 5317 award can be made.

Not Applicable

EXHIBIT C

Single Audit Act Report

EXHIBIT C: SINGLE AUDIT ACT (as described in OMB Circular A-133)

1. If the applicant receives \$500,000 or more for the current fiscal year from all Federal sources:

A. It is subject to the Single Audit Act. If this requirement applies:

- a. A copy of the applicant's most recent audit report must be submitted with the application if this was not done previously. The report should be marked "Exhibit C."
- b. If the most recent audit report was previously sent to the SFRTA, the date submitted should be shown in "Exhibit C" in the application.
- c. Applicants that received a Section 5316 and/or a Section 5317 award in the last fiscal year should include a copy of the pages from the annual audit that indicates the auditor specifically tested for Section 5316 and/or Section 5317 requirements and certifies compliance.

2. If the applicant does not receive \$500,000 or more in Federal funds for the current fiscal year from all Federal sources combined,

AND / OR

3. If the applicant receives ONLY Section 5316 and/or Section 5317-funded vehicles/equipment,

- a. It is exempt from the Single Audit Act.
- b. Exhibit E, Attachment 1 (below) must be submitted with the Application.

EXHIBIT C-1 - Certification of Exemption from Single Audit Act

IT IS HEREBY CERTIFIED THAT the applicant:

1. Will not receive \$500,000 or more for the current Fiscal Year from all federal sources combined, and is, therefore, exempt from the Single Audit Act as described in OMB A-133; and
2. In the event the applicant does receive \$500,000 or more in total from all federal sources during the current fiscal year, the applicant will comply with the Single Audit Act and submit to the SFRTA a copy of its most recent audit conducted in compliance with the Act.

(Type name and title of authorized individual)

(Signature of authorized individual)

(Date)

Miami-Dade County Transit Department
Miami-Dade County, Florida
(An Enterprise Fund of Miami-Dade County, Florida)

Single Audit Reports in Accordance with
OMB Circular A-133 and the Florida Single
Audit Act
September 30, 2010

Contents

Independent Auditor's Report on Internal Control Over financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance With Government Auditing Standards	1 – 2
Independent Auditor's Report on Compliance With Requirements That Could Have a Direct and Material Effect on Each Major Federal Program and State Project and on Internal Control Over Compliance in Accordance With OMB Circular A-133 and Chapter 10-550, Rules of the Auditor General, State of Florida	3 – 5
Schedule of Expenditures of Federal Awards and State Financial Assistance	6 – 8
Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance	9
Schedule of Findings and Questioned Costs	10 – 14
Summary of Schedule of Prior Audit Findings	15 – 16



**Independent Auditor's Report
on Internal Control Over Financial Reporting
and on Compliance and Other Matters Based on an Audit
of Financial Statements Performed in Accordance With
*Government Auditing Standards***

The Honorable Mayor and the Members of the Board of County Commission
Miami-Dade County, Florida

We have audited the financial statements of the Miami-Dade County Transit Department ("MDT"), an enterprise fund of Miami-Dade County, Florida (the "County") as of and for the year ended September 30, 2010, and have issued our report thereon dated March 31, 2011. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered MDT's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of MDT's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of MDT's internal control over financial reporting.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of MDT's financial statements will not be prevented, or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether MDT's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

We noted certain matters that we reported to management of MDT in a separate letter dated March 31, 2011.

This report is intended solely for the information and use of the Honorable Mayor, the Members of the Board of Commissioners of the County, management of MDT, and federal and state awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

McGladrey & Pullen, LLP

Miami, Florida
March 31, 2011



**Independent Auditor's Report
on Compliance With Requirements That Could Have a Direct
and Material Effect on Each Major Federal Program and State Project
and on Internal Control Over Compliance in Accordance
With OMB Circular A-133 and Chapter 10.550,
*Rules of the Auditor General, State of Florida***

The Honorable Mayor and Members of the Board of County Commission
Miami-Dade County, Florida

Compliance

We have audited the compliance of Miami-Dade County Transit Department ("MDT") with the types of compliance requirements described in the U.S. Office of Management and Budget ("OMB") *Circular A-133 Compliance Supplement* and the requirements described in the Department of Financial Services' State Projects Compliance Supplement, that could have a direct and material effect on each of MDT's major federal programs and major state projects for the year ended September 30, 2010. MDT's major federal programs and major state projects are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal programs and its major state projects are the responsibility of MDT's management. Our responsibility is to express an opinion on MDT's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*; and Chapter 10.550, *Rules of the Auditor General, State of Florida*. Those standards, OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*, require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program or major state project occurred. An audit includes examining, on a test basis, evidence about MDT's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of MDT's compliance with those requirements.

In our opinion, MDT complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs and its major state projects for the year ended September 30, 2010. However, the results of our auditing procedures disclosed instances of noncompliance with those requirements, which are required to be reported in accordance with OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*, and which are described in the accompanying schedule of findings and questioned costs as items CF 2010-01 and CF 2010-02.

Internal Control Over Compliance

Management of MDT is responsible for establishing and maintaining effective internal control over compliance with requirements of laws, regulations, contracts, and grants applicable to federal programs and state projects. In planning and performing our audit, we considered MDT's internal control over compliance with requirements that could have a direct and material effect on a major federal program or major state project to determine the auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of MDT's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program or state project on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program or state project will not be prevented, or detected and corrected on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be deficiencies, significant deficiencies or material weaknesses. We did not identify any deficiencies over compliance that we consider to be material weaknesses, as defined above. However, we identified certain deficiencies in internal control over compliance that we consider to be significant deficiencies as described in the accompanying Schedule of Findings and Questioned Costs, as items IC 2010-01 and IC 2010-02. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program or state project that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

MDT's responses to the findings identified in our audit are described in the accompanying Schedule of Findings and Questioned Costs. We did not audit MDT's response and, accordingly, we express no opinion on it.

Schedules of Expenditures of Federal Awards and State Financial Assistance

We have audited the basic financial statements of MDT, an enterprise fund of Miami-Dade County, Florida, as of and for the year ended September 30, 2010, and have issued our report thereon dated March 31, 2011. Our audit was performed for the purpose of forming an opinion on the basic financial statements. The accompanying schedule of expenditures of federal awards and state financial assistance is presented for purposes of additional analysis as required by OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General* and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

This report is intended solely for the information and use of the Honorable Mayor, the Members of the Board of Commissioners of the County, management of MDT and federal and state awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

McGladrey & Pullen, LLP

Miami, Florida
March 31, 2011

Miami-Dade County Transit Department

Schedule of Expenditures of Federal Awards and State Financial Assistance
Year Ended September 30, 2010

Federal Grantor/State Agency	CFDA No.	Grant	Grant/Contract Number	Expenditures
Federal Grants:				
Direct Programs:				
U.S. Department of Transportation				
Federal Transit – Capital Investment Grants:				
ARRA Fixed Guideway	20.500	MTAR56	FL-56-0005	\$ 4,264
FTA – FY 2003 Bus Projects	20.500	MT0232	FL-03-0232	589,118
FTA – NE Passenger Activity	20.500	MT0259	FL-03-0259	39,025
FTA – Pedestrian Crossing	20.500	MT0260	FL-03-0260	34,800
FTA – NW 7 Ave PAC	20.500	MT0311	FL-03-0311	1,451,181
FTA – NW 7th Ave. Multimodal PAC-FY06	20.500	MT0417	FL-04-0017	111,927
FTA – MIC Bus Plaza	20.500	MT0325	FL-03-0325	2,419,464
FTA – FY06 5309 North Corridor	20.500	MT0335	FL-03-0335	43,584
FTA – FY06 Bus Related Activities	20.500	MT0016	FL-04-0016	196,186
FTA – Miami Urban Partnership	20.500	MT0036	FL-04-0036	12,996,799
FTA – FY-07 Fixed Guideway	20.500	MT0095	FL-05-0095	197,893
FTA – FY-09 Fixed Guideway	20.500	MT0105	FL-05-0105	82,424
FTA – FY-10 Fixed Guideway	20.500	MT0108	FL-05-0108	14,863,912
				<u>33,030,577</u>
Federal Transit – Formula Grants:				
ARRA 5307 Transit Capital Assistance	20.507	MTAR96	FL-96-X028	3,504,420
FTA – Capital Funding for Busway Construction	20.507	MTX350	FL-90-X350	61,962
FTA – FY06 Formula Grant	20.507	MTX578	FL-90-X578	(80)
FTA – FY07 Formula Grant	20.507	MTX636	FL-90-X636	483,927
FTA – FY08 Formula Grant	20.507	MTX674	FL-90-X674	(42,091,775)
FTA – FY09 Formula Grant	20.507	MTX707	FL-90-X707	49,464,001
FTA – FY10 Formula Grant	20.507	MTX730	FL-90-X730	44,212,361
FTA – Bridge Inspection FY07-08 Bicycle Enhancements	20.507	MTX015	FL-90-X015	195,229
				<u>55,830,045</u>
Public Transportation Research:				
FTA – NW 7th Ave. Multimodal PAC-FY02&03	20.514	MT0017	FL-26-0017	3,009,137
FTA – Passenger Info. Kiosk	20.514	MT7001	FL-26-7001	(115,427)
				<u>2,893,710</u>
Highway Planning and Construction:				
FTA – NW 7 Multimodal PAC	20.205	MTX001	FL-70-X001	32,466
Passed through the Florida Department of Transportation:				
LAP Dadeland Bikepath/Improvements	20.205	MTO690	AO690	(16,791)
				<u>15,675</u>
Total U.S. Department of Transportation				<u>91,770,007</u>

(Continued)

Miami-Dade County Transit Department

**Schedule of Expenditures of Federal Awards and State Financial Assistance (Continued)
Year Ended September 30, 2010**

Federal Grantor/State Agency	CFDA/ CSFA No.	Grant	Grant/Contract Number	Expenditures
U.S. Department of Homeland Security:				
Passed-through the Florida Department of Community Affairs:				
Rail and Security Grant Program:				
FY-06 Homeland Security	97.075	MT0485	07-DS-6B-11-23-20-435	\$ 17,821
FY-07 Homeland Security	97.075	MT08DS	08-DS-66-13-00-20-297	128,357
				<u>146,178</u>
Passed-through the Florida Department of Law Enforcement:				
Homeland Security Grant Program:				
Hardening Critical Infrastructure	97.067	MTHS08	2008-LETP-DADE-1Q4-067	13,208
Total U.S. Department of Homeland Security				<u>159,386</u>
Total Federal Awards				<u>91,929,393</u>
Florida Department of Transportation				
Transportation Disadvantaged Commission:				
Fiscal Year 10	55.001	MTTD10	APK65	5,034,717
Fiscal Year 11	55.001	MTTD11	APZ90	1,687,562
				<u>6,722,279</u>
Commuter Assistance – Dade Monroe Express	55.007	MTNU28	ANU28	<u>332,574</u>
County Incentive Grant Prog – Miami Gardens	55.008	MTOB59	AOB59	375,273
County Incentive Grant Prog – Bus Purchase	55.008	MTOB60	AOB60	3,599,358
				<u>3,974,631</u>
Public Transit Block Grant Program	55.010	411411/MTPM01	APM01	<u>19,149,277</u>
Public Transit Service Development Program:				
JPA 79th Street Max	55.012	MTNR71	ANR71	55,967
NW 7th Avenue Max	55.012	MTOJ05	AOJ05	5,000
				<u>60,967</u>
Transit Corridor Program:				
Flagler Max Bus Route	55.013	MTK441	AK441	467,910
South Dade Busway Routes	55.013	MTO599	AO559	467,909
Dade Broward Express	55.013	MTPE76	APE76	440,426
Kendall BRT	55.013	MTP770	AP770	1,642,864
				<u>3,019,109</u>

(Continued)

Miami-Dade County Transit Department

Schedule of Expenditures of Federal Awards and State Financial Assistance (Continued)
 Year Ended September 30, 2010

Federal Grantor/State Agency	CSFA No.	Grant	Grant/Contract Number	Expenditures
Intermodal Development Program:				
Earlington Heights MIC	55.014	MTAW95	ANW95	\$ 1,000,000
New Starts Transit Program:				
Smart Signage System	55.017	MTNG77	ANG77	(1,124)
North Corridor Metrorail Extension	55.017	MTOL44	AOL44	6,078,858
Earlington Heights MIC	55.017	MTNW95/MTAW95	ANW95	78,744,346
Urban Capital Facility Improvement	55.017	MTNX67	ANX67	67,243
				<u>84,889,323</u>
State Highway Project Reimbursement:				
MIC Bus Plaza	55.023	MTP762	AP762	4,655,210
Total State Financial Assistance				<u>123,803,370</u>
Total Expenditures of Federal Awards and State Financial Assistance				<u>\$ 215,732,763</u>

See Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance.

Miami-Dade County Transit Department

Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance Year Ended September 30, 2010

1. General

The accompanying Schedule of Expenditures of Federal Awards and State Financial Assistance (the "Schedule") presents the activity of all federal awards and state projects of the Miami-Dade County Transit Department ("MDT") for the year ended September 30, 2010. All federal awards and state financial assistance received directly from federal and state agencies, as well as federal and state awards passed through other government agencies are included in the accompanying Schedule. The information in this Schedule is presented in accordance with the requirements of the Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*; and Chapter 10.550, *Rules of the Auditor General*. Because the Schedule only presents a selected portion of the operations of MDT, it isn't intended to and does not present the financial position, changes in net assets or cash flows of MDT. MDT's reporting entity is described in Note 1 to the financial statements.

2. Basis of Presentation

The Schedule has been prepared on the accrual basis of accounting. Revenues are recognized when earned or eligibility requirements are met and expenses are recognized when incurred.

Miami-Dade County Transit Department

**Schedule of Findings and Questioned Costs
Federal Awards Programs and State Projects**

Section I – Summary of Auditor's Results

Financial Statements

Type of auditor's report issued:

Unqualified

Internal control over financial reporting:

Material weakness(es) identified?	<u> </u> Yes	<u> X </u> No
Significant deficiency(ies) identified that are not considered to be material weakness(es)?	<u> </u> Yes	<u> X </u> No
Noncompliance material to financial statements noted?	<u> </u> Yes	<u> X </u> No

Federal Awards

Internal control over major program:

Material weakness(es) identified?	<u> </u> Yes	<u> X </u> No
Significant deficiency(ies) identified that are not considered to be material weakness(es)?	<u> X </u> Yes	<u> </u> None reported

Type of auditor's report issued on compliance for major programs:

Unqualified

Any audit findings disclosed that are required to be reported in accordance with Section 510(a) of Circular A-133?	<u> X </u> Yes	<u> </u> No
--	------------------	----------------------

Identification of major program:

Federal CFDA No.

20.500/20.507
20.514

Name of Federal Program

U.S. Department of Transportation:
Federal Transit Cluster
Public Transportation Research

Dollar threshold used to distinguish between type A and type B programs:

\$2,757,882

Auditee qualified as low-risk auditee?	<u> </u> Yes	<u> X </u> No
--	-----------------------	-----------------

Miami-Dade County Transit Department

**Schedule of Findings and Questioned Costs
Federal Awards Programs and State Projects (Continued)**

State Financial Assistance

Internal control over major projects:

Material weakness(es) identified?

_____ Yes X No

Significant deficiency(ies) identified that are
not considered to be material weakness(es)?

 X Yes _____ None reported

Type of auditor's report issued on compliance for
major projects:

Unqualified

Any audit findings disclosed that are required
to be reported in accordance with Chapter 10.550,
Rules of the Auditor General?

 X Yes _____ No

Identification of major projects:

State CSFA No.

55.008
55.017
55.023

Name of State Projects

Florida Department of Transportation:
County Incentive Grant Program
New Starts Transit Program
State Highway Project Reimbursement

Dollar threshold used to distinguish between type
A and type B programs:

\$3,714,101

Miami-Dade County Transit Department

**Schedule of Findings and Questioned Costs
Federal Awards Programs and State Projects (Continued)**

Section II – Financial Statement Findings

A. Internal Control

None reported.

Section III – Federal Awards and State Financial Assistance Findings and Questioned Costs

A. Internal Control Over Compliance

IC 2010-01 Allowable Costs

**U.S. Department of Transportation –
Federal Transit Cluster (CFDA No.'s 20.500 & 20.507)**

Criteria: OMB Circular A-87 requires that in situations where employees work on multiple grants, their salary distribution must be supported by personnel activity reports or similar documents delineating the hours worked on each grant and other activities. In addition, the personnel activity reports should be prepared at least monthly and must include the employee's signature. In situations where all of an individual's salary is charged to a federal program, certifications should be prepared at least bi-annually to support the amounts charged to the federal program. In addition, 2 CFR part 215 requires that non-federal entities receiving federal awards to establish and maintain internal control designed to reasonably ensure compliance with federal laws, regulations, and program compliance requirements.

Condition: We noted individuals whose salaries were charged to the federal program and not included in the certification; however, we obtained sufficient information for these individuals to determine that they worked exclusively on the federal program. In addition, for one individual, there was insufficient information to determine whether an employee worked solely or partially on the program.

Questioned costs: Undetermined.

Context: We noted 10 of 27 selections that were not supported by the required certification. Also, there was 1 of 27 selections where we were not able to obtain sufficient information to determine whether the employee worked solely on the program or on multiple programs.

Effect: Failure to maintain complete certifications could result in disallowance by the grantor of payroll expenditures. Without adequate internal controls over program costs, management faces the risk of submitting reimbursement requests for unallowable costs.

Cause: MDT does not have a formal process in place to ensure that all individuals whose salaries are charged to federal programs are included in the certifications. Further, there does not appear to be effective internal controls over payroll to ensure compliance with Federal requirements.

Miami-Dade County Transit Department

**Schedule of Findings and Questioned Costs
Federal Awards Programs and State Projects (Continued)**

Recommendation: We recommend that MDT establish a formal policy and procedure relating to the payroll certification process. The policy should include notifying division heads of the process and ensuring that they are aware of the provisions, which includes the following: (1) If only a portion of the individual's salary is charged to the program, an after-the-fact payroll distribution should be maintained. (2) If all of the employee's salary is charged to the program, the required certification should be prepared at least semi-annually.

Views of responsible officials and planned corrective action: Management concurs with the recommendation. MDT will be enhancing its procedures to ensure compliance over the certification process. Information will be compiled more often and the corresponding certifications will be reviewed and verified prior to charging any grants. Additionally, MDT will be implementing technology that will further enhance its reporting and its controls over individuals whose salaries are only partially charged to a grant. Collectively, these two enhancements will contribute to further strengthening controls over compliance.

**IC 2010-02 Reporting
U.S. Department of Transportation -
New Starts Transit Program (CSFA No. 55.017)**

Criteria: The provisions of the grant agreement states that quarterly reports must be submitted in a format and media acceptable to the Florida Department of Transportation (the Department).

Condition: We noted that for the fiscal year ended September 30, 2010, we were not provided evidence that the quarterly reports were prepared and submitted to the granting agency.

Questioned costs: Undetermined.

Context: 4 of 4 quarterly reports were not submitted to the grantor during the year.

Effect: Failure to submit quarterly reports may delay invoice payment by the Department.

Cause: Miami-Dade Transit (MDT) does not have a formal process in place to ensure that all required quarterly reports are prepared and submitted when due.

Recommendation: We recommend that MDT establish a policy and procedure over the report preparation process. As part of that process, management should communicate with all division heads of those departments responsible for providing information that is to be included in each report. Deadlines to have the information complete should be included in communications to department heads in addition to the report due dates.

Views of responsible officials and planned corrective action: Management concurs with the recommendation. MDT will be implementing new procedures to address the timely submission of the quarterly reports. Additionally, MDT will be implementing technology that will enable it to compile the quarterly reports more efficiently and effectively. The new procedures, coupled with the technology will enhance and strengthen the quarterly reporting process and enable MDT to submit the quarterly reports timely.

Miami-Dade County Transit Department

Schedule of Findings and Questioned Costs Federal Awards Programs and State Projects (Continued)

B. Compliance Findings

U.S. Department of Transportation – Federal Transit Cluster (CFDA No. 20.500 & 20.507)

CF 2010-01 – Allowable Costs

See IC 2010-01

Views of responsible officials and planned corrective actions: Management concurs with the recommendation. See IC 2010-01 for detailed views of responsible officials and planned corrective actions.

U.S. Department of Transportation – New Starts Transit Program (CSFA No. 55.017)

CF 2010-02 – Reporting

See IC 2010-02

Views of responsible officials and planned corrective actions: Management concurs with the recommendation. See IC 2010-02 for detailed views of responsible officials and planned corrective actions.

Section IV – Other Matters

Federal grant awards are subject to grantor audits in accordance with the terms and conditions of the grant awards. State of Florida grant awards are subject to audit by the respective Florida grantor agencies.

The Federal Transit Administration (FTA), as a routine follow up to findings noted during the September 30, 2009 compliance audit, conducted an internal control environment review for the purpose of evaluating MDT's grants administration practices, and assessing its financial management oversight procedures. The results of the assessment and evaluation by FTA revealed findings and internal control deficiencies, which caused FTA to suspend financial drawdown privileges of MDT's grants. MDT, through the County manager's office, has responded to FTA's findings and has outlined a corrective action plan. FTA has indicated that the draw down suspension will remain in place until the findings are resolved and it has tested and validated the successful implementation of the corrective action plan.

It is management's opinion that MDT has fully complied with all the applicable compliance requirements for all its grants, and will be able to address all findings to a satisfactory resolution, resulting in the restoration of the financial drawdown privileges.

Miami-Dade County Transit Department

**Summary Schedule of Prior Audit Findings
Fiscal Year Ended September 30, 2010**

I – Findings Required to be Reported in Accordance With Generally Accepted Governmental Accounting Standards

A. Internal Control

None reported.

B. Compliance Findings

None reported.

Miami-Dade County Transit Department

Summary Schedule of Prior Audit Findings (Continued)
Fiscal Year Ended September 30, 2010

II – Findings and Questioned Costs for Federal Award Programs and State Financial Assistance Projects

Internal Control and Compliance Finding

IC 2009-01 and CF 2009-01 U.S. Department of Transportation – Federal Transit-Cluster (CFDA No. 20.500 & 20.507)

Allowable Costs

Current Year's Status: Finding has not been corrected. See similar finding noted in the current year at IC 2010-01 and CF 2010-01.

IC 2009-02 and CF 2009-02 U.S. Department of Transportation – Federal Transit Cluster (CFDA No. 20.500 & 20.507)

Reporting

Current Year's Status: Comment no longer relevant.

IC 2009-03 and CF 2009-03 U.S. Department of Transportation – Federal Transit Cluster (CFDA No. 20.500 & 20.507)

Procurement

Current Year's Status: Comment no longer relevant.

EXHIBIT D

APPENDIX A Federal Fiscal Year 2011 FTA Certifications and Assurances Signature Page

APPENDIX A

**FEDERAL FISCAL YEAR 2011 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Miami-Dade Transit

The Applicant agrees to comply with applicable provisions of Categories 01 – 24. X
OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	TIFIA Projects	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

APPENDIX A

FEDERAL FISCAL YEAR 2011 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Miami-Dade Transit

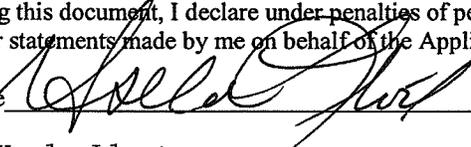
Name and Relationship of Authorized Representative: Ysela Llord

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2011.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2011.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature 

Date: Sept 8 - 11

Name Ysela Llord
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Miami-Dade Transit

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature 

Date: September 8, 2011

Name Bruce Libhaber
Attorney for Applicant

Each Applicant for FTA financial assistance and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

ATTACHMENT
#3

Letters
of
Support

Bayview Center for Mental Health, Inc.
700 Southeast 3rd Avenue, Suite 100
Fort Lauderdale, Florida 33316
(954) 414-8700
Fax (954) 467-9966



EXECUTIVES OFFICES
James R. Sleeper, MA, CAP
President and Chief Executive Officer
(954) 414-8718

BAYVIEW CENTER PHARMACY
(305) 892-4644

BROWARD COUNTY:

August 23, 2011

CASE MANAGEMENT SERVICES
(954) 888-7999

FASTRACK Forensic Diversion
(954) 518-4072

Forensic CCST
Community Treatment
(954) 518-4080

MDFAC Forensic Alternative
(954) 961-5985

OUTPATIENT SERVICES
(954) 888-7999

START Short Term Adult
(954) 966-4442

TRANSITIONS Transitional
(954) 966-4185

MIAMI DADE COUNTY:

CASE MANAGEMENT SERVICES
(305) 892-4747

CRISIS STABILIZATION UNIT
Emergency Services
(305) 691-HELP (4357)

CROSSROADS
Intensive Outpatient
(305) 892-4605

FACT TEAM
(786) 331-1011

FOCUS HOUSE
Psychosocial Clubhouse
(305) 895-4800

NEXT STEP
Transitional Housing
(305) 895-2138

OUTPATIENT SERVICES
(305) 892-4600

REACH AND MATT Outreach
(305) 892-4605

SUPPORTIVE HOUSING
Community Based Living
(305) 940-2238

Dear SFRTA advisory committee,

It is our understanding that Miami-Dade Transit (MDT) has selected this area and plan to serve routes that will offer job access and reverse commute (JARC) services for low income individuals and people with disabilities who live in this community and work in further locations, as well as transportation to learning and training centers. This plan coordinates the efforts and interests of community groups and units of local governments to address the transportation needs of all residents of Miami-Dade County.

Please know that we support MDT in their efforts to obtain JARC funds to improve public transportation for those in this community who need it the most. This bus service implementation will offer perhaps the only resource for this community' residents to access to work sites and attend job training programs.

Thank you for your consideration of this matter.

Sincerely,

Yadira Tapia-Strigle
Case Management/CCST Program Dir.

Frances Castellvi-Senti
Dade Area General Manager

Sponsored/Funded by



CIRCUIT 17
CIRCUITS 11 & 16



Accredited by



Joint Commission
an Accreditation of Healthcare Organizations

Broadened Horizons, Brighter Futures

August 24, 2011

Dear SFRTA advisory committee,

Our organization has heard that Miami-Dade Transit (MDT) intends to submit a Job Access and Reverse Commute (JARC) grant application to provide services for low-income individuals and people with disabilities who live in our community and need transit service to and from work, as well as transportation to learning, training, and medical centers.

It my pleasure to write a letter in support of Miami-Dade County's Transit JARC grant proposal. I support MDT in their efforts to obtain JARC funds to improve public transportation for those in this community who need it the most.

Bus service offers perhaps the only transportation resource for community residents to access work sites and attend job-training programs. In conclusion, I fully support the efforts of Miami-Dade Transit.

Thank you for your consideration,

Sincerely,



Marcela Vieira

SSA/YTD Manager

Abilities/ Service Source



Abilities of Florida
Part of the ServiceSource Network
www.ourpeoplework.org

9570 SW 107th Ave, Suite 102C
Miami FL 33715
305-273-3203, ext 35
fax: 305-273-3208

ASPIRA®

AN INVESTMENT IN LATINO YOUTH

ASPIRA of Florida, Inc., Miami-Dade Division

YOUTH LEADERSHIP DEVELOPMENT AND OUTREACH PROGRAM

2902 N.W. 2nd Avenue, Suite 200 • Miami, Florida 33127 Tel (305) 576-7705 Fax (305) 576-7786

Website: www.aspirafll.org



August 24, 2011

Dear SFRTA Advisory Committee,



Our organization has heard that Miami-Dade Transit (MDT) intends to submit a Job Access and Reverse Commute (JARC) grant application to provide services for low-income individuals and people with disabilities who live in our community and need transit service to and from work, as well as transportation to learning, training, and medical centers.

It is my pleasure to write a letter in support of Miami-Dade County's Transit JARC grant proposal. Bus service offers perhaps the only transportation resource for community residents to access work sites and attend job-training programs. I commend MDT in their efforts to obtain JARC funds to improve public transportation for those in this community who need it the most.



ASPIRA is dedicated to Youth Leadership Development and our students and families would also benefit from all improvements in public transportation in this community.

In conclusion, I fully support the efforts of Miami-Dade Transit.

Thanks in advance for giving this application your prompt consideration.

Sincerely,



Lucy DelValle

Lucy DelValle

Regional Program Manager



LEADERSHIP THROUGH EDUCATION
MIAMI-DADE, BROWARD, AND PALM BEACH COUNTIES



THE ALTERNATIVE PROGRAMS, INC.

P.O. Box 472904
Miami, Florida 33247-2904



"Alternative to Incarceration"
"Improving Community Control"
"The last Chance"

August 24, 2011

Dear SFRTA advisory committee,

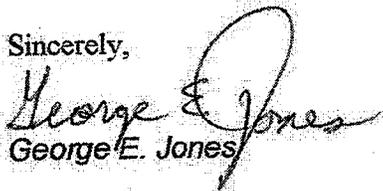
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It is my pleasure to write a letter in support of Miami-Dade County's Transit JARC grant proposal. Bus service offers perhaps the only transportation resource for community residents to access work sites and attend job-training programs. I commend MDT in their efforts to obtain JARC funds to improve public transportation for those in this community who need it the most.

In conclusion, I fully support the efforts of Miami-Dade Transit.

Thank you for your consideration,

Sincerely,


George E. Jones

Project Director

Improving Community Control Projects



Community Action Agency
Office of the Executive Director
701 NW 1 Court • Suite 1000
Miami, Florida 33136
T 786-469-4613 F 786-469-4613

miamidade.gov

Carlos A. Gimenez, Mayor

August 26, 2011

Dear SFRTA Advisory Committee:

It is my pleasure to provide a letter of support for Miami-Dade County's Transit Job Access and Reverse Commute (JARC) grant application to provide services for low-income individuals and people with disabilities who live in our community and need transit services to and from work, as well as, transportation to learning, training, and medical centers. Bus service offers perhaps the only transportation resource for community residents to access work sites and attend job-training programs.

Miami-Dade Community Action Agency (CAA) fully supports the efforts of Miami-Dade Transit, and we commend their efforts to obtain JARC funds to improve public transportation for those in this community who need it the most.

If additional information is needed, please feel free to contact me at (786) 469-4613.

Sincerely,

A handwritten signature in cursive script that reads "Julie Edwards".

Julie Edwards
Executive Director

ATTACHMENT

#1

Local Match Requirements

ATTACHMENT

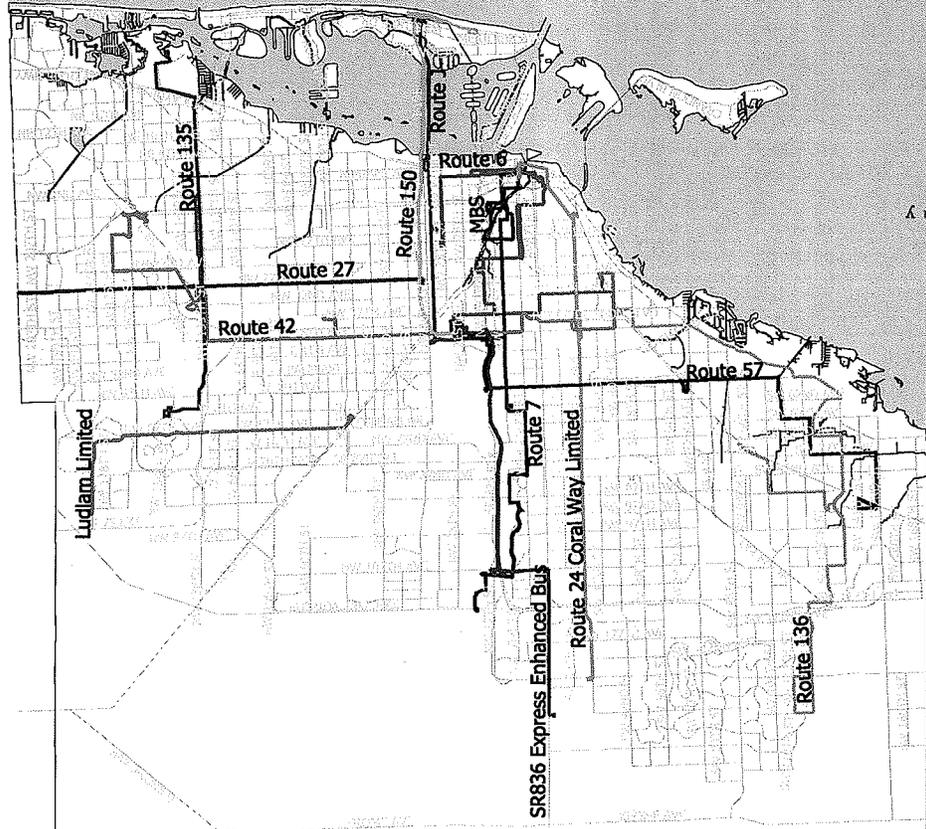
#2

Project
Maps



Miami-Dade Transit

2011 JARC Routes



LEGEND

Transit Routes

- Route 6
- Route 7
- Route 24 Coral Way Limited
- Route 27 Enhanced Bus
- Route 42
- Route 57
- Route J
- Route 135 - 19th Street/Opa-Locka Boulevard Crosstown
- Route 150
- Route 136
- SR 836 Express Enhanced Bus
- Ludlum Limited
- Metrolink Shuttle

Road Type

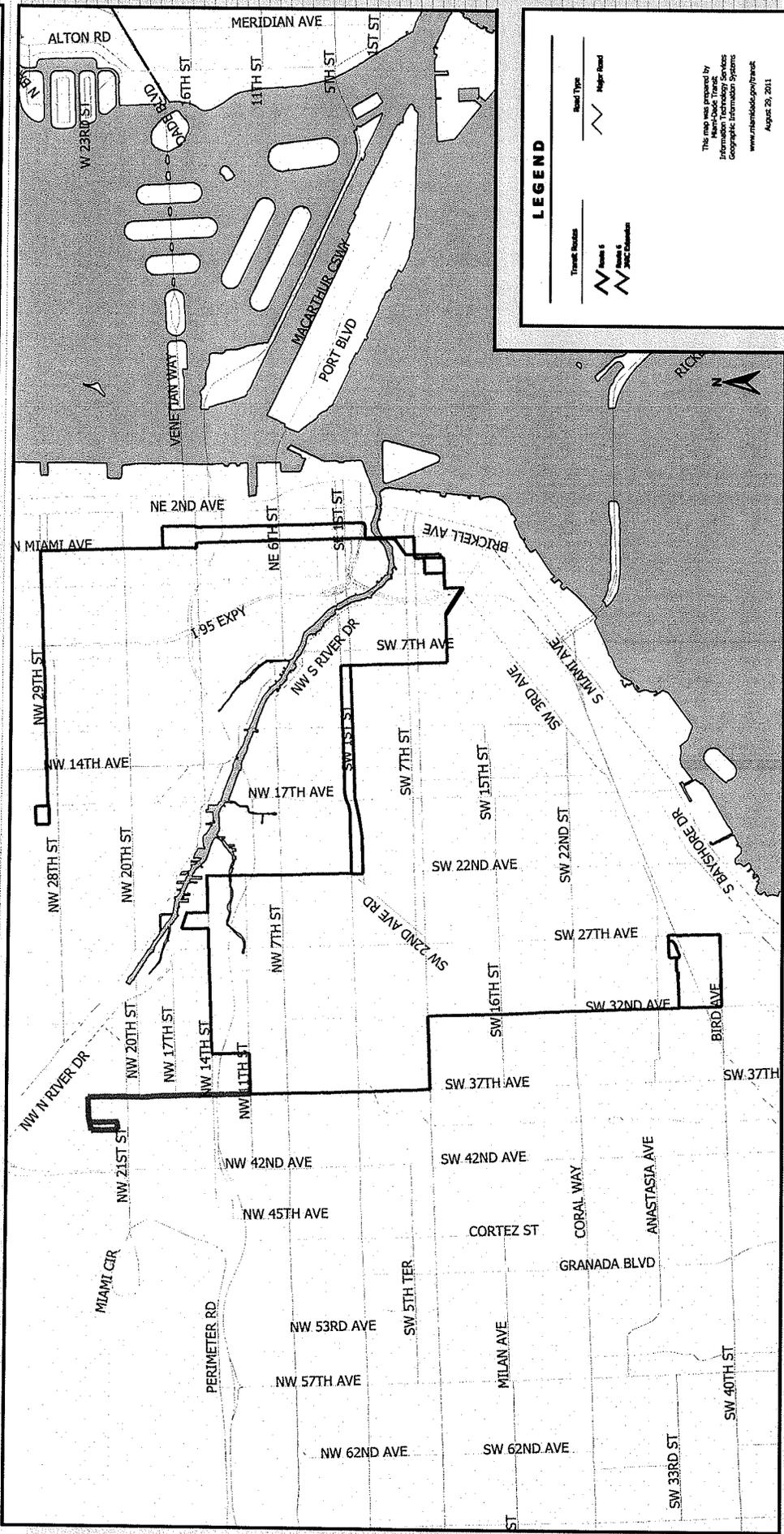
- Major Road

The map was prepared by
Information Technology Services
Geographic Information Systems
www.miamidade.gov/transit
August 29, 2011



Miami-Dade Transit

Route 6 JARC



LEGEND

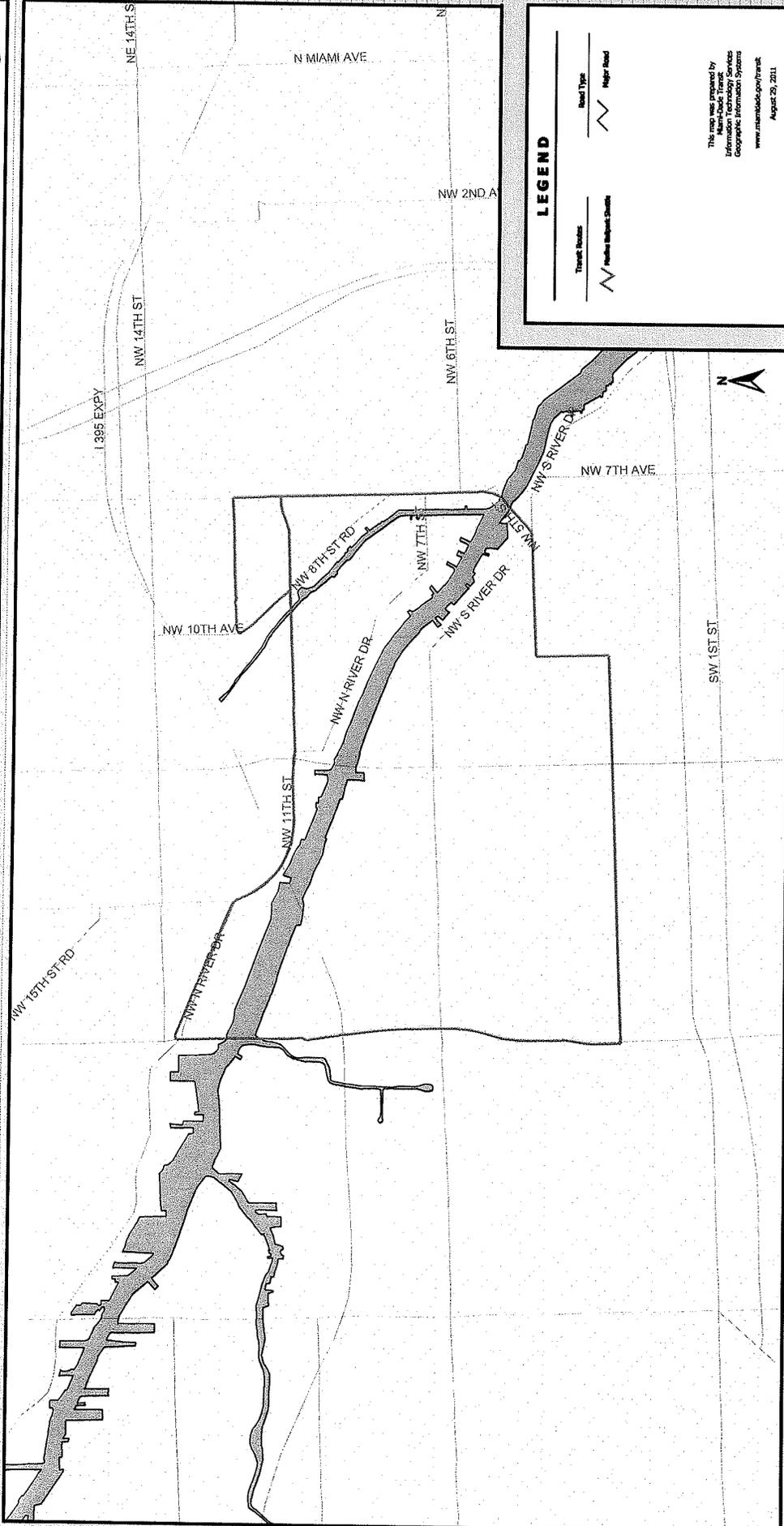
- Transit Routes
- Road Type
 - Major Road

This map was prepared by
 Metro-Dade Transit
 Information Technology Services
 Geographic Information Systems
 www.miamidade.gov/transit
 August 29, 2011



Miami-Dade Transit

Marlins Ballpark Shuttle JARC



ROUTES	METRORAIL STATIONS	OTHER SYSTEMS	RESIDENTIAL AREAS	EMPLOYMENT/TRAINING CENTERS
136	Douglas Road, Dadeland South	South Miami Busway	Killian area Coconut Grove Howard Communities PineCrest Coral Gables Kendall Cocoplum Plaza Richmond Heights	Beckman Coulter Med Elec. Miami Children's Hospital (Outpatient center) Fall Shopping Center Elementary schools Kendall-Tamiami Airport Kendall DHS field office Coconut Grove Costco
150 (Airport Flyer)	Earlington Heights, Airport Link	TRI-RAIL	Miami Beach West Dade county	MIA MIC Miami Beach South Beach Lincoln Road
7	Overtown, Government Center		Sweetwater Doral Little Havana Overtown	Bayside Bayfront Park Miami Dade College (Wolfson Campus) American Airlines Arena Downtown Miami Government Center Magic City Casino Mall of the Americas Metropolitan Hospital Miami International Mall Dolphin Mall MIC MIA Marlins Ballpark
NW 27th Ave Enhanced Bus Service (North Corridor)	Martin Luther King Jr., Brownsville	TRI-RAIL	Liberty City Opa-Locka Miami Gardens Bunch Park Carol City Broward County Line	Miami Dade College (North Campus) Sun Life Stadium (Dolphins stadium) Calder Race Track Jackson North Specialty & Diagnostic
SR 836 Express Bus	Airport Link	TRI-RAIL	Kendall Sweetwater Doral Little Havana	MIC MIA Downtown Miami (bus transfer required) Civic Center/Health District (bus transfer required) Brickell Ave (bus transfer required) FIU (South Campus) SW 8th St "Calle 8" Dolphin Mall International Mall
Coral Way Limited	Brickell		West Miami Westchester areas	Coral Way Corridor Westchester Shopping Center Downtown Miami Downtown Coral Gables Brickell FIU (south campus)
Ludlam Limited	Okeechobee	Hialeah Transit Conchita Hialeah Express	Miami Gardens Miami Lakes Hialeah	Ludlam Road Main Street Miami Lakes Southwest Hialeah industrial center Commercial areas in Hialeah
NW 135th Street/ Opa-Locka Blvd	Hialeah	TRI-RAIL	Miami Lakes Hialeah Opa-Locka North Miami	Opa-Locka Airport Opa-Locka commercial areas Miami Lakes Business Park Hialeah Park FIU (North campus)

ROUTES	METRORAIL STATIONS	OTHER SYSTEMS	RESIDENTIAL AREAS	EMPLOYMENT/TRAINING CENTERS
6	Coconut Grove, Brickell		Coconut Grove Little Havana Brickell Central Miami Wyndwood	MIA MDC Miami Beach South Beach Downtown Miami MIC
42	TRI, Amtrak, Tri-Rail, DRD		Opa-Locka Coral Gables Hialeah Miami Springs	MIC Opa-locka Executive Airport MIA
57	Tri-Rail, South Miami		Palmetto Bay Pinecrest South Miami Coral Gables	MIA MIC Jackson Hospital
J	Alapattah, Airport Link		Miami Beach Allapattah Miami Springs	MIA MIC Mount Sinai Medical Center
<i>Marlins Ballpark Shuttle</i>	Culmer	TRI-RAIL	West Miami Westchester areas	Marlins Ballpark

MIC 6, 7, 42, 57, J, SW 836x, NW 27th Ave
Marlins Ballpark 7, Marlins Ballpark Shuttle

ATTACHMENT

#4

Project Related
Photographs

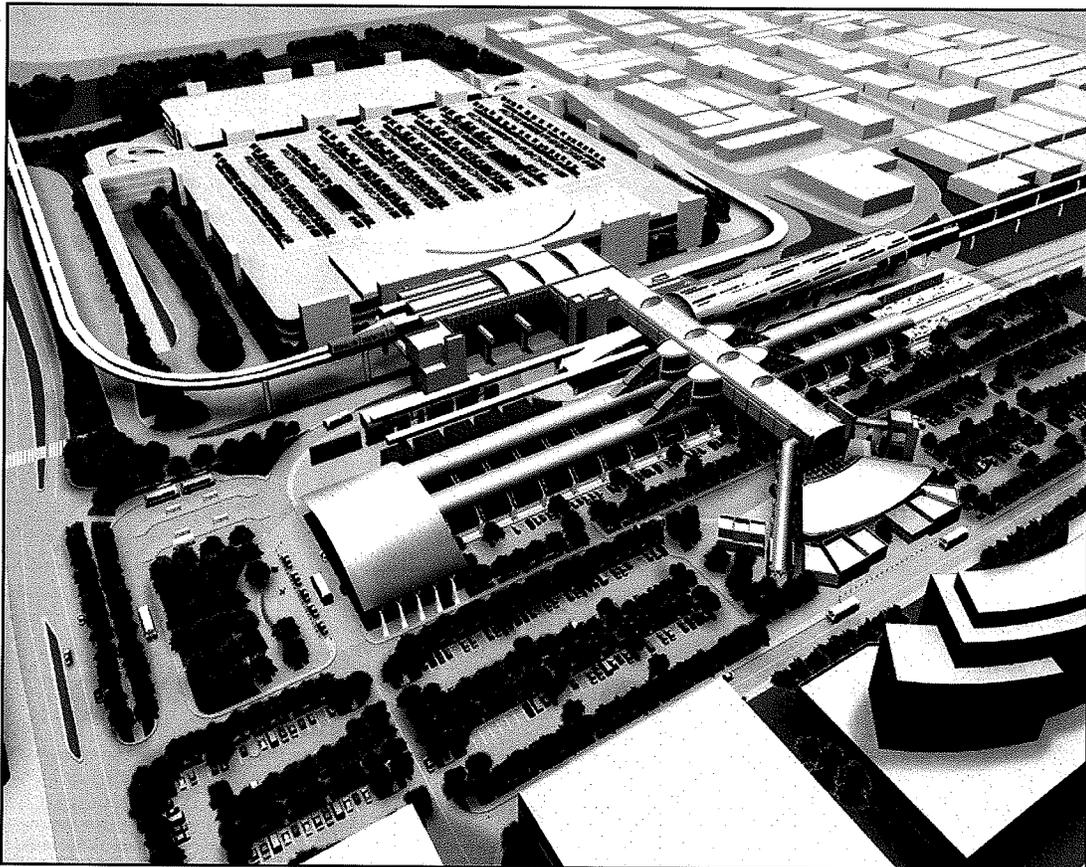
MIC

The MIC is a major centralized transportation hub being developed by the Florida Department of Transportation (FDOT) that will provide seamless access to all modes of transportation, including Metrobus, Metrorail, Tri-Rail, Amtrak, Greyhound, tour buses, taxi cabs and rental cars. An automated people mover will connect the MIC to the airport. The system connects to Broward and Palm Beach County Public Transportation systems boosting regional tourism and promoting regional job growth. Making traveling significantly easier, faster, more convenient, and more comfortable for people traveling while either on vacation or to and from jobs in the Tri-County area.

The MIC Program was designated a project of national significance by the federal government under the Transportation Infrastructure Finance and Innovation Act because of its noteworthy safety, environmental and economic benefits, and its strategic location in support of international commerce.

The development of the MIC Program will create construction jobs as well as permanent retail and service jobs. It is estimated that nearly 76,000 jobs will be created to construct the entire program, and 22,000 permanent jobs will be created to operate the facilities associated with the MIC. Included in this projection are new employment opportunities that will be made possible by new retail and industrial support services

MIC Rendering



Miami Central Station (MCS) will provide connectivity where none existed, between the transportation systems in Palm Beach County, Fort Lauderdale, Miami and the Florida Keys, for residents and visitors. It is already decongesting the roadways in and around the busy airport. When completed, will be similar to New York's Grand Central Station and other multimodal facilities that can be found in many world-class cities, offering easy connections to several forms of transportation.

The Miami Central Station (MCS) is the major component of the MIC Program that will serve as Miami-Dade County's first all-inclusive ground transportation hub.

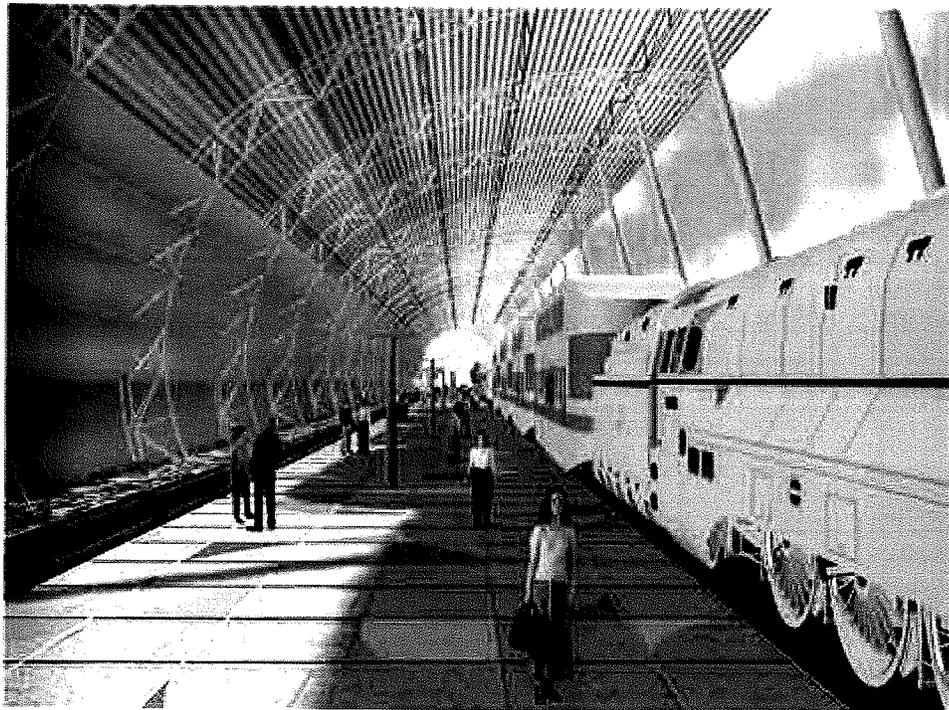
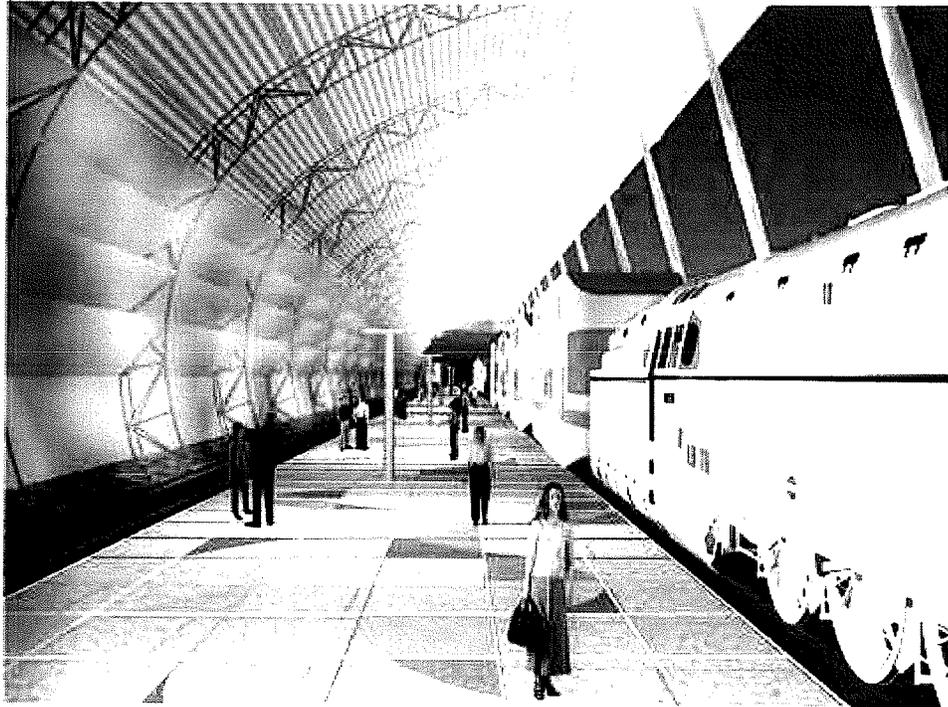


MCS Boundaries:

Located east of the RCC, the MCS is bounded by NW 25 Street on the north, NW 37 Avenue on the east, NW 21 Street on the south and NW 38 Court on the west.



Tri-Rail

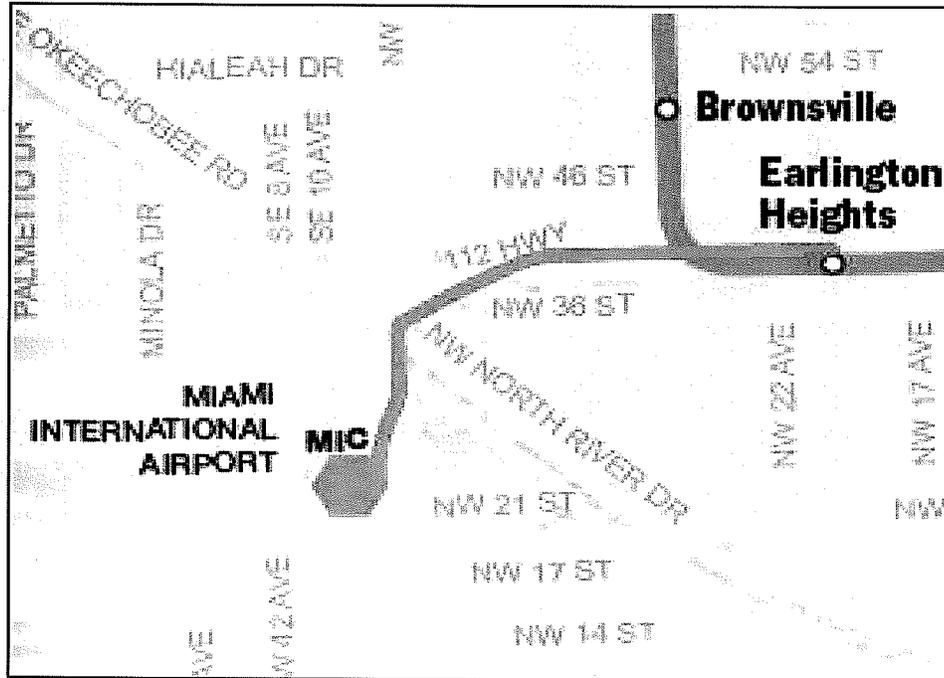


TRI-RAIL STATION AT RAIL NODE FIRST PHASE
NIGHT VIEW OF CANOPY AND PLATFORM LOOKING NORTH (TOP)
DAY VIEW OF CANOPY AND PLATFORM LOOKING NORTH (BOTTOM)



Airport Link

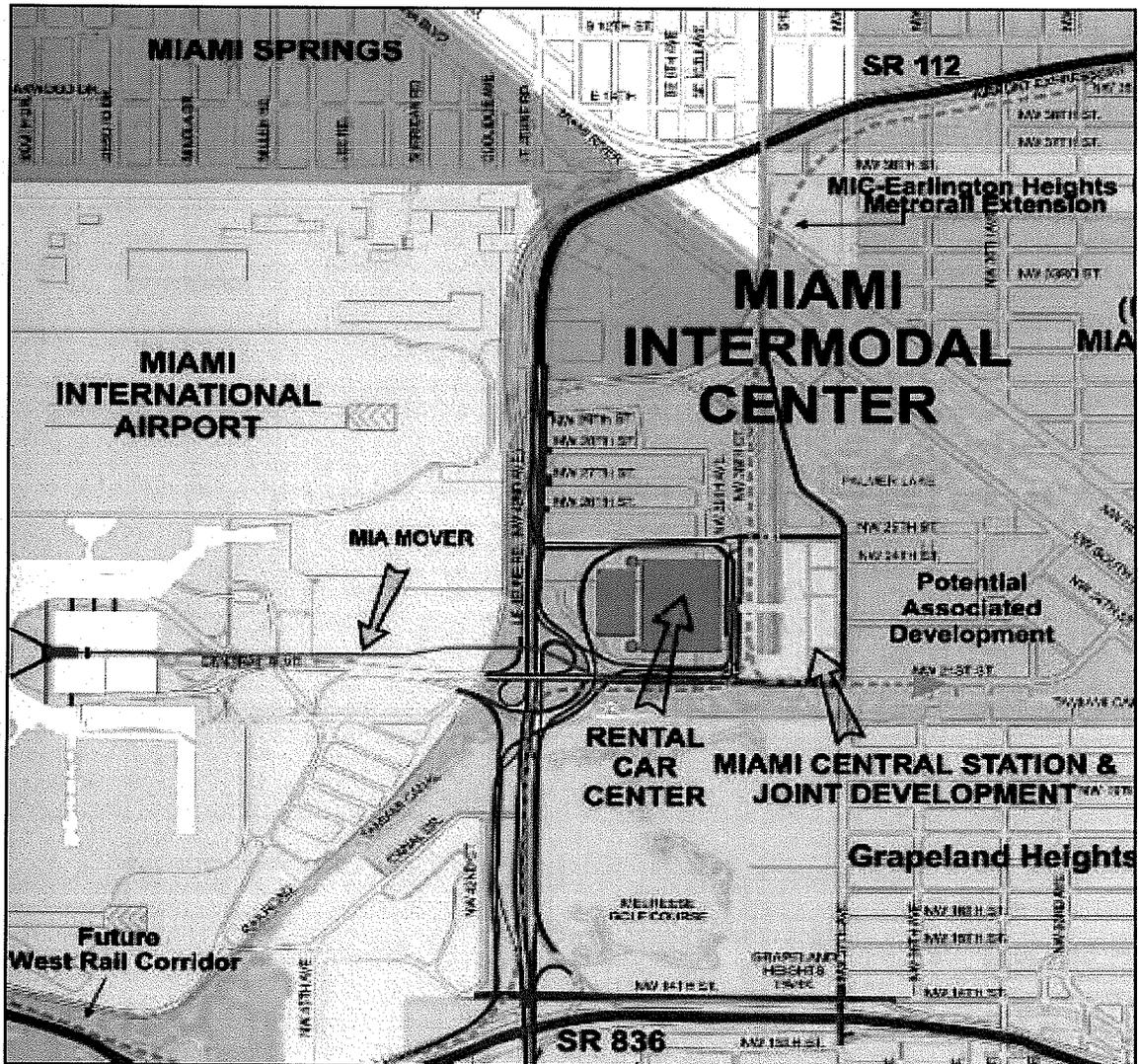
Metrorail extension from the existing Earlington Heights Station to the Miami Intermodal Center (MIC) next to Miami International Airport (MIA).



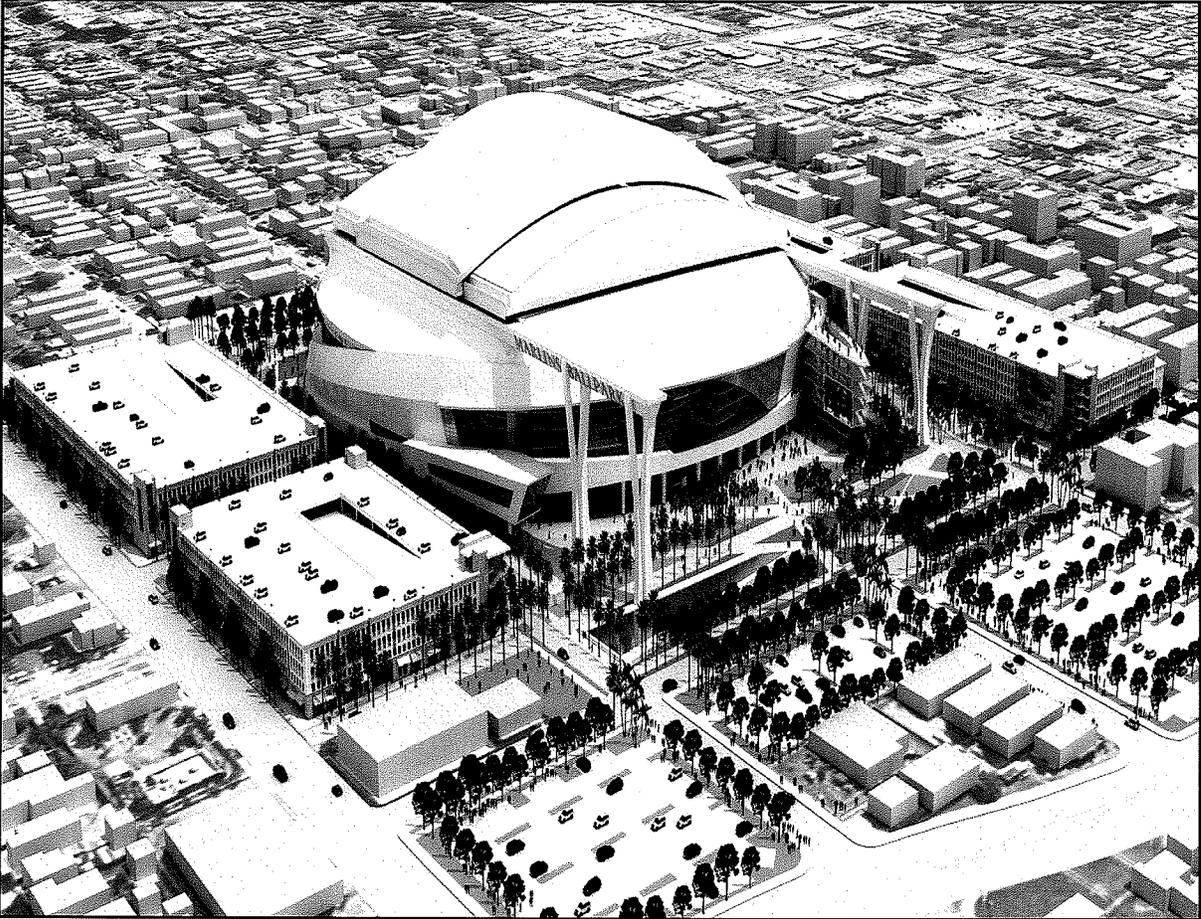
Metrorail Airport Link Station



Project Overview



New Marlins Ballpark



Intercity Bus Bays



From Miami Beach and Key Biscayne to West Miami-Dade, as far north as Diplomat Mall in Broward County, and as far south as Homestead, Florida City, and the Middle Keys. Buses travel over 30 million scheduled miles throughout Miami-Dade each year. Several routes operate 24 hours a day.

The system, designed to connect with Metrorail and Metromover, provides job access to all major business, shopping, entertainment, and cultural centers, as well as major hospitals and schools

People Mover

