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 ½ 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 **DECEMBER 21, 2012 AT 12:00 NOON EST.**

- ☒ Signed Application Checklist
- ☒ Section 1: Summary of Application
- ☒ Section 2: Applicant, Existing Services, and Service Area
- ☒ Section 3: Project Information
- ☒ Section 4: Coordination
- ☒ Section 5: Implementation and Scalability
- ☒ Section 6: Project Management and Reporting
- ☒ Section 7: Additional Information - Operating Projects Only
- ☒ Section 8: Additional Information - Capital/Mobility Management Projects Only
- ☒ Section 9: Summary of Project Cost
- ☒ Section 10: Letters of Support
- ☒ Exhibit A1: Resolution by Applicants with a Governing Board
- ☐ Exhibit A2: Certification by Applicants without a Governing Board N/A
- ☐ Exhibit B: Public Hearing N/A
- ☒ Exhibit C: Single Audit Act
- ☒ Exhibit D: Federal Certifications and Assurances
- ☒ Exhibit E: Civil Rights Requirements
- ☐ Exhibit F: Procurement N/A

☒ Exhibit G: Restrictions on Lobbying

☒ Exhibit H: Milestone Information

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

Signature: Ysela Llort

Date: 02/01/13

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	Mr. Edward J. Carson, Manager, Grants Administration
Address	701 NW 1st Court, Suite 1300, Miami, FL 33136
Email	ecarson@miamidade.gov
Phone Number	(786)469-5545

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	N/A

Project Type (Place an X in the appropriate box). For a detailed list of eligible projects, please refer to Appendix B: JARC and NF Eligible Projects.

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

Project Information

Project Name	Miami-Dade Job Access and Reverse Commute Bus Service - 2012 Funding
Service Area	Miami-Dade County
Start Date	2013
Total Project Cost	**$5,788,000.00**
JARC/NF Funding Requested	**$2,221,730.00**
Number of Years for Which Funding Requested	**2**
Total Local Match	**$2,221,730.00**

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 Llort, Director, Miami-Dade Transit
Date 02/01/13	

SECTION 2: APPLICANT, EXISTING SERVICES, AND SERVICE AREA

1) **Provide a brief description of the applicant and its background with implementing this type of project.**

Brief Description of Applicant

Miami-Dade Transit (MDT) is one of the largest Departments of Miami-Dade County government. MDT operates the official public transportation system serving all of metropolitan Miami-Dade County and parts of Broward and Monroe Counties in South Florida. MDT is ranked the 15th largest public transportation system in the nation based on passenger trips and the 10th largest local bus agency by ridership in the United States per the 2012 Transit Ridership Report from the American Public Transportation Association.

Background in Implementing This Type of Project

MDT has been awarded millions in federal grant funding over the last several decades, which includes funding received through the Federal Transit Administration (FTA) Section 5316 Job Access and Reverse Commute (JARC) program. The funding received through the JARC program has allowed MDT to successfully improve and implement numerous new bus route services designed to provide a more effective and efficient transportation network to meet the needs of the low-income, under and unemployed, seniors, individuals with disabilities and the transit public in Miami-Dade County.

Brief Project Description

The proposed project consists of the continuation and improvement of selected routes to service new and existing employment areas along the project alignments in Miami-Dade County. The targeted populations are low-income, zero-car households, under and unemployed as well as participants of "transition-to-work" programs, and those attending job training programs. The proposed bus routes include:

- 27th Avenue Orange Max (Route 297)–Continuation of previous JARC route formally known as the 27th Avenue Enhanced Bus Service Route.
- Kendall Cruiser (Route 288)-Improve headway of existing route
- Miami Beach Airport Flyer (Route 150)-Continuation and improved headway of previous JARC route
- Marlins Ballpark Shuttle-Continuation of previous JARC route

2) Provide a brief description of the applicant's existing services.

MDT operates four transit modes of service: bus (Metrobus), heavy rail (Metrorail), automated people mover (APM) and demand-response service (Special Transportation Services or (STS). Metrobus provides 29.2 million miles of revenue service along 93 routes, Metrorail is a 22.6 mile electrically powered elevated rapid transit system, Metromover is a 4.4-mile elevated automated people mover, and STS provides transprotation for people with disabilities unable to use regular transit.

3) Provide a brief description of the existing service area (provide demographic, economic, and geographic information).

The service area is Miami-Dade County, Florida. Miami-Dade County is the seventh most populous county in the United States based on the National Decennial U.S. Census conducted on April 1, 2010 and subsequent mid-2010 and mid-2011 official estimate released by the United States Census Bureau (USCB).

Based on a 90% confidence interval it is estimated that in Miami-Dade County there are between 477,576 to 523,000 people living in poverty. That is equal to between 19.4% to 21.2% percent of the entire population of Miami-Dade County living in poverty.

Geography Quick Facts	Miami-Dade County	
Land area in square miles:	2010	1,897
Persons per square mile:	2010	1,315

Demographic QuickFacts	Miami-Dade County
Population, 2011 estimate:	2,554,766
Population, 2010 (April 1) estimates base:	2,496,435
Population, percent change April 1, 2020 to July 1, 2011:	2.3%
Persons under 18 years, percent 2011:	21.4%
Persons 65 years and over, percent, 2011:	14.2%
Females, percent, 2011:	51.4%
Black persons, percent, 2011:	19.3%
Asian persons, percent:	1.7%
Persons of Hispanic or Latino Origin, percent, 2011:	64.5%
White persons not Hispanic, percent, 2011:	16.0%
Living in same house 1 year & over, 2006-2010:	85.7%
Foreign born persons, percent 2010:	51.1%
Language other than English spoken at home, pct age 5+ 2010:	71.9%
High School graduates, percent of persons, pct age 25+ 2010:	77.0%
Number of Veterans:	5,602
Mean Travel time to work (minutes), workers 16+, 2010:	29.5
Housing units, 2011:	990, 558
Homeownership rate:	58.1%
Housing units in multi-unit structures, percent, 2010:	46.6%
Median value of owner-occupied housing units 2010:	$269,600
Households 2010:	827,556
Persons per household 2010:	2.88

Per capita income in past 12 months (2010 dollars):	$22,957
Median household income 2010:	$43,695

Economic Information

As of August 2012, the unemployment rate in Miami-Dade County is 10.5 percent.

Business QuickFacts	Miami-Dade County
Private nonfarm establishments, 2010:	73, 410
Private nonfarm employment, 2010:	802,109
Private nonfarm employment, percent change, 2000-2010:	-6.1%
Total number of firms, 2007:	403,672
Black-owned firms, percent, 2007:	11.4%
Hispanic-owned firms, percent, 2007:	60.5%
Women-owned firms, percent, 2007:	28.9%
Manufactures shipments, 2007: ($1000)	$9,34,116
Merchant wholesaler sales, 2007: ($1,000)	60,760,055
Retail sales, 2007 : ($1,000)	34,530,470

Source: U.S. Bureau of Labor Statistics

SECTION 3: PROJECT INFORMATION

4) **Project Title:** Miami-Dade Job Access and Reverse Commute Bus Service 2012

5) **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**

6) **Provide a description of the project.** For projects seeking operating assistance, provide details of proposed routes, schedules, and trip coordination strategies. For capital projects, explain the quantity and type of assets to be procured, use, useful life, and whether assets are expansion or replacement assets. If the project has multiple elements (i.e., operating, mobility management, capital), please include a description of how these elements relate to each other.

   MDT's trip coordination strategies are handled by MDT's Service Planning and Scheduling Division. The trip coordination strategies are categorized as improvements to existing services. MDT is seeking funding for the continuation and/or expansion of four routes. The proposed project routes are:
   - NW 27th Avenue Orange MAX (Route 297)–Continuation of JARC route
   - Kendall Cruiser (Route 288)–Improve headway and serve new park & ride lot
   - Miami Beach Airport Flyer (Route 150)–Improve headway of JARC route
   - Marlins Ballpark Shuttle–Continuation of JARC route

7) **Identify target population(s) of the project.** Cite any studies conducted and the corresponding recommendations that contributed to the development of the project. Explain how the project will be marketed to those populations. 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.

Data from the "The 2012 MDT Origin and Destination Survey for Local Bus Service" study was used to support the recommendations for the JARC proposed project routes and contributed to the development of this grant application.

Due to the very high unemployment conditions within Miami-Dade County the proposed routes have been designed to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment within Miami-Dade County. Many welfare recipients and eligible low-income individuals have difficulty accessing these jobs from their inner city neighborhoods. Miami-Dade County is a very large geographic area making it very difficult for transit dependent persons to access jobs. MDT is attempting to accommodate the needs of the target population.

The proposed projects will be marketed on Miami-Dade County Website (in multiple languages), Trip Planner Applications, Press Releases, Stakeholder Public Outreach, South Florida Workforce Board, Rider Notices (in multiple languages), Flyers, and Posters. The target population was given priority in route service planning and in marketing efforts. MDT also uses innovative methods to provide transit information to riders through MDT's Tracker Application. These new tools combined with MDT's existing trip planner and Google transit planner has improved transit riders experience.

Although the project routes will address the needs of the targeted population, all available services within the alignments of the proposed project routes will be accessible to the transportation disadvantaged, the riding public and other stakeholders.

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

The Miami-Dade County Fiscal Year 2013 through 2022 Transit Development Plan, and the Miami-Dade County Transportation Disadvantaged Service Plan (January 1, 2012-June 30, 2016), MDT's Origin and Destination Survey for Local Bus Service completed in 2012, the 311 Call Center comments and rider comments have all been used as tools to identify riders unmet transit needs.

Some of the unmet needs identified in the Miami-Dade County area include more service to targeted locations, better access to employment centers in suburban and urban areas, and better access to jobs with additional intermodal connections among transit service providers. The proposed project addresses these transportation needs through the expansion of 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 MDT Service Planning and Scheduling Division has carefully reviewed and evaluated the proposed projects, thereby, creating service alignments and hours of operation to address these unmet needs. The continuation and improvement of the proposed service routes is highly beneficial for the target population utilizing the transit bus system to travel from predominately-residential areas to the employment, health and educational centers.

9) Does the project address at least one (1) strategy identified in the local Coordinated Plan? (The Coordinated Plans of Broward, Miami-Dade, and Palm Beach Counties can be found on the SFRTA website at www.sfrta.fl.gov/grants)

☒ **Yes**
☐ **No**

If YES, list the strategies in the local Coordinated Plan that your project conforms with. List the name of the Coordinated Plan, conforming goal, and page number.

This project conforms to the strategy, "Design and implement cost-efficient coordinated transportation for "Welfare to Work" and Welfare Transition Participants" listed on page 25 of the Miami-Dade County 2012-2016 Transportation Disadvantaged Service Plan.

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

All proposed projects are located in Miami-Dade County. Approximately 420 square miles (excludes bay and coastal water) of the County are within the urbanized area, while the total county area currently covers a total of 2,420 square miles (1,921 square miles of land and 499 square miles of water) and is bounded 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.

An 8.5" x 11" map depicting the project route and project boundaries is attached for each proposed project.

Miami-Dade Transit

Route 288 Kendall Cruiser JARC

LEGEND

Transit Routes

Route 288 Kendall Cruiser

Road Type

Major Road

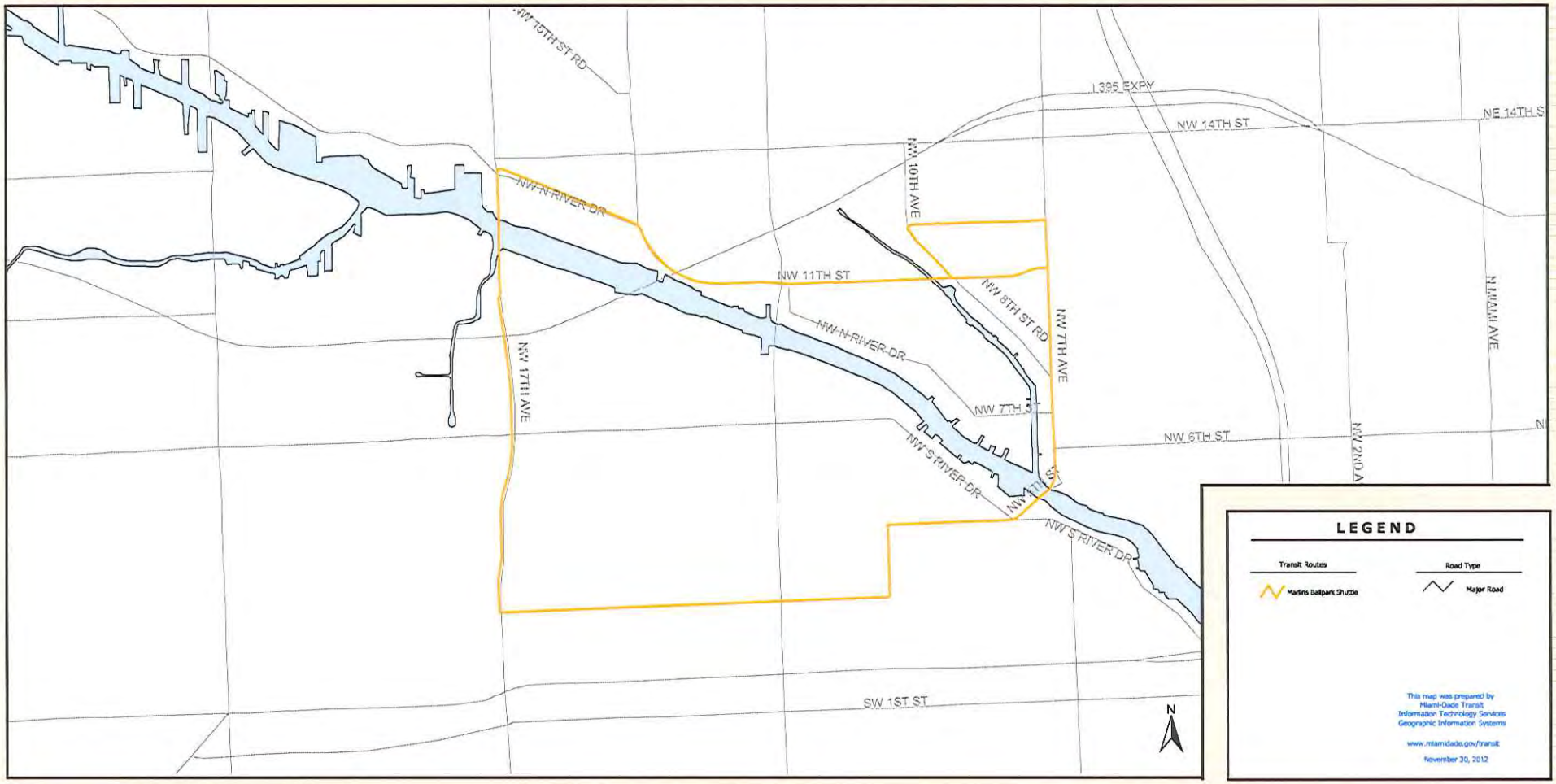
This map was prepared by
Miami-Dade Transit
Information Technology Services
Geographic Information Systems

www.miamidade.gov/transit

November 30, 2012

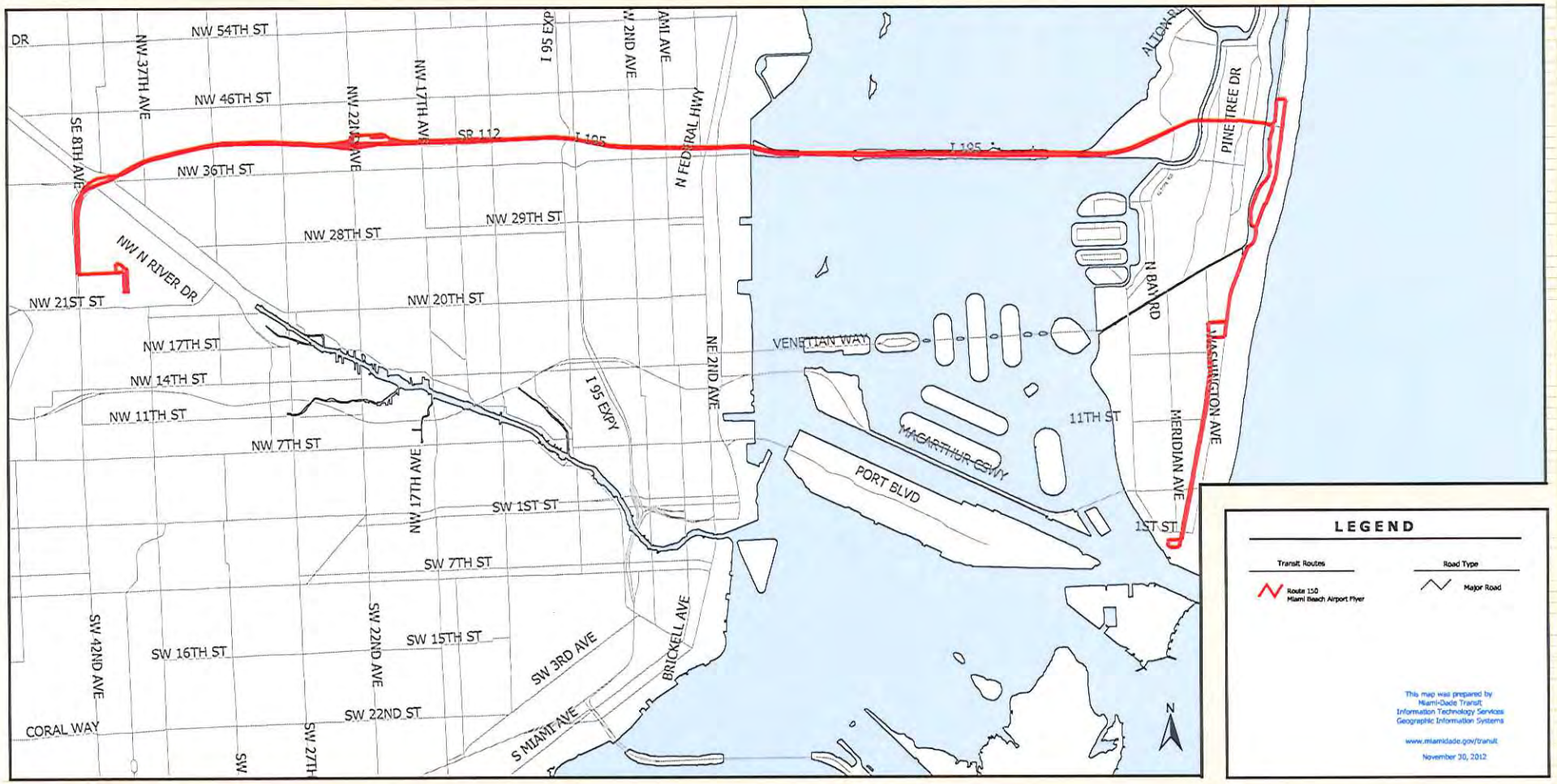
Miami-Dade Transit

Marlins Ballpark Shuttle JARC



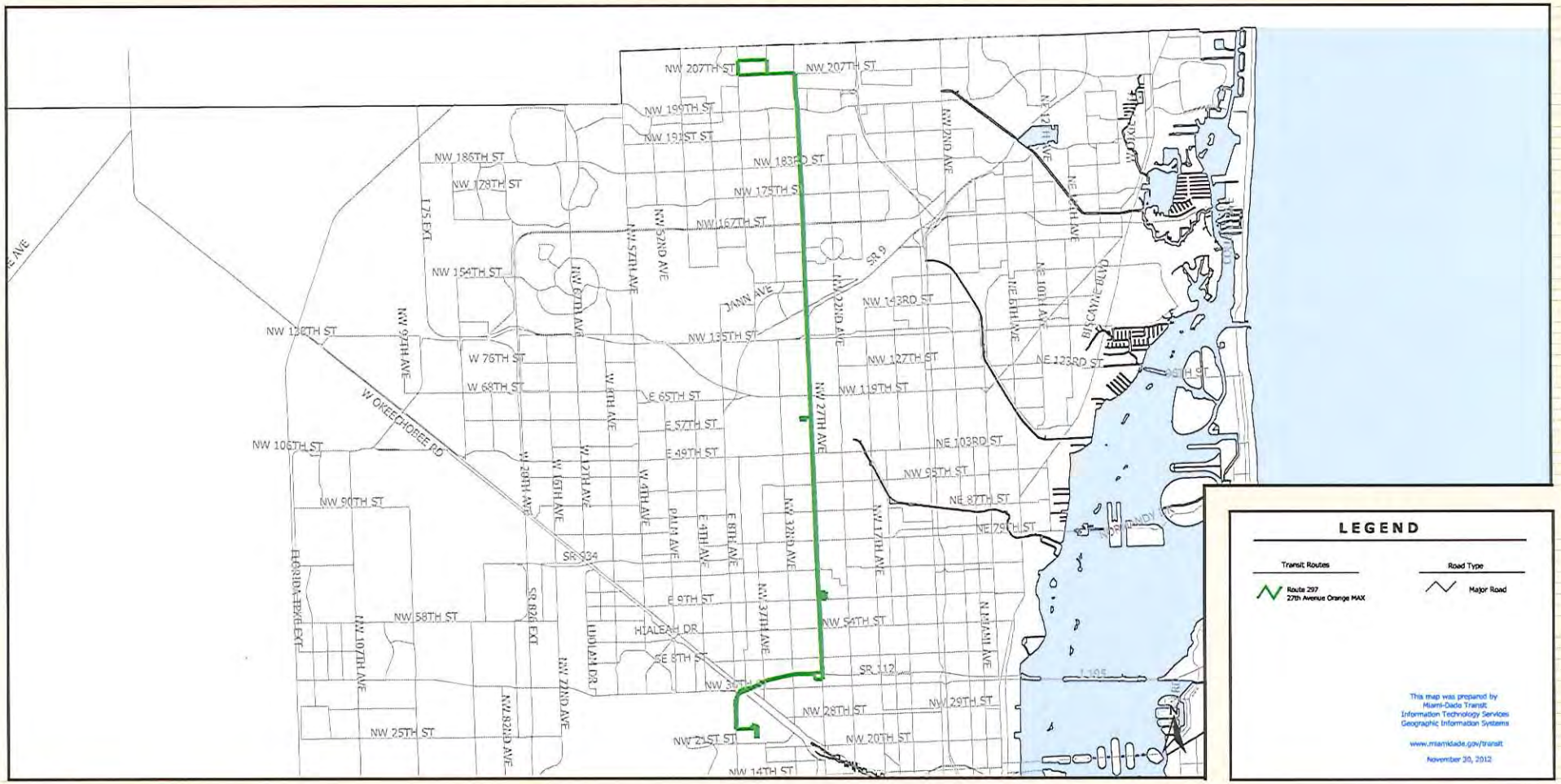
Miami-Dade Transit

Route 150 Miami Beach Airport Flyer JARC



Miami-Dade Transit

Route 297 - 27th Avenue Orange MAX JARC



11) **Estimate the number of low-income population (JARC) and individuals with disabilities (NF) that will be served by the project.** Provide an explanation as to how the estimate was determined.

The project routes targets access to employment and employment related activities for people with lower incomes (below 150% poverty line). The 2012 Annual Poverty Guidelines 150% are:

Household Size	Income
1	$16,755
2	$22,695
3	$28,635
4	$34,575
5	$40,515
6	$46,455
7	$52,395
8	$58,335

In MDT's 2012 Origin and Destination Surveys for Local Bus Service, of the persons who answered the income question, the majority of bus riders reported a Household income of less than $22,000.

The Fixed-Route Transit Weekday Ridership Forecasting and Service Planning Methods have been utilized for establishing ridership goals. Those methods are based on an understanding of transit ridership demand and comparision with similar MDT peer routes.

The estimated total population to be served by this grant request is 495,000. The estimate was based on Census data for each proposed route. The estimated low income population is over 117,000 (23.6%).

Route	Estimated Total Population to be Served	Estimated Low Income Population to be Served
Marlins Ballpark Shuttle :	51,908	19,372
150 Miami Beach Airport Flyer :	119,574	33,754
288 Kendall Cruiser:	157,731	17,618
27th Avenue Orange MAX:	165,724	46,738
Totals	494,937	117,482

It is anticipated that the ridership goals will be met.

SECTION 4: COORDINATION

12) **Explain how your organization coordinated with <u>existing public transportation providers to develop the project</u>.** Identify other transportation providers that currently operate similar services to the target population within the project area. How do you plan to prevent the duplication of services? Discuss anticipated formal agreements, arrangements to coordinate

services, joint funding initiatives, the pooling of resources and any other coordination efforts planned or already initiated.

MDT is the primary operator of transit bus service operations in Miami-Dade County. No other transportation provider operates similar services within the project area. For-profit transportation providers in Miami-Dade County are regulated by the Miami-Dade County For-Hire Transportation and Omit Division in the Department of Regulatory and Economic Resources and non-profit organizations provide transportation services through coordination agreements with MDT.

Private transportation providers operating fixed route service in Miami-Dade County also known as "jitneys" must obtain a Passenger Motor Carrier Certificate of Transportation that is reviewed by MDT. These jitneys do not operate on a fixed schedule.

Non-profit organizations that serve the elderly and or disabled, which may include the same population targeted by this project must obtain a Coordination and Fare Agreement through Miami Dade County. These agreements are reviewed by the Local Coordinating Board (LCB) for the Transportation Disadvantaged.

13) Explain how your organization coordinated with human service transportation providers and/or other private non-profit/for-profit operators to develop the project. Identify other human service transportation providers and/or other private non-profit/for-profit operators that currently operate similar services to the target population within the project area. How to you plan to prevent the duplication of services? Discuss anticipated formal agreements, arrangements to coordinate services, joint funding initiatives, the pooling of resources and any other coordination efforts planned or already initiated.

Miami-Dade County participates in a cooperative partnership with other human service transportation providers (such as non-profit providers, social services organizations, and churches) to develop the Miami-Dade Transportation Disadvantaged Service Plan (2012-2016). Strategies identified within the Human Service Transportation Plan that the project responds to are:

A) To achieve compliance with State and Federal requirements for planning.
B) To perform public transportation orientations to both non-profit and for-profit 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 both private non-profit and for profit agencies that serve disadvantaged as well as citizens in Miami-Dade County.
F) To design and implement cost effective coordinated transportation for welfare to work and Welfare/Temporary Assistance for Needy Families transition recipients.
G) To act as the transportation coordinator for agencies (both Not-for-profit and For-profit) and programs that serve seniors and individuals with disabilities.
H) Coordinate and assist with transportation issues for South Florida Workforce Board.

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 organizations that serves 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

The following list provides the various community outreach opportunities MDT conducted.

- Presentations, outreach and cordination efforts with local High Schools, Colleges, Universities, and County Facilities, Municipalities, Commissioners' District Offices, Public Libraries; Neighborhood Associations and Community Based Organizations;
- Outreach to more than 135 private companies to seek participation in the MDT Corporate Discount Program;
- Presentations to Miami-Dade Metropolitan Planning Organization (MPO) Committees including LCB and Citizens' Transportation Advisory Committee;
- Outreach at select MDT Metrobus Transfer Points and Metrorail stations; and
- Participation in Community Outreach events by MDT to customers, including senior pass holders (Golden Passport).

SECTION 5: IMPLEMENTATION AND SCALABILITY

14) **Please provide the number of months needed upon receipt of award to begin providing services to the project's target population.** Identify the activities that have been completed thus far to develop the project. Provide a schedule for project implementation and complete the Milestone Information Form provided in Exhibit H. 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.

The project is ready to implement. All four of the routes are currently in operation. However, the Marlins Route only operates during baseball season.

The number of months required for start up will depend on the timing of the receipt of the grant award. New MDT bus routes and route changes/adjustments are timed to the next lineup change. Routes are normally changed twice a year, typically November and June.

15) **Provide evidence of financial capability to implement the project.** Please note that no advance payments will be made by SFRTA to applicants under any circumstances.

MDT has the financial capability to implement the project and will not need to request any advance payments. In FY 2013, the direct operating budget for MDT is projected to be approximately $390,400,000. Refer to http://www.miamidade.gov/budget/home.asp.

16) Could the project be implemented on a more limited scope with less funding?

☒ Yes
☐ No

If YES, please describe in detail how your project could be scaled down with less funding. Please provide specific funding scenarios.

MDT can implement the service on a more limited scope if requested funding is reduced. The project could be scaled back by eliminating the funding for the Route 288. The requested funding for this route is $252,405.

SECTION 6: PROJECT MANAGEMENT AND REPORTING

17) 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 project will be monitored and evaluated on an ongoing basis by MDT. The data for the project will be collected by the Automatic Passenger Counter (APC) and state of the art fare box equipment installed on Miami-Dade County buses, which enables MDT to successfully monitor and evaluate the project on an ongoing basis.

Passenger data is collected and analyzed to ensure all routes are operating in accordance with the minimum service standards. Additionally, MDT utilizes operational and financial performance measures to determine the 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 (estimated number of riders)
B. Passengers per mile
D. Total ridership
E. Boarding's per revenue hour

The APC's provide a wide range of data to monitor ridership information, service quality standards (on-time performance), and to generate ridership information.

To determine the success of the project, resource-measurement goals will be established to compare each route to another similar route. The resource-measurement of each route will be

for 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.

The estimated number of jobs that can be accessed as a result of the JARC projects is as follows.

TOP PRIVATE EMPLOYERS IN MIAMI-DADE COUNTY

Name	Number of Employees/Jobs
University of Miami:	16,000
Baptist Health South Florida:	13,376
Publix Super Markets:	10,800
American Airlines:	9,000
Florida Power & Light Company:	3,840
Carnival Cruise Lines:	3,500
Winn-Dixie Stores:	3,400
AT&T:	3,100
Mount Sinai Medical Center:	3,000
Miami Children's Hospital:	2,800
Wells Fargo Bank (Wachovia):	2,179
Assurant Solutions:	2,100
Bank of America:	2,000
Royal Caribbean International/Celebrity Cruises:	1,880
Beckman Coulter Corp:	1,400
United Parcel Service :	1,150
Federal Express:	1,134
Eulen America:	1,000
Miami Herald Publishing:	850
Bank United:	750
Regions Bank:	700
Ocean Bank:	633
SunTrust:	400

TOP PUBLIC SECTOR EMPLOYERS IN MIAMI-DADE COUNTY

Name	Number of Employees/Jobs
Miami-Dade County Public Schools:	48,571
Miami-Dade County:	29,000
Federal Government:	19,500
Florida State Government:	17,100
Jackson Health System:	12,571
Florida International University:	8,000
Miami-Dade College:	6,200
City of Miami:	4,309
Homestead AFB:	2,700
Miami V.A. Health Care System:	2,385

City of Miami Beach:	1,950
City of Hialeah:	1,700
U.S. Southern Command:	1,600
City of North Miami Beach:	626
City of Coral Gables:	901

TOP FINANCIAL FIRMS IN MIAMI-DADE COUNTY

Name	Number of Employees/Jobs
Wells Fargo Bank (Wachovia):	2,179
Bank of America:	2,000
Bank United:	750
Regions Bank:	700
Ocean Bank:	633
SunTrust:	400
CitiBank:	391
Northern Trust Bank of Florida:	325
Mellon United National Bank:	300
AXA Advisors' South Florida Branch:	125

TOP AVIATIONS FIRMS IN MIAMI-DADE COUNTY

Name	Number of Employees/Jobs
American Airlines:	9,000
United Parcel Service:	1,150
Federal Express:	1,134
Eulen America:	1,000
BE Aerospace:	400
AreoThrust:	400
AAR Landing Gear Service:	279
Swissport USA Inc.:	110
LAN Airlines:	257
Aerospace Engineering Group :	95

TOP TELECOMMUNICATIONS FIRMS IN MIAMI-DADE COUNTY

Name	Number of Employees/Jobs
MasTec, Inc.:	500
Discovery Networks Latin America/US Hispanic :	385
Terremark Worldwide, Inc. :	350
Avaya:	300
MTV Networks Latin America:	210
Telefonia Data USA :	193
HBO Latin American:	105

TOP BIOMEDICAL BUSINESS FIRMS IN MIAMI-DADE COUNTY

Name	Number of Employees/Jobs
Beckman Coutler Corp:	1,400
Vitas Innovative Hospice Care :	1,118
TEVA Pharmaceuticals Industries:	500
Noven Pharmaceuticals Industries :	500
Merck :	260

TOP LATIN AMERICN REGIONAL HEADQUARTERS IN MIAMI-DADE COUNTY

Name	Number of Employees/Jobs
United Parcel Service:	1,150
Federal Express:	1,134
Discovery Networks Latin America/US Hispanic:	385
Terremark Worldwide, Inc:	350
Avaya :	300
MTV Networks Latin America:	210
HBO Latin American:	105
Hewlett-Packard Co:	100
ExxonMobile Inter-America:	53

Data Source: The Beacon Council (Miami-Dade County's Official Economic Development Partner) Employment update from World City-Beacon Council 2010 "Who's Here Study" and Employment data from 2009 Business Profile
Disclaimer - New firms are started, and sometimes existing companies go out of business.

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.*

18) Does your organization have experience in administering federal grants? Your response should include the following:

- Details of federally funded grants that your agency has managed.
- Procedures your organization has developed for implementing a Civil Rights Program.

MDT has entered into numerous funding agreements with the FTA over the last several decades, including FTA Sections 5307, 5308, 5309 and 5316. MDT has the technical capacity to administer federal grants.

The Civil Rights program is managed by the Miami-Dade Transit Office of Civil Rights and Labor Relations (OCR). FTA approved the plan in 2010 and will review the program again in 2013. The Title VI Program Update and FTA approval letter is attached to this application. (See Exhibit E).

19) Describe your agency's ability to manage the project, including its financial and human resources, and its institutional capacity.

MDT has 3,235 employees in a myriad of transportation occupations and has the financial capacity to carry out the proposed project, if selected. MDT grants administration and grants accounting work closely with project managers and the Miami-Dade County Finance Department to ensure compliance in administering FTA funded projects. The estimated operating cost of implementing the proposed project is budgeted in MDT's annual operating budget.

20) Describe your agency's financial management system, including accounting software and accounting system.

Miami-Dade County uses a variety of financial management system tools and accounting software programs.

The Audit and Management Services Department conducts operational, compliance, information technology, and financial audits of County operations and external companies, contractors and grantees. Audits are conducted in accordance with professional auditing standards.

The Finance Department provides fiscal and accounting controls over resources by processing vendor payments and payroll checks, maintaining the County's general ledger system. The County's Finance Department utilizes FAMIS-Financial Accounting Management Information System. The financial statements are prepared in accordance with generally accepted accounting principles as promulgated by the Governmental Accounting Standards Board ("GASB") and audited by a firm of independent certified public accountants retained by the County.

The agency's financials begin with two budget planning systems, the Automated Budget Development System (ABDS) and Resourcing for Results Online (RFRO) particularly for forecasting departmental salaries, fringe benefits and other personnel costs. This system also provides the greatest detail regarding where and how departmental expenditures and revenues are organized:

Miami-Dade County also engages an accounting firm to comply with the Single Audit Act. A copy of the Single Audit Act Report is attached. See Exhibit C.

SECTION 7: ADDITIONAL INFORMATION OF OPERATING PROJECTS

Questions 21 - 29 apply to projects that include an operations element. If your project does not include an operations element, please skip to question 30.

21) Indicate how the proposed service will be operated.

☒ **Applicant will operate service**
☐ **Service will be contracted out (explain how an operator will be selected).**

22) 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?

The three (3) existing JARC funded routes are: 1) 27th Avenue Orange MAX, 2) Route 150 and 3) Marlins Ballpark Shuttle are currently serving the transportation objectives of the target populations.

Ridership-It is expected that ridership projections proposed in this grant proposal will be met. See Question #27 for current ridership and project goals.

The main objective of the routes is to provide attractive, high-quality innovative transit choices to transport welfare recipients and low-income persons to and from jobs and employment activities (job access) and to transport residents of urban centers areas to suburban employment opportunities (reverse commute).

The routes will:

- Increase and maintain the amount of transit service provided
- Use innovative approaches to serve more of the region's travel markets
- Increase the ease of connection between different modes by coordinating service, fares, information and physical connections.

Route 150 will continue to operate along the same aligment, but the headway will be improved from 30 to 20 minutes throughout the entire span of service, seven days a week. The span of service will also be increased with one additional trip before 6:00 a.m. and one additional trip after 11:00 p.m. This route currently provides premium express bus service for low-income workers and those seeking access to employment at Miami International Airport and Miami Beach.

Marlins Shuttle-This service will continue to operate the same alignment. This is a continuation of a JARC route implemented in 2012. The shuttle is a connector route between the Culmer Metrorail Station at NW 11th Street and 7th Avenue and the Marlins Ballpark at NW 3rd Street and 16th Avenue. This route helps to maximize job access and mobility to and from the Ballpark.

NW 27th Avenue Orange MAX- is a continuation of a JARC route implemented in 2012. This enhanced premium route provides services from the MIC to the Broward County Line (NW 215th Street) along NW 27th Ave. The northern terminus will be at a planned transit center/park-and-ride lot at NW 27th Avenue and 215th Street. This route provides 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.

Route 288- This is a new linkage for a park-and-ride lot that does not have service. Once a new park-and-ride lot (Near 127 Ave SW and Kendall Drive) is constructed, the headway will be improved from 15 minutes to 7.5 minutes between Dadeland North Station and SW 127th Ave.

23) 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.

The Route 150 & Route 288 are an expansion of exisiting service.

Route 150 currently provides premium express bus service seven days a week for low-income workers and those seeking access to employment at Miami International Airport and Miami Beach. The proposed project continues the operation of the route along the same alignment with improved headway from 30 to 20 minutes. The span of service will also be increased with one additional trip before 6:00 a.m. and one additional trip after 11:00 p.m.

Route 288 currently operates weekday peak hour service along SW 88th Street (Kendall Drive/SR 94) and State Rd 878 from Dadeland North Metrorail Station to the West Kendall transit terminal located at SW 162nd Avenue. The proposed project is a new linkage for a park-and-ride lot that does not have service. Once a new park-and-ride lot (Near 127 Ave SW and Kendall Drive) is constructed, the headway will be improved from 15 minutes to 7.5 minutes between Dadeland North Station and SW 127th Ave.

24) 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.

The Routes 150, 288 and 297 service is designed to meet the traveling needs of low-income riders traveling to and from work or seeking access to job opportunities. These routes provide limited stops along heavy ridership corridors, which is not offered by other local bus service in the area. The primary benefit of limited-stop bus service is higher speed which results in reduced running time and thus reduced travel time for passengers.

25) 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 150 connects the Miami International Airport Metrorail Station/Miami Intermodal Center with Miami Beach. Both the Airport and Miami Beach are areas with major employment opportunities benefiting low-income residents, persons with disabilities and reverse commuters. The Route 150 provides a much faster connection and access to thousands of hotels, restaurants, and other service jobs.

NW 27th Avenue Orange Max provides low-income residents, persons with disabilities and reverse commuters, frequent and rapid service along the 27th Avenue North corridor. This route also provides a connection to the Miami International Airport Metrorail Station/Miami Intermodal Center, Downtown Miami and Miami Beach where there is access to thousands of hotels, restaurants, and other service jobs. Other employment and activity sites along this route providing employment opportunities include: Martin Luther King Metrorail Station, Miami-Dade College North Campus, Sun Life Stadium and Calder Race Track.

The Marlins Ballpark Shuttle service connects Metrorail with the new Marlins Ballpark, which opened in 2012. This service provides low-income residents, persons with disabilities and reverse commuters, access to employment opportunities at the Marlins Ballpark.

Route 288 bus service provides low-income residents, persons with disabilities and reverse commuters access to many employment and activity sites along Kendall Drive, some of which include: Walmart, Target, Home Depot, Shoppes of Paradise Lakes, Kendall Pointe Plaza, Lowes, Baptist Hospital and Medical Complex.

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

Each of the proposed project routes connect to MDT Metrorail and other MDT Bus routes that provide service beyond the projects' geographic boundary. MDT enables riders the ability to transfer to virtually any other part of Miami-Dade County and parts of Broward County, thus accessing jobs in both counties.

MDT's Metrorail service and several MDT routes also provide access to Tri-Rail, South Florida's Commuter Rail Service for connections to Broward and Palm Beach Counties.

27) Provide the projected ridership in the table below.

PROJECTED RIDERSHIP (12-month period)

Program	Target Population	Current Ridership (one-way trips)	Projected Ridership (one-way trips)
JARC	Low Income/Welfare	307000	381985
New Freedom	Individuals with Disabilities		
	Other		
	TOTAL	307000	381985

Explain how the ridership was determined.

The ridership was projected using two methods, census data and a ridership survey.

Method #1
MDT took the acutal bus ridership of each route by month for the last 12 months, then multiplying the percentage of low income population (based on Census Data) for each route and divided by the numbers of months the route operates per year.

Route Number	Projected Monthly Low Income Boardings	Ridership
288 (5 days a week) (250,982 x .372/12) (% of low income for this route is 37.2%)	7,780	250,982
150 (7 days a week) 603,360 x .282/12) (% of low income for this route is 28.2%)	14,179	603,360
Marlins Ballpark Shuttle (operates game days) (runs 26 weeks through the last Sunday of September or first Sunday of October) (28,595 x .373/6) (the % of low income for this route is 37.32%)	1,778	28,595
NW 27th Avenue Orange MAX (5 days a week) (383,652 x .281/12) (% of low income for this route is 28.1%)	8,984	383,652*
	Total	1,266,589

Projected annual JARC ridership for the four routes is 381,985.
This figure was derived by multiplying the projected monthly boardings for the 3 routes operating 12 months a year (RT's 150, 288, and 297) by 12 and adding the sum to projected monthly boardings for the Marlin Route as multiplied by 6 that operates only for six months per year.

*This route has not been in full operation for a complete year.

Method #2
MDT used an analysis of the 2012 Origin and Destination Survey for Local Bus Service to calculate the projected estimated ridership. Using this survey, the estimated Ridership projection would would be higher at 633,295. Fifty percent of the population in the survey was classified as Low Income. The 50% Low Income population was used to obtain the total projected annual ridership

and accounts for it being higher than using the 2010 Census data in the first method.

In the survey, a majority of the customers that responded to the income question reported a total Household income of less than $22,000. Nineteen percent of riders surveyed stated the total annual household income was less Than $16,500. Seven percent of those surveyed identified themselves as being disabled. MDT has an average weekday ridership of approximately 25,000 persons with disabilites. The ridership survey determined that eighty-one percent of the riders in the survey classified themselves as Black/African or Spanish/Hispanic/Latin.

A spreadsheet supporting the above methodologies is attached to this application.

28) Summarize operating funding request in the table below. Please round all numbers to the nearest dollar.

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

	12-month period	24-month period (maximum allowable)
Total Operating Cost (all eligible operating costs)	$4488000	$1300000
Less Project Revenues (Fare box)	$(980540)	$(364000)
Net Project Cost	$3507460	$936000
Local Share Requirement (50% of Net Project Cost)	$1753730	$468000
Request for Operating Funding	$1753730	$468000

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.

A supplementary budget is attached to this application. Only the expenses for the expansion portion of each route are included. Some of the expenses include labor, materials, maintenance, utilities, insurance etc.

Question 27

Method 1 (Census Data)

	Actual Total Annual Ridership	Actual Avg./Monthly Ridership	Projected JARC Ridership	Projected JARC Annual Ridership
288	250,982	20,915	7,780	93,365
150	603,360	50,280	14,179	170,148
Marlins*	28,595	4,766	1,778	10,666
297	383,652	31,971	8,984	107,806
	1,266,589	107,932	32,721	381,985

Method 2 (Ridership Survey)

	Actual Total Annual Ridership	Actual Avg./Monthly Ridership	Projected JARC Ridership	Projected JARC Annual Ridership
288	250,982	20,915	10,458	125,491
150	603,360	50,280	25,140	301,680
Marlins*	28,595	4,766	2,383	14,298
297	383,652	31,971	15,986	191,826
	1,266,589	107,932	53,966	633,295

*operates 6 months annually

Source for Method Two Data: MDT 2012 Origin & Destination Survey for Local Bus Service.

Local Match Requirements and Project Budget by Route						
(See question #28)						
Project	Total	27 Av. Enhance Bus	Route 288	Marlins Shuttle	Route 150	Route 150
		12 Month	12 Month	12 Month	12 Month	24 Month
Total Project Budget - (only the expansion cost is included in budget)	$5,788,000	$2,000,000	$639,000	$549,000	$1,300,000	$1,300,000
Project Projected Income	$1,344,540	$400,000	$134,190	$82,350	$364,000	$364,000
Net Project Cost	$4,443,460	$1,600,000	$504,810	$466,650	$936,000	$936,000
Required Percentage Match		50%	50%	50%	50%	50%
Local Match Required	$2,221,730	$800,000	$252,405	$233,325	$468,000	$468,000
FTA Funding Requested	$2,221,730	$800,000	$252,405	$233,325	$468,000	$468,000
	12 Month		24 Month			Total
Total Project Budget	$ 4,488,000	Total Project Budget	$ 1,300,000		Total Project Budget	$ 5,788,000
Total Program Income	$ 980,540	Total Program Income	$ 364,000		Total Program Income	$ 1,344,540
Net Project Cost	$ 3,507,460	Net Project Cost	$ 936,000		Total Net Project Cost	$ 4,443,460
FTA Funding Request	$ 1,753,730	FTA Funding Request	$ 468,000		Total FTA Funding Request	$ 2,221,730
County's Local Match	$ 1,753,730	County's Local match	$ 468,000		Total Local Match	$ 2,221,730

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

The estimated cost per one-way trip for these projects is $4.57.

SECTION 8: ADDITIONAL INFORMATION OF CAPITAL/MOBILITY MANAGEMENT PROJECTS

Questions 30 - 33 apply to projects that include Capital and/or Mobility Management elements. If your project does not include these elements, please skip to question 34.

30) For each capital project element, provide the appropriate information in the table below. Please round all numbers to the nearest dollar.

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

Capital Elements	Estimated Cost	Local Share	Federal Request
N/A	$ N/A	$ N/A	$ N/A
	$	$	$
	$	$	$
	$	$	$
	$	$	$
TOTALS	$ N/A	$ N/A	$ N/A

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.

N/A

31) For each element identified in question #30, please explain the major items that are included in the estimated cost and how the estimate was derived.

N/A

32) For each Mobility Management/Planning project element, please provide the appropriate information below. Please round all numbers to the nearest dollar.

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

Major Activities	Estimated Cost	Local Share	Federal Request
N/A	$ N/A	$ N/A	$ N/A
	$	$	$
	$	$	$
	$	$	$
	$	$	$
TOTALS	$ N/A	$ N/A	$ N/A

33) For each element identified in question #32, please explain the major items that are included in the cost estimate and how the estimate was derived.

N/A

SECTION 9: SUMMARY OF PROJECT COST

Questions 34-36 apply to all projects.

34) Provide the requested information in the following table for the year you are requesting funds. Transfer the information from questions 28, 30, and 32 as appropriate for the funding request. If a request is for less than 12 months please note the funding period in terms of months. Please round all numbers to the nearest dollar.

TOTAL FUNDING REQUEST

Eligible Project Activities		Year 1Request			Year 2 Request		
		Federal Funding	Local Match	Total Net Cost	Federal Funding	Local Match	Total Net Cost
Operating - 50% Match Required		$1753730	$1753730	$3507460	$468000	$468000	$936000
		$	$	$	$	$	$
Capital - 20% Match Required		$	$	$	$	$	$
		$	$	$	$	$	$
		$	$	$	$	$	$
		$	$	$	$	$	$
Mobility Management / Planning - 20% Match Required		$	$	$	$	$	$
	TOTAL	$1753730	$1753730	$3507460	$468000	$468000	$936000

35) 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. Also, explain how stable the local match funding source is.

The Miami-Dade Board of County Commissioners approved Resolution (R-1083-12) authorizing the use of Charter County Transportation Surtax Funds as a local match, if this project is selected. The matching funds for the proposed projects will be provided through MDT's Operating budget. These funds are stable and available.

36) 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 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 10: 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**

CARRFOUR
supportive housing

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MIAMI, FLORIDA 33135

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FAX: 305.371.1376

EMAIL: INFO@CARRFOUR.ORG

December 7, 2012

RE: Miami-Dade Transit

Dear SFRTA Advisory Committee,

It has been brought to our attention that Miami-Dade Transit plans to submit a Grant Application for Job Access and Reverse Commute (JARC) funds. Carrfour Supportive Housing, Inc., a provider of low income affordable housing in South Florida, whose mission is to eradicate homelessness in Miami Dade County (and beyond) is very supportive of Miami Dade Transit (MDT) in their quest to provide services to low income individuals and those with disabilities. It also supports MDT in providing transportation to community members to work sites and job-training programs.

In closing, we have always found MDT and its staff to be very helpful and also very conscientious to the transit needs of the community so to hear that they are looking into various ways of improving such comes as no surprise. Thank you very much for your time. Please feel free to contact us if you need anything further.

Sincerely,

James D. Petrone
Housing Developer

December 7, 2012

Dennis Wrinn, Transit Planner
Metro Dade Transit
701 NW 1st Court
Miami, FL 33136

Re: Job Access and Reverse Commute (JARC) Program

Dear Mr. Wrinn;

Through the JARC Program Positive Images Enterprises, Inc. has been able to improve access to transportation services to employment and employment related activities for our clients. We have been able to give them bus passes as they are accepted into our transitional housing program . Many of them have found gainful employment within the first month they re-entered the community from incarceration. Without this valuable service many may end up back in prison.

Positive Images Enterprises, Inc has been a 501 (c) (3) nonprofit organization since April 1997. Our FEIN is 65-0750172. While our administrative office is in Broward County, the transitional housing program is located in North Miami, FL The women's program has been located in Miami Dade County for approximately seven years serving homeless females and the men's program started late last year. It is partially funded by the Florida Department of Corrections. The clients have to find employment , attend mandated classes/workshops and follow the basic rules. The relationship with Metro-Dade Transit has been a rewarding one for the organization and clients.

Sincerely;

Georgia Foster
Executive Director

GF:rj

Administrative Office
2700 W Oakland Park Blvd.
Suite 21, Second Floor
Oakland Park, FL 33311
(954) 484-1824
(954) 484-1724 (fax)

Women's Transitional Housing
950 NE 142nd Street
Miami, FL 33161
(305) 893-6625
Email: info@positiveimagesflorida.com
Website: https://www.positiveimagesflorida.com

Men's Transitional Housing
12530 NW 21st Court
Miami. FL 33167
(305) 381-0059

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 Transit
Project Title	Miami-Dade Job Access and Reverse Commute Bus Service - 2012 Funding
Name of Signatory	Ysela Llort
Title of Signatory	Miami-Dade Transit Director

Authorized Signature

02/01/13
Date

EXHIBIT A1: RESOLUTION BY APPLICANTS WITH A GOVERNING BOARD

Exhibit A1 (see next page) must be completed by all applicants with a Governing Board. The resolution must clearly identify the person who is authorized to enter into an agreement with SFRTA if the proposed project is awarded a JARC/NF grant. Further, the resolution must certify the availability and source of local match. Failure to provide an executed resolution along with the completed application will result in rejection.

STATE OF FLORIDA)
) SS:
COUNTY OF MIAMI-DADE)

I, HARVEY RUVIN, Clerk of the Circuit and County Courts, 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-1083-12, adopted by the Miami-Dade County Board of County Commissioners, at its meeting of December 18, 2012, as appears of record.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 29th day of January, A.D., 2013.

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

By: _____
Deputy Clerk

OFFICIAL FILE COPY
CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA

Memorandum

MIAMI-DADE COUNTY

Date: December 18, 2012

Agenda Item No. 14(A)(3)

To: Honorable Vice Chairwoman Audrey M. Edmonson and Members, Board of County Commissioners

From: Carlos A. Gimenez
County Mayor

Subject: Resolution Authorizing The County Mayor, Mayor's Designee or Miami-Dade Transit Director to Execute and File A Grant Application on behalf of Miami-Dade County With the United States Department of Transportation, Federal Transit Administration for Fiscal Year 2012 Section 5316 Job Access Reverse Commute Funds in the Amount of $2,221,730

Resolution No. R-1083-12

This item was amended at the December 10, 2012 Regional Transportation Committee (RTC) to modify the effective date of the resolution since the application is due December 21. Allowing the Mayor to sign and file with the Clerk to enable the effective date to occur sooner, will facilitate a timely JARC application submittal.

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) approve the attached resolution authorizing the filing of a grant application with the United States Department of Transportation (USDOT), Federal Transit Administration (FTA) for $2,221,730 in Fiscal Year (FY) 2012 Section 5316 Job Access Reverse Commute (JARC) Program funds.

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 Funds as a local match for this grant.

This agenda item is placed for Committee review pursuant to Miami-Dade County Code Section 29-124(f). This agenda item may only be considered by the Board if the Citizens' Independent Transportation Trust (CITT) has forwarded a recommendation to the Board prior to the date scheduled for Board consideration or forty-five (45) days have elapsed since the filing with the Clerk of the Board of this agenda item. If the CITT has not forwarded a recommendation and forty-five (45) days have not elapsed since the filing of this agenda item, I will request a withdrawal of this item.

No public hearing is required for this grant application.

SCOPE

These funds will provide support to improve 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 $2,221,730. An equal match of $2,221,730 will be provided through Miami-Dade Transit's Operating budget. The estimated current and future on-going annual operating cost of the improved and expanded routes is approximately $4,443,460 and is budgeted within the 29.2 million revenue miles.

TRACK RECORD/MONITOR

Miami-Dade Transit (MDT) has entered into numerous funding agreements with FTA over the course of more than 26 years. The Project Manager for this grant is Ed Carson, Grants Resource Manager, MDT Financial Services.

BACKGROUND

The Safe, Accountable, Flexible, Efficient Transportation Act, a Legacy for Users (SAFETEA-LU) was enacted in August 2005 and provides funding for the Section 5316 JARC program. The goals and objectives of this program are to improve the service delivery of transportation services to low income people, through the coordination of agencies and services, while utilizing public outreach strategies, marketing strategies, training, and performance measures to provide a more effective and efficient transportation network. Through these improvements, the under and unemployed, seniors, those with disabilities, and the transit public will be served by gaining access to targeted sectors and services along the project alignments.

The 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 South Florida Regional Transportation Authority (SFRTA), is the local 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 October 18, 2012, the SFRTA, in partnership with the Metropolitan Planning Organizations in Broward, Miami-Dade and Palm Beach counties, announced a call for projects as part of the competitive selection process. The application deadline is December 21, 2012. The estimated FY 2012 JARC funding available for this application cycle is $3,615,380 for operating assistance. Through a competitive process, the SFRTA's Planning Technical Advisory Committee will determine eligibility, evaluate and rank project applications for this program funding on February 13, 2013. The ranked Program of Projects will then be submitted to the SFRTA Governing Board for approval at one of its regularly scheduled meetings. Once approved, the Program of Projects will be submitted to the FTA for final determination of funding allocation. A completed grant application must be submitted to the FTA before the allocated federal funds can be awarded.

To ensure a cohesive and comprehensive transportation system throughout the County, routes were designed to connect with each other and the Metrorail system (see attached maps). This includes routes that serve major job sites including Miami International Airport, the Marlins Ballpark, Dadeland, Kendall, Miami Beach, and North Miami-Dade. This funding will assist MDT in making improvements in FY 2013 to several important corridors such as NW 27th Avenue, Kendall Drive, and Collins Avenue. Several of the proposed service projects were approved for previous JARC funding is and are being requested to receive additional funding for one to two more years. Descriptions of the routes are as follows:

Since this application is due December 21, 2012, allowing the Mayor to sign and file with the Clerk to enable the effective date to occur sooner, will facilitate timely JARC application submittal.

Route 150 Airport Flyer

Route 150 Airport Flyer began service in December 2009. This route currently provides premium express bus service for low-income workers and those seeking employment opportunities at Miami International Airport (MIA) and Miami Beach. Prior to this route, there was no direct transit service between the Airport and Miami Beach south of 41st Street.

This route currently operates from 6:00 am to 11:00 pm. The requested JARC funding will be used to improve the headway from 30 minutes to 20 minutes and extend the hours of service by scheduling one additional trip before 6:00 am and one additional trip after 11:00 pm. The service improvement is anticipated to start in the summer of 2013.

Kendall Cruiser Enhanced Bus Service (Route 288)
The Kendall Cruiser Enhanced Bus Service (Route 288) began in June 2010. The Route 288 operates along SW 88th Street (Kendall Drive/SR 94) and State Rd 878 from Dadeland North Metrorail Station to the West Kendall transit terminal located at SW 162nd Avenue. The requested JARC funding will provide an improved headway between Dadeland North Metrorail Station and the proposed park-and-ride lot at SW 127th Avenue near Kendall Drive. Once a new park-and-ride lot is opened, this service will have an improved headway from 12 minutes to 7.5 minutes between Dadeland North Metrorail Station and SW 127 Avenue and operate, every 15 minutes to the West Kendall transit terminal at SW 162 Avenue.

NW 27th Orange MAX (Route 297)
The 27th Avenue Orange MAX was implemented in November 2012. This enhanced premium route provides 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 Route 297 provides 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 Metrorail Station, 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.

Marlins Ballpark Shuttle
The Marlins Ballpark Shuttle began service in April 2012. This shuttle route will operate frequent and convenient service to access employment opportunities at the Marlins Ballpark. The route will serve as a connector between the Culmer Metrorail Station at NW 11th Street and 7th Avenue and the Marlins Ballpark at NW 3rd Street and 16th Avenue.

MDT will use the JARC funding to continue and expand routes to service new and existing employment areas in Miami-Dade County. The primary job sectors, which will benefit include aviation, healthcare, food service, customer service and retail.

Alina T. Hudak
Deputy Mayor

MEMORANDUM
(Revised)

TO: Honorable Vice Chairwoman Audrey M. Edmonson and Members, Board of County Commissioners

DATE: December 18, 2012

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

SUBJECT: Agenda Item No. 14(A)(3)

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 Mayor'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**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 14(A)(3)
12-18-12

RESOLUTION NO. R-1083-12

RESOLUTION AUTHORIZING THE COUNTY MAYOR, MAYOR'S DESIGNEE, OR THE MIAMI-DADE TRANSIT DIRECTOR TO EXECUTE AND FILE A GRANT APPLICATION ON BEHALF OF MIAMI-DADE COUNTY WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT), FEDERAL TRANSIT ADMINISTRATION (FTA) FOR FISCAL YEAR 2012 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE PROGRAM FUNDS IN THE AMOUNT OF $2,221,730; 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 purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference; and

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

WHEREAS, it is required by the USDOT in accordance with the provisions of Title VI of the Civil Rights Act of 1994, that the applicant give an assurance that it will comply with the Title VI of the Civil Rights Act of 1994; and USDOT requirement thereunder,

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 2012 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 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.

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

Audrey M. Edmonson, Vice Chairwoman			aye
Bruno A. Barreiro	aye	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	aye
Xavier L. Suarez	absent	Juan C. Zapata	aye

The Chairperson thereupon declared the resolution duly passed and adopted this 18th day of December, 2012. This resolution shall become effective >>upon the earlier of (1)<<[1] 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 >>, or (2) approval by the County mayor of this Resolution and the filing of this approval with the Clerk of the Board<< .

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

HARVEY RUVIN, CLERK

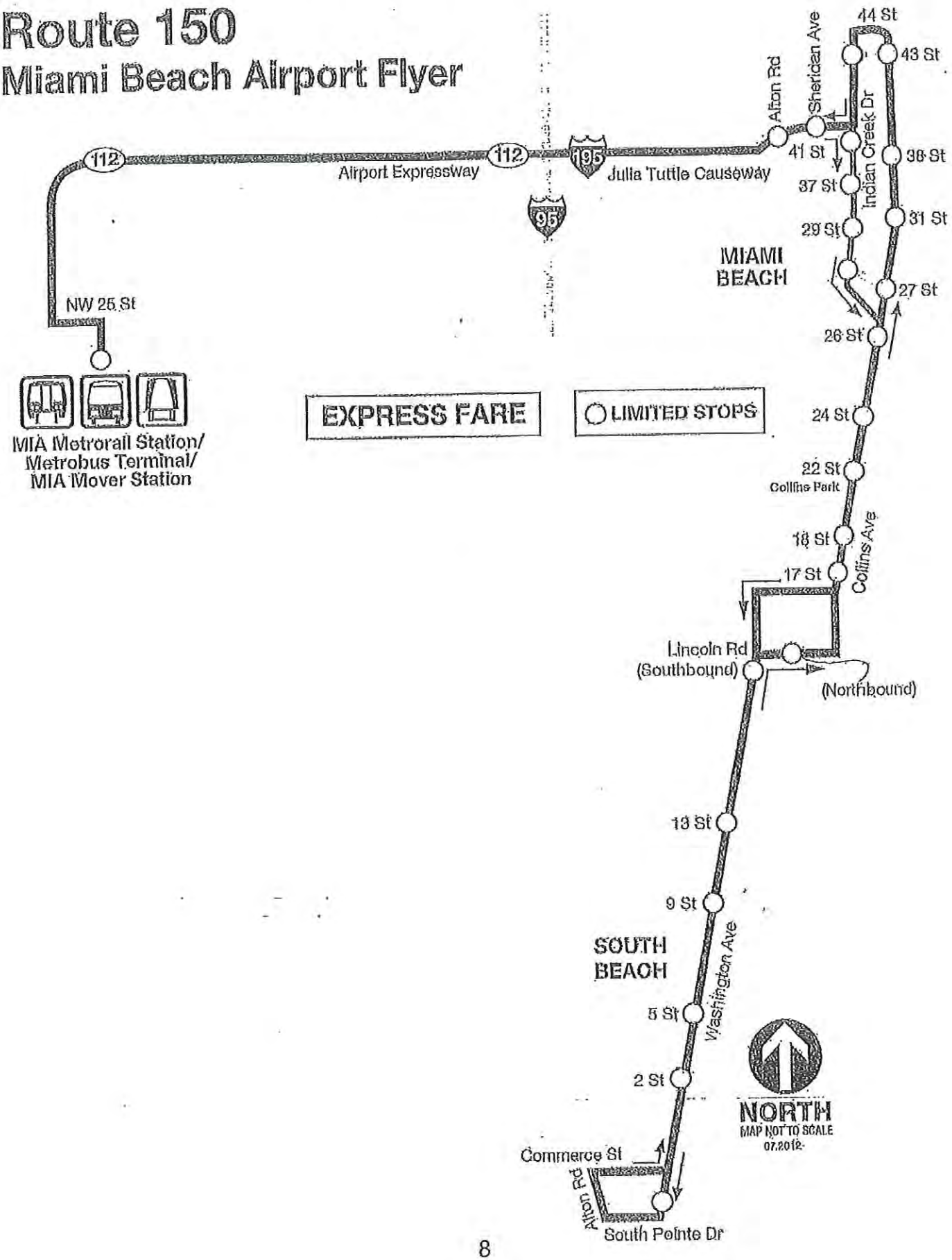
By: Christopher Agrippa
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

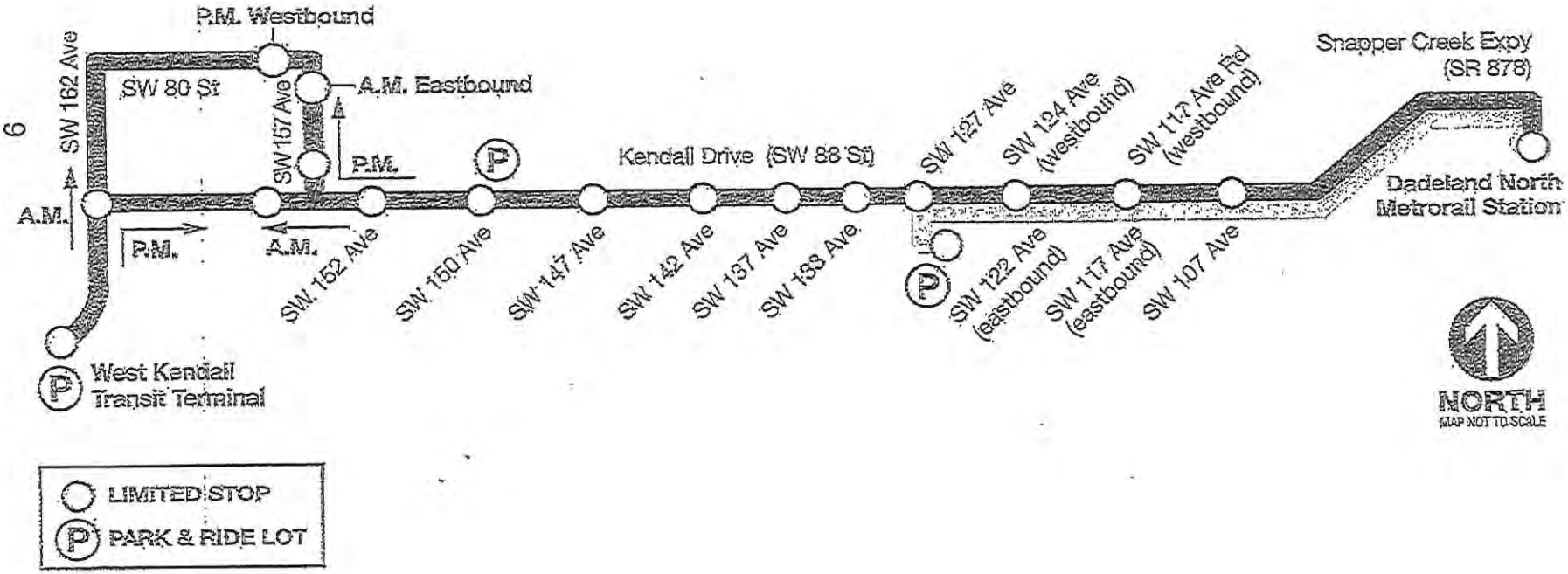
Bruce Libhaber

[1] Committee amendments are indicated as follows: Words stricken through and/or [[double bracketed]] are deleted, words underscored and/or >>double arrowed<< are added.

Route 150
Miami Beach Airport Flyer

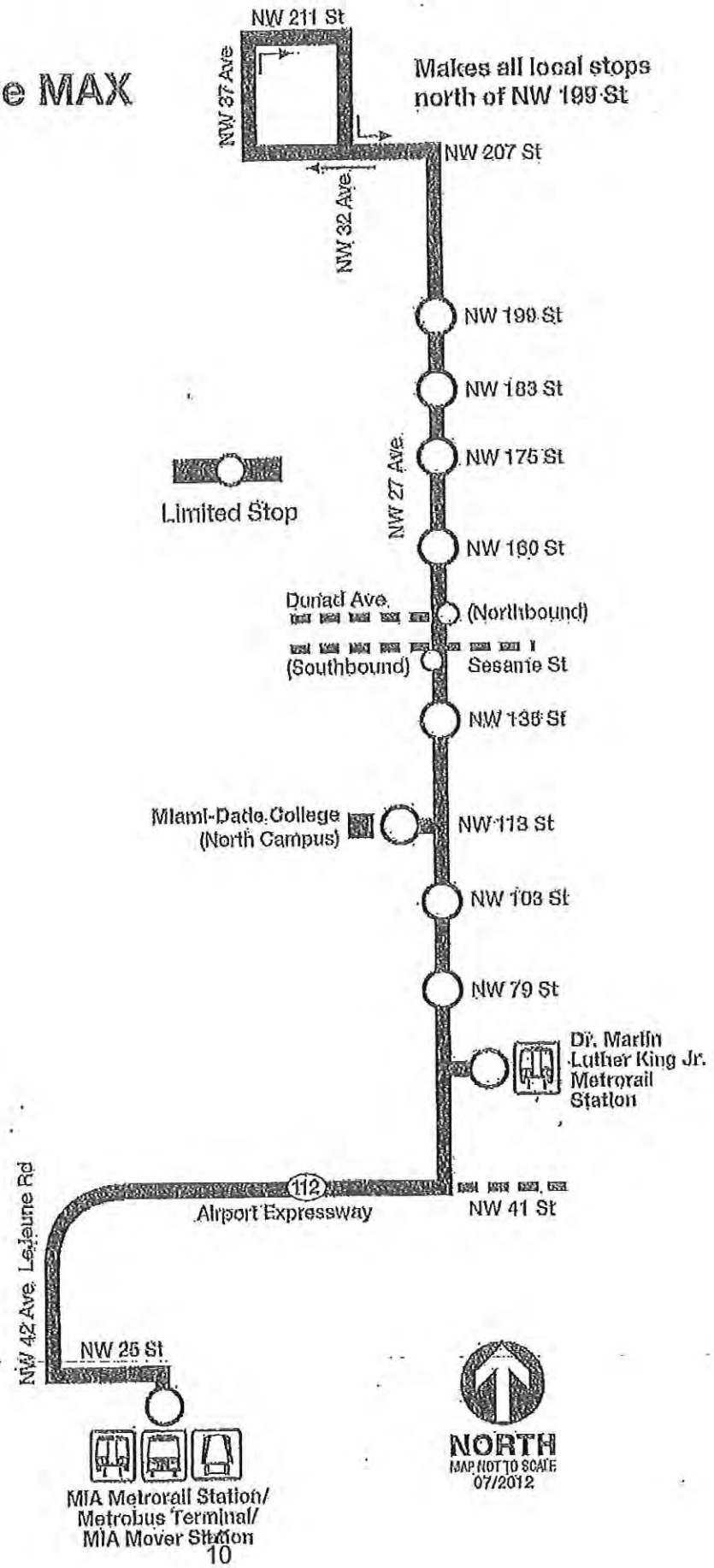


Route 288
Kendall Cruiser



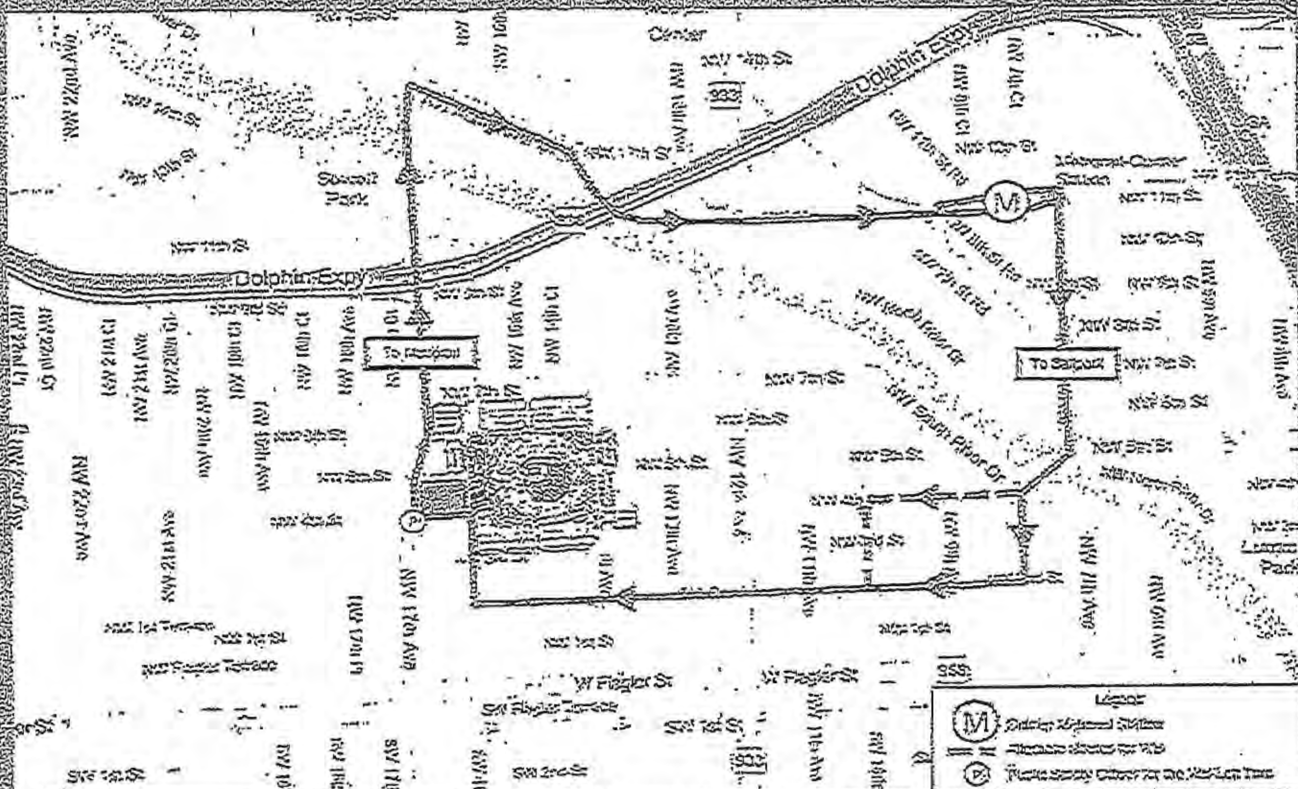
Route 297

27th Avenue Orange MAX



MIAMI-DADE
COUNTY

Shuttle from Culmer Metrorail Station to Ballpark



Memorandum

MIAMI-DADE COUNTY

To: Honorable Vice Chairwoman Audrey M. Edmonson
and Members, Board of County Commissioners

From: Charles Scurr, Executive Director

Date: December 13, 2012

Re: **CITT AGENDA ITEM 5B:**
RESOLUTION BY THE CITIZENS' INDEPENDENT TRANSPORTATION TRUST (CITT) RECOMMENDING THAT THE BOARD OF COUNTY COMMISSIONERS (BCC), AUTHORIZE THE COUNTY MAYOR, MAYOR'S DESIGNEE, OR THE MIAMI-DADE TRANSIT DIRECTOR TO EXECUTE AND FILE A GRANT APPLICATION ON BEHALF OF MIAMI-DADE COUNTY WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT), FEDERAL TRANSIT ADMINISTRATION (FTA) FOR FISCAL YEAR 2012 SECTION 5316 JOB ACCESS AND REVERSE COMMUTE PROGRAM FUNDS IN THE AMOUNT OF **$2,221,730.00**; 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 **(MDT – BCC Legislative File No. 122463)**

On December 13, 2012, the CITT voted (11-0) to forward a favorable recommendation to the Board of County Commissioners (BCC) for the approval of the above referenced item, CITT Resolution No. 12-102. The vote was as follows:

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

Christopher Benjamin, Esq. – Aye
Glenn J. Downing, CFP® – Aye
Alfred J. Holzman – Aye
Miles E. Moss, P.E. – Aye
Marilyn Smith – Aye

Joseph Curbelo – Absent
Peter L. Forrest – Aye
Prakash Kumar – Aye
Hon. James A. Reeder – Aye

cc: Alina Hudak, Deputy Mayor/County Manager
Bruce Libhaber, Assistant County Attorney
Miguel Gonzalez, Assistant County Attorney

EXHIBIT C: SINGLE AUDIT ACT

All non-Federal entities that expend $500,000 or more of Federal awards in a year are required to obtain an annual audit in accordance with the Single Audit Act as described in OMB Circular A-133. A single audit is intended to provide a cost-effective audit for non-Federal entities in that one audit is conducted in lieu of multiple audits of individual programs. The Single Audit's objective is to provide assurance to the Federal government as to the management and use of such funds by recipients. A Single Audit encompasses an examination of a recipient's financial records, financial statements, federal award transactions and expenditures, the general management of its operations, internal control systems, and federal assistance it received during the audit period.

To determine if your agency is subject to the Single Audit Act, please select the appropriate statement(s) below regarding your agency's current use of Federal funds.

A. ☒ Receives $500,000 or more for the current fiscal year from all Federal sources.
B. ☐ Does not receive $500,000 or more in Federal funds for the current fiscal year from all Federal sources combined.
C. ☐ Receives ONLY Section 5316 and/or Section 5317-funded vehicles/equipment.

If you checked option A, then your agency is subject to the Single Audit Act and the following requirements must be satisfied:

1. 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."
2. If the most recent audit report was previously sent to the SFRTA, the date submitted should be shown in "Exhibit C" in the application.
3. 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.

(Type name and title of authorized individual) (Signature of authorized individual) 02/01/13 (Date)

If you checked option B and/or C, then your agency is not subjected to the Single Audit Act. The applicant must certify the following:

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 TRANSIT

(AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA)

SINGLE AUDIT REPORTS

September 30, 2011

MIAMI-DADE TRANSIT
(AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA)
SINGLE AUDIT REPORTS
September 30, 2011

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Crowe Horwath

Crowe Horwath LLP
Independent Member Crowe Horwath International

REPORT OF INDEPENDENT AUDITORS 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
Board of County Commissioners
Miami-Dade County, Florida

We have audited the financial statements of Miami-Dade Transit (MDT), an enterprise fund of Miami-Dade County, Florida (the County), as of and for the year ended September 30, 2011, and have issued our report thereon dated February 16, 2012. 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

Management of MDT is responsible for establishing and maintaining effective 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.

Our consideration of internal control over financial reporting was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control over financial reporting that might be significant deficiencies or material weaknesses and therefore, there can be no assurance that all deficiencies, significant deficiencies, or material weaknesses have been identified. However, as described in the accompanying schedule of findings and questioned costs, we identified certain deficiencies in internal control over financial reporting that we consider to be material weaknesses and another deficiency that we consider to be a significant deficiency.

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 a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. We consider the deficiencies described in the accompanying schedule of findings and questioned costs as findings 2011-1 and 2011-2 to be material weaknesses.

A *significant deficiency* is a deficiency or a combination of deficiencies in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. We consider the deficiency described in the accompanying schedule of findings and questioned costs as finding 2011-3 to be a significant deficiency.

(Continued)

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 February 16, 2012.

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 responses and, accordingly, we express no opinion on them.

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

Crowe Horwath LLP

Crowe Horwath LLP

Fort Lauderdale, Florida
February 16, 2012

REPORT OF INDEPENDENT AUDITORS 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

The Honorable Mayor and
Board of County Commissioners
Miami-Dade County, Florida

Compliance

We have audited the compliance of Miami-Dade Transit (MDT), an enterprise fund of Miami-Dade County, Florida (the County), 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 its major federal programs and state projects for the year ended September 30, 2011. MDT's major federal programs and 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 state projects is 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. 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 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 state projects for the year ended September 30, 2011. However, the results of our auditing procedures disclosed an instance of noncompliance with those requirements, which is required to be reported in accordance with OMB Circular A-133 and Chapter 10.550, Rules of the Auditor General, and which is described in the accompanying schedule of findings and questioned costs as finding 2011-4.

(Continued)

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 the requirements that could have a direct and material effect on a major federal program or 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 over compliance 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 in internal control over compliance that we consider to be material weaknesses, as defined above. However, we identified a deficiency in internal control over compliance that we consider to be a significant deficiency as described in the accompanying schedule of findings and questioned costs as finding 2011-3. 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.

Schedule of Expenditures of Federal Awards and State Financial Assistance

We have audited the financial statements of MDT as of and for the year ended September 30, 2011, and have issued our report thereon dated February 16, 2012. Our audit was performed for the purpose of forming our opinion on MDT's 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.

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 responses and, accordingly, we express no opinion on them.

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

Crowe Horwath LLP

Crowe Horwath LLP

Fort Lauderdale, Florida
February 16, 2012

MIAMI-DADE TRANSIT
(AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA)
SCHEDULE OF EXPENDITURES OF
FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE
Year Ended September 30, 2011

Federal Grantor/State Agency	CFDA/ CSFA Number	Grant/ Contract Number	Expenditures
Federal Awards			
U.S. Department of Transportation			
Federal Transit Cluster – Capital Investment Grants			
FTA - ARRA 5309 Fixed Guideway	20.500	FL-56-0005	$ 921,775
FTA - FY 03 Bus Projects	20.500	FL-03-0232	28,860
FTA - NE Passenger Activity	20.500	FL-03-0259	20,049
FTA - MIC Bus Plaza	20.500	FL-03-0325	2,569,951
FTA - FY 06 Bus Related Activities	20.500	FL-04-0016	814,811
FTA - NW 7th Ave. Multimodal PAC-FY 06	20.500	FL-04-0017	256,979
FTA - Miami Urban Partnership	20.500	FL-04-0036	498,423
FTA - FY 07 Fixed Guideway	20.500	FL-05-0095	95,478
FTA - FY 08 Fixed Guideway	20.500	FL-05-0100	93,750
FTA - FY 09 Fixed Guideway	20.500	FL-05-0105	153,208
FTA - FY 10 Fixed Guideway	20.500	FL-05-0108	482,918
FTA - FY 11 Fixed Guideway	20.500	FL-05-0111	15,018,233
			20,954,435
Federal Transit Cluster – Formula Grants			
FTA - ARRA 5307 Transit Capital Assistance	20.507	FL-96-X028	7,044,923
FTA - Capital Funding for Busway Construction	20.507	FL-90-X350	5,296
FTA - FY08 Formula Grant	20.507	FL-90-X674	125,300
FTA - FY09 Formula Grant	20.507	FL-90-X707	786,109
FTA - FY10 Formula Grant	20.507	FL-90-X730	3,990,823
FTA - FY11 Formula Grant	20.507	FL-90-X768	46,044,168
FTA - Bridge Inspection FY 07-08 Bicycle Enhancements	20.507	FL-95-X015	729,601
FTA- I-95 Managed Lanes	20.507	FL-95-X033	330,921
FTA - 344 Street Park & Ride	20.507	FL-95-X035	379,355
FTA- University Pedestrian Overpass	20.507	FL-95-X047	17,812
FTA - Quail Roost Park & Ride	20.507	FL-95-X052	73,426
			59,527,734
		Total Federal Transit Cluster	80,482,169

(Continued)

MIAMI-DADE TRANSIT
(AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA)
SCHEDULE OF EXPENDITURES OF
FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE
Year Ended September 30, 2011

Federal Grantor/State Agency	CFDA/ CSFA Number	Grant/ Contract Number	Expenditures
Public Transportation Research			
FTA - NW 7th Ave. Multimodal PAC-FY 02 and 03	20.514	FL-26-0017	$ 172,626
FTA - Passenger Information Kiosk	20.514	FL-26-7001	10,065
			182,691
Job Access Reverse Commute			
FTA - JARC FY 07	20.516	FL-37-X044	1,336,500
FTA - JARC FY 08 and 09	20.516	FL-37-X056	101,706
			1,438,206
Total U.S. Department of Transportation			82,103,066
U.S. Department of Environmental Protection Agency			
ARRA - National Clean Diesel Emissions Reduction Program	66.039	2A-95422509-0	731,850
Total U.S. Department of Environmental Protection Agency			731,850
U.S. Department of Homeland Security			
(Passed through the Florida Department of Community Affairs)			
Rail and Security Grant Program	97.075	07DS-6B-11-23-20-435	41,855
Rail and Security Grant Program	97.075	08DS-66-13-00-20-297	(90,135)
Rail and Security Grant Program	97.075	12-DS-61-13-00-20-259	880,314
Total U.S. Department of Homeland Security			832,034
Total Federal Awards			83,666,950
State Financial Assistance			
Florida Department of Transportation			
Commission for the Transportation Disadvantaged (CTD) Trip Card Equipment Grant Program			
Transportation Disadvantaged FY 11	55.001	APZ90	5,046,066

(Continued)

MIAMI-DADE TRANSIT
(AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA)
SCHEDULE OF EXPENDITURES OF
FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE
Year Ended September 30, 2011

Federal Grantor/State Agency	CFDA/ CSFA Number	Grant/ Contract Number	Expenditures
Commuter Assistance-Dade Monroe Express	55.007	APZ32	$ 196,942
County Incentive Grant Program			
CIGP Miami Gardens Park and Ride	55.008	AOB59	54,833
CIGP Heavy Duty Bus Purchase	55.008	AOB60	19,136
			73,969
Public Transit Block Grant Program	55.010	APZ29	13,667,032
Park and Ride Lot Program			
Park and Ride -Busway & 344th Street	55.011	AOM15	619
Park and Ride -FPL Kendall Drive & SW 127th Avenue	55.011	AOM87	40,986
			41,605
Public Transit Service Development Program			
JPA 79th Street Max	55.012	ANR71	100,847
135th Street Cross town Route	55.012	APT28	123,000
NW 7th Avenue Max	55.012	AOJ05	205,480
East West Connection Extension	55.012	APE70	40,350
Kendall Enhanced Bus Service (Cruiser)	55.012	AP156	236,896
			706,573
Transit Corridor Program			
South Miami-Dade Busway	55.013	AE199	211,832
Flagler Max	55.013	AK441	397,712
South Dade Busway Routes	55.013	AO559	467,501
			1,077,045
Intermodal Development Program			
Park and Ride -SW 168 Street & SW 97 Ave	55.014	APV92	550,000

(Continued)

MIAMI-DADE TRANSIT
(AN ENTERPRISE FUND OF MIAMI-DADE COUNTY, FLORIDA)
SCHEDULE OF EXPENDITURES OF
FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE
Year Ended September 30, 2011

Federal Grantor/State Agency	CFDA/ CSFA Number	Grant/ Contract Number	Expenditures
New Starts Transit Program			
North Corridor Metrorail Extension	55.017	AOL44	$ 129,361
Busway Pedestrian Access Improvements	55.017	AP084	166,352
Urban Capital Facility Improvement	55.017	ANX67	336,387
			632,100
State Highway Project Reimbursement			
MIC Bus Plaza	55.023	AP762	10,337,029
		Total State Financial Assistance	32,328,361
		Total Federal Awards and State Financial Assistance	$ 115,995,311

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying schedule of expenditures of federal awards and state financial assistance (the Schedule) includes the activity of all federal programs and a state project of Miami-Dade Transit (MDT) for the year ended September 30, 2011, and is presented on the accrual basis of accounting. 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 is not intended to and does not present the financial position, changes in net assets or cash flows of MDT.

SECTION I - SUMMARY OF AUDITORS' RESULTS

FINANCIAL STATEMENTS

Type of auditors' report issued	Unqualified
Internal control over financial reporting:	
Material weakness(es) identified	Yes
Significant deficiency(ies) identified not considered to be material weaknesses	Yes
Noncompliance material to financial statements noted	No

FEDERAL AWARDS AND STATE FINANCIAL ASSISTANCE

Internal control over major programs:	
Material weakness(es) identified	No
Significant deficiency(ies) identified not considered to be material weaknesses	Yes
Type of auditors' report issued on compliance for major programs	Unqualified
Audit findings disclosed that are required to be reported in accordance with Circular A-133, Section 510(a), and Chapter 10.550, Rules of the Auditor General	Yes

Identification of major programs:

CFDA/CSFA Number	Name of Program
Federal:	
20.500/20.507	Federal Transit Capital Improvement/ Formula Grant Cluster
State:	
55.001	Commission for the Transportation Disadvantaged (CTD) Trip and Equipment Grant Program
55.010	Public Transit Block Grant Program
55.013	Transit Corridor Program

Dollar threshold used to distinguish between Type A and Type B programs:	
Federal	$2,510,009
State	$989,851
Auditee qualified as low-risk	No

(Continued)

SECTION II - FINANCIAL STATEMENT FINDINGS

Material Weakness

2011-1 **Inventory Controls**

Criteria: Internal control should provide reasonable assurance that inventory exists and is properly valued.

Condition: In its audit report dated November 29, 2011, the Audit and Management Services Department (AMS) of the County reported certain findings related to inventory. Those findings are summarized as follows:

- Required cycle counts of items stored at the Metrorail outside yard area were not being performed regularly.
- The Crystal reports used to adjust inventory balances were not reconciled to underlying source data from the real-time inventory system (EAMS). In addition, certain unexplained differences between the Crystal reports and EAMS source data were identified.
- Obsolete items were not identified and accounted for in a timely manner.
- Meters used to measure fuel inventory were not being inspected and calibrated on a regular basis.

Effect: Adjustments of approximately $1 million related to parts and supplies inventory and approximately $6.8 million related to fuel inventory were recorded as a result of the AMS audit.

Cause: Controls were either not in place or not performed in accordance with entity policy.

Recommendation: We concur with the recommendations made by AMS in its audit report dated November 29, 2011.

Management's Response: We concur with these findings and the recommendations made by AMS. We are reviewing current practices and are establishing controls and measures that will strengthen inventory controls.

(Continued)

SECTION II - FINANCIAL STATEMENT FINDINGS

Material Weakness

2011-2 **Lease Leaseback Agreements**

Criteria: Financially significant agreements should be carefully reviewed to ensure proper treatment in accordance with accounting principles generally accepted in the United States of America.

Condition: We noted several errors in accounting and financial reporting related to MDT's lease leaseback agreements. They were as follows:

- Certain investments pledged as collateral to sublessors were reported at cost. Under accounting principles generally accepted in the United States of America, those investments are required to be reported at fair value. In addition, certain disclosures required by accounting principles generally accepted in the United States of America related to those investments were omitted in previously issued financial statements.
- Certain sublease obligations were improperly valued.
- The accounting records were not updated to reflect the termination of certain leases, which occurred several years prior.

Effect: Net assets as of the beginning of 2011 were restated to correct the errors described above. Net assets as of the beginning of the period increased by approximately $15.8 million as a result of the restatement.

Cause: Management's initial analysis did not contemplate certain requirements of accounting principles generally accepted in the United States of America. Documentation of conclusions reached as a result of management's initial analysis was inadequate to allow current management to make informed decisions.

Recommendation: We recommend that management carefully review all financially significant agreements to ensure proper accounting and financial reporting in conformity with accounting principles generally accepted in the United States of America.

Management's Response: We concur with the recommendation and will work to obtain a better understanding of the lease leaseback agreement to ensure proper accounting and financial reporting.

(Continued)

SECTION II - FINANCIAL STATEMENT FINDINGS

Significant Deficiency

2011-3 **Financial Services Division Staffing**

Criteria: Roles affecting financial reporting should be adequately filled with individuals possessing sufficient knowledge and skill to achieve reliable and timely financial reporting.

Condition: There has been significant management turnover, which has resulted in a number of management-level positions in the Financial Services Division not being filled on a permanent basis. The Controller position is currently unfilled and the Assistant Director of Financial Services position is currently being filled by an interim appointment.

Effect: The reliability of financial reporting could be compromised as a result of 1) existing personnel having to fulfill responsibilities that would typically be assigned to individuals in currently unfilled roles, and 2) the lack of continuity resulting from staffing deficiencies being mitigated temporarily by interim appointments or supplementing such deficiencies with resources from other County departments.

Cause: Management has initiated several recruitment efforts to fill vacant positions without any success. These efforts are ongoing.

Recommendation: We recommend that management commit resources as needed to fill these open positions as soon as possible.

Management's Response: We concur and will continue to commit resources as needed to fill open positions as soon as possible.

(Continued)

SECTION III - FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

See financial statement finding 2011-3.

2011-4 **Equipment Tracking and Disposal**

Federal Transit Capital Improvement/Formula Grant Cluster
(CFDA Nos. 20.500/20.507)

Criteria: Federal Transit Administration (FTA) approval is required before the disposal of federally funded equipment meeting certain criteria takes place. The FTA should be notified after disposal occurs and is entitled to its proportionate share of the fair market value of disposed federally funded equipment.

Condition: We noted the following related to equipment tracking and disposal:

- FTA approval was not obtained prior to disposal for equipment meeting applicable criteria and the FTA was not notified after disposal took place.
- The FTA did not receive its proportionate interest in the fair market value of the equipment.
- Management does not use the functionality within its FAS 100 system that would allow for easy tracking of funding sources' interest in federally funded equipment.

Questioned Costs: $12,000

Context: We tested 54 equipment disposals occurring during the year and noted that MDT did not obtain prior approval or remit to the FTA its proportionate share of the fair market value of six buses disposed of during the year that met the criteria.

Effect: MDT could be responsible for remitting a portion of the proceeds received from the sale of buses to the FTA.

Cause: Deficiency in control design.

Recommendation: We recommend that MDT follow applicable guidelines for reporting disposals of federally funded equipment and ensure that the FTA receives its proportionate share of the fair market value of assets sold. We further recommend that MDT utilize FAS 100 to track funding sources' proportionate share of federally funded assets.

Management's Response: We concur and will ensure that applicable FTA guidelines are followed. Additionally, we have populated FAS 100 with the percentage of participation for all rolling stock purchased that currently have federal interest.

(Continued)

SECTION IV - STATE FINANCIAL ASSISTANCE FINDINGS AND QUESTIONED COSTS

See financial statement finding 2011-3.

AUDIT REFERENCE

IC 2010-01/CF 2010-01 Allowable Costs

Recommendation of previous auditors: 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.

Status: Corrective action implemented

IC 2010-02/CF 2010-02 Reporting

Recommendation of previous auditors: 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.

Status: Corrective action implemented

EXHIBIT D: FEDERAL CERTIFICATIONS AND ASSURANCES

To ensure compliance with various federal requirements, sub-recipients of JARC and New Freedom funds are required to sign Federal Certifications and Assurances for FTA Assistance Programs as part of the application, and these are reviewed as part of the overall application review process. The Federal Register Notice is revised annually and is usually available around January 1 of each year. Applicants may obtain a copy of the current year document through http://www.fta.dot.gov/documents/2012_Certs_Appendix_A.pdf. If unable to access the form, applicants may contact SFRTA for assistance.

The last page (Appendix A) of the annual Federal Register Notice that applies to Federal Certifications and Assurances provides applicants with a signature page. An individual authorized by the applicant's governing board and its attorney must certify compliance with the requirements of the various Federal Transit Administration grants or cooperative agreements. The appropriate signed Federal certification/assurance form must be included in the application when it is submitted to the South Florida Regional Transportation Authority. Blue ink is suggested as it distinguishes an original signature from a photocopied signature.

The FY 2012 Certifications and Assurances for FTA Assistance Programs list 24 Groups. To make a single selection of certifications and assurances, place an "X" at the top of Appendix A next to the statement that reads: "The Applicant agrees to comply with applicable provisions of Groups 1-24."

APPENDIX A

FEDERAL FISCAL YEAR 2012 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

PREFACE

Before the Federal Transit Administration (FTA or We) may award Federal transit assistance (funding or funds) to support a project, an authorized representative (you) of the project sponsor (Applicant) must provide certain certifications and assurances required by Federal law or regulation. You must provide all certifications and assurances required of your Applicant to support its applications for FTA funding during Federal fiscal year (FY) 2012.

We request that you read each certification and assurance carefully and select all certifications and assurances that might apply to all projects for which your Applicant might seek FTA funding. We can award FTA funding for your Applicant's project only if your Applicant provides adequate certifications and assurances on your Applicant's behalf as required by Federal law or regulation.

We have consolidated our certifications and assurances into 24 groups. At a minimum, you must provide the assurances in Group 01. If your Applicant requests more than $100,000, you must also provide the Lobbying certification in Group 02, unless your Applicant is an Indian tribe or organization or a tribal organization. Depending on the nature of your Applicant and its project, your Applicant may need to provide some of the certifications and assurances in Groups 03 through 24. However, instead of selecting individual groups of certifications and assurances, you may make a single selection that will encompass all groups of certifications and assurances applicable to all our programs. FTA and your Applicant understand and agree that not every provision of these certifications and assurances will apply to every Applicant or every project we fund. The type of project and Applicant will determine which certifications and assurances apply.

Your Applicant also understands and agrees that these certifications and assurances are special pre-award requirements and do not include all Federal requirements that may apply to your Applicant or its project. Our Master Agreement MA(18) for Federal Fiscal Year 2012, http://www.fta.dot.gov/documents/18-Master.pdf, contains a list of most of those requirements.

Except in limited circumstances, your Applicant is ultimately responsible for compliance with the certifications and assurances that apply to itself or its project irrespective of subrecipient participation in the project. Because many FY 2012 certifications and assurances will require subrecipient compliance, we strongly recommend that you take appropriate measures to assure the validity of your Applicant's certifications and assurances. Your Applicant understands and agrees that when you apply for funding on behalf of a consortium, joint venture, partnership, or team, each member of that consortium, joint venture, partnership, or team is responsible for compliance with the certifications and assurances you select on your Applicant's behalf.

We expect you to submit your Applicant's FY 2012 certifications and assurances in TEAM-Web, and its applications for funding as well. Thus you will need to be registered in TEAM-Web to act

on your Applicant's behalf. The TEAM-Web "Recipients" option at the "Cert's & Assurances" tab of the "View/Modify Recipients" page contains fields for selecting among the 24 groups of certifications and assurances and a designated field for selecting all 24 groups. If you cannot submit your Applicant's FY 2012 certifications and assurances electronically, you must submit the Signature Page(s) in Appendix A of this Notice marked to show the groups of certifications and assurances your Applicant is providing.

GROUP 01. ASSURANCES REQUIRED FOR EACH APPLICANT

You must select the following assurances in Group 01 on behalf of your Applicant unless we expressly determine otherwise in writing.

A. *Assurance of Authority of the Applicant and Its Representative.*
Both you and the Applicant's attorney who sign these certifications, assurances, and agreements, affirm that both the Applicant and you as its authorized representative may, under their State, local, or Indian tribal law and regulations, and the Applicant's by-laws or internal rules, undertake the following activities on behalf of the Applicant:
1. Execute and file its application for Federal funds,
2. Execute and file its certifications, assurances, and agreements binding its compliance, and
3. Execute Grant Agreements or Cooperative Agreements, or both, with FTA.

B. *Standard Assurances.*
The Applicant assures that:
1. It has sufficient authority under its State, local, or Indian tribal law, regulations by-laws and internal rules to carry out each FTA funded project as required by Federal laws and regulations,
2. It will comply with all applicable Federal statutes and regulations to carry out any FTA funded project,
3. It is under a continuing obligation to comply with the terms and conditions of the FTA Grant Agreement or Cooperative Agreement for the project, including the FTA Master Agreement incorporated by reference and made part of the latest amendment to Grant Agreement or Cooperative Agreement,
4. It recognizes that Federal laws and regulations may be modified from time to time and those modifications may affect project implementation,
5. It understands that Presidential executive orders and Federal directives, including Federal policies and program guidance, may be issued concerning matters affecting the Applicant or its project, and
6. It agrees that the most recent Federal laws, regulations, and directives will apply to the project, unless FTA determines otherwise in writing.

C. *Intergovernmental Review Assurance.*
This assurance does not apply to Indian tribe or organization or a tribal organization that applies for funding under FTA's Tribal Transit Program, 49 U.S.C. 5311(c)(1).
The Applicant assures that it has or will submit each Federal funding application to the appropriate State and local agencies for intergovernmental review to facilitate compliance with U.S. Department of Transportation (U.S. DOT) regulations, "Intergovernmental Review of Department of Transportation Programs and Activities," 49 CFR part 17.

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D. *Nondiscrimination Assurance.*

1. The Applicant assures that it will comply with the following laws and regulations so that no person in the United States will be denied the benefits of, or otherwise be subjected to discrimination in any U.S. DOT or FTA funded program or activity (particularly in the level and quality of transportation services and transportation-related benefits on the basis of race, color, national origin, creed, sex, or age:

a. Federal transit law, specifically 49 U.S.C. 5332 (prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age, and in employment or business opportunity),

b. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and

c. U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21.

2. As required by 49 CFR 21.7, the Applicant assures that:

a. It will comply with 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21 in the manner:

(1) It conducts each project,

(2) It undertakes property acquisitions, and

(3) It operates the project facilities, including:

(a) Its entire facilities, and

(b) Its facilities operated in connection with its project,

b. This assurance applies to its entire project and entire facilities, including facilities operated in connection with its project,

c. It will promptly take the necessary actions to carry out this assurance, including:

(1) Notifying the public that discrimination complaints about transportation-related services or benefits may be filed with U.S. DOT or FTA, and

(2) Submitting information about its compliance with these provisions to U.S. DOT or FTA upon their request,

d. If it transfers FTA funded real property, structures, or improvements to another party, any deeds and instruments recording that transfer will contain a covenant running with the land assuring nondiscrimination:

(1) While the property is used for the purpose that the Federal funding is extended,

(2) While the property is used for another purpose involving the provision of similar services or benefits,

e. The United States has a right to seek judicial enforcement of any matter arising under:

(1) Title VI of the Civil Rights Act, 42 U.S.C. 2000d,

(2) U.S. DOT regulations, 49 CFR part 21, and

(3) This assurance,

f. It will make any changes in its Title VI implementing procedures as U.S. DOT or FTA may request to comply with:

(1) Title VI of the Civil Rights Act, 42 U.S.C. 2000d,

(2) U.S. DOT regulations, 49 CFR part 21, and

(3) Federal transit law, 49 U.S.C. 5332,

g. It will extend the requirements of 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21 to each third party participant, including:

(1) Any subrecipient,

(2) Any transferee,

(3) Any third party contractor or subcontractor at any tier,

(4) Any successor in interest,
(5) Any lessee, or
(6) Any other participant in the project,

h. It will include adequate provisions to extend the requirements of 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21 to each third party agreement, including:

(1) Each subagreement,
(2) Each property transfer agreement,
(3) Each third party contract or subcontract at any tier,
(4) Each lease, or
(5) Each participation agreement,

i. The assurances it has made will remain in effect for the longest of the following:

(1) As long as Federal funding is extended to the project,
(2) As long as the Project property is used for a purpose for which the Federal funding is extended,
(3) As long as the Project property is used for a purpose involving the provision of similar services or benefits, or
(4) As long as the Applicant retains ownership or possession of the project property.

E. *Assurance of Nondiscrimination on the Basis of Disability.*

1. The Applicant assures that it and its project implementation and operations will comply with all applicable requirements of:

a. The Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, *et seq.*,
b. The Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 *et seq.*,
c. U.S. DOT regulations, specifically 49 CFR parts 27, 37, and 38, and
d. Any other applicable Federal laws that may be enacted or Federal regulations that may be promulgated,

2. As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 CFR part 27, specifically 49 CFR 27.9, the Applicant assures that:

a. The following prohibition against discrimination on the basis of disability is a condition to the approval or extension of any FTA funding awarded to:

(1) Construct any facility,
(2) Obtain any rolling stock or other equipment,
(3) Undertake studies,
(4) Conduct research, or
(5) Participate in or obtain any benefit from any FTA administered program,

b. In any program or activity receiving or benefiting from Federal funding FTA or any entity within U.S. DOT administers, no otherwise qualified people with a disability will, because of their disability, be:

(1) Excluded from participation,
(2) Denied benefits, or
(3) Otherwise subjected to discrimination.

F. *Suspension and Debarment.*

1. U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 CFR part 1200, which adopts and supplements the provisions of U.S. Office of Management and Budget

APPENDIX A

(U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 CFR part 180, permit certifications to assure the Applicant acknowledges that:

2. The Applicant certifies to the best of its knowledge and belief that, it, its principals, and first tier subrecipients:

a. Are eligible to participate in covered transactions of any Federal department or agency and are not presently:

(1) Debarred,
(2) Suspended,
(3) Proposed for debarment,
(4) Declared ineligible, or
(5) Voluntarily excluded, or
(6) Disqualified,

b. Have not within a three-year period preceding its latest application or proposal been convicted of or had a civil judgment rendered against any of them for:

(1) Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction, or contract under a public transaction,

(2) Violation of any Federal or State antitrust statute, or

(3) Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property,

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses listed in the preceding Section 2.b of this certification,

d. Have not had one or more public transactions (Federal, State, or local) terminated for cause or default within a three-year period preceding this certification,

e. Will promptly provide any information to the FTA if at a later time any information contradicts the statements of subparagraphs (1) through (4) above, and

f. Will treat each lower tier contract or lower tier subcontract under the Project as a covered lower tier contract for purposes of 2 CFR part 1200 and 2 CFR part 180 if it:

(1) Equals or exceeds $25,000,
(2) Is for audit services, or
(3) Requires the consent of a Federal official,

g. Will require that each covered lower tier contractor and subcontractor:

(1) Comply with the Federal requirements of 2 CFR part 1200 and 2 CFR part 180, and

(2) Assure that each lower tier participant in the Project is not presently declared by any Federal department or agency to be:

(a) Debarred from participation in the federally funded project,
(b) Suspended from participation in the federally funded project,
(c) Proposed for debarment from participation in the federally funded project,
(d) Declared ineligible to participate in the federally funded project,
(e) Voluntarily excluded from participation in the federally funded project, or
(f) Disqualified from participation in the federally funded Project.

3. The Applicant will provide a written explanation indicated on its Signature Page or a page attached in FTA's TEAM if it or any of its principals, including any of its first tier subrecipients or lower tier participants, is unable to certify to the preceding statements in this certification.

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G. *U.S. OMB Assurances in SF-424B and SF-424D.*
(These assurances are consistent with U.S. OMB assurances required in SF-424B and SF-424D.)
1. *Administrative Activities.* The Applicant assures that:
a. For every project described in any application it submits, it has adequate resources to properly plan, manage, and complete the project, including:
(1) The legal authority to apply for Federal funding, and
(2) The institutional capability,
(3) The managerial capability, and
(4) The financial capability (including funds sufficient to pay the non-Federal share of project cost).
b. It will give access and the right to examine project-related materials, including but not limited to:
(1) FTA,
(2) The Comptroller General of the United States, and,
(3) If appropriate, the State, through any authorized representative,
c. It will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
d. It will establish safeguards to prohibit employees from using their positions for a purpose that:
(1) Results in a personal or organizational conflict of interest, or personal gain, or
(2) Presents the appearance of a personal or organizational conflict of interest or personal gain.
2. *Project Specifics.* The Applicant assures that:
a. Following receipt of FTA award, it will begin and complete Project work within the applicable time periods,
b. For FTA funded construction projects:
(1) It will comply with FTA provisions concerning the drafting, review, and approval of construction plans and specifications
(2) It will to the extent practicable provide and maintain competent and adequate engineering supervision at the construction site to assure that the completed work conforms with the approved plans and specifications,
(3) It will include a covenant in the title of federally funded real property acquired to assure nondiscrimination during the useful life of the project,
(4) To the extent FTA requires, it will record the Federal interest in the title to FTA assisted real property or interests in real property, and
(5) To the extent practicable, without permission and instructions from FTA, it will not alter the site of the FTA funded construction project or facilities by:
(a) Disposing of the underlying real property or other interest in the site and facilities,
(b) Modifying the use of the underlying real property or other interest in the site and facilities, or
(c) Changing the terms of the underlying real property title or other interest in the site and facilities.
c. It will furnish progress reports and other information as FTA or the State may require.
3. *Statutory and Regulatory requirements.* The Applicant assures that:

APPENDIX A

a. It will comply with all applicable Federal statutes relating to nondiscrimination including, but not limited to the:

(1) Prohibitions against discrimination on the basis of race, color, or national origin of Title VI of the Civil Rights Act, 42 U.S.C. 2000d,

(2) Prohibitions against discrimination on the basis of sex of:

(a) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681 – 1683, and 1685 – 1687, and

(b) U.S. DOT regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFR part 25,

(3) Prohibitions against discrimination on the basis of age in federally assisted programs of the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101 – 6107,

(4) Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, which prohibits discrimination on the basis of disability,

(5) Prohibitions against discrimination on the basis of disability of Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794,

(6) Nondiscrimination requirements relating to the sale, rental, or financing of housing of Title VIII of the Civil Rights Act, 42 U.S.C. 3601 *et seq.*,

(7) Prohibitions against discrimination on the basis of drug abuse of the Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. 1101 *et seq.*,

(8) Prohibitions against discrimination on the basis of alcohol abuse of the Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, as amended, 42 U.S.C. 4541 *et seq.*,

(9) Confidentiality requirements for the records of alcohol and drug abuse patients of the Public Health Service Act, as amended, 42 U.S.C. 290dd – 290dd-2, and

(10) Nondiscrimination provisions of any other statute(s) that may apply to the project,

b. Regardless of whether Federal funding has been provided for any of the real property acquired for Project purposes, it will provide for fair and equitable treatment of displaced persons or persons whose property is acquired as a result of federally assisted programs, and:

(1) It has the necessary legal authority under State and local law to comply with:

(a) The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Relocation Act) 42 U.S.C. 4601 *et seq.*, as specified by sections 210 and 305 of that Act, 42 U.S.C. 4630 and 4655, respectively, and

(b) U.S. DOT regulations, "Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs," 49 CFR part 24, specifically 49 CFR 24.4.

(2) It has complied with or will comply with the Uniform Relocation Act and implementing U.S. DOT regulations including but not limited to doing the following:

(a) It will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR part 24,

(b) As required by 42 U.S.C. 4622, 4623, and 4624, and 49 CFR part 24, it will provide fair and reasonable relocation payments and assistance for displacement, resulting from any FTA funded project, of:

1 Families and individuals,

2 Partnerships, corporations, or associations,

(c) As provided by 42 U.S.C. 4625 and 49 CFR part 24, it will provide relocation assistance programs offering the services described in to the U.S. DOT regulations to such

displaced:

1 Families and individuals,

2 Partnerships, corporations, or associations,

(d) As required by 42 U.S.C. 4625(c)(3), within a reasonable time before displacement it will make available comparable replacement dwellings to families and individuals,

(e) It will:

1 Carry out the relocation process to provide displaced persons with uniform and consistent services, and

2 Make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin,

(f) It will be guided to the greatest extent practicable under State law, by the real property acquisition policies of 42 U.S.C. 4651 and 4652,

(g) It will pay or reimburse property owners for their necessary expenses as specified in 42 U.S.C. 4653 and 4654, understanding that FTA will provide Federal funding for its eligible costs of providing payments for those expenses, as required by 42 U.S.C. 4631,

(h) It will exeeute the necessary implementing amendments to third party contracts and subagreements financed with FTA funding, and

(i) It will execute, furnish, and be bound by such additional documents as FTA may determine necessary to effectuate or implement these assurances, and

(j) It will incorporate these assurances by reference into and make them a part of any third party contract or subagreement, or any amendments thereto, relating to any FTA funded project involving relocation or land acquisition, and

(k) It will provide in any affected document that these relocation and land acquisition provisions must supersede any conflicting provisions,

c. To the extent practicable, it will comply with the Lead-Based Paint Poisoning Prevention Aet, 42 U.S.C. 4831(b), which prohibits the use of lead-based paint in the construction or rehabilitation of residence structures,

d. It will, to the extent practicable, comply with the protections for human subjects involved in research, development, and related activities supported by Federal funding of:

(1) The National Research Act, Pub. L. 93-348, July 12, 1974, as amended, 42 U.S.C. 289 *et seq.*, and

(2) U.S. DOT regulations, "Protection of Human Subjects," 49 CFR part 11,

e. It will, to the extent practicable, comply with the labor standards and protections for federally funded projects of:

(1) The Davis-Bacon Act, as amended, 40 U.S.C. 3141 *et seq.*,

(2) Sections 1 and 2 of the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and 40 U.S.C. 3145, respectively,

(3) The Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*,

f. It will, to the extent practicable, comply with any applicable environmental standards that may be prescribed to implement the following Federal laws and executive orders, including but not limited to the following:

(l) It will comply with the institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321 – 4335 and

Executive Order No. 11514, as amended, 42 U.S.C. 4321 note,

(2) It will comply with notification of violating facilities pursuant to Executive Order No. 11738, 42 U.S.C. 7606 note,

(3) It will comply with protection of wetlands pursuant to Executive Order No. 11990, 42 U.S.C. 4321 note,

(4) It will comply with evaluation of flood hazards in floodplains in accordance with Executive Order No. 11988, 42 U.S.C. 4321 note,

(5) It will comply with an assurance of project consistency with the approved State management program developed pursuant to the requirements of the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. 1451 – 1465,

(6) It will comply with Conformity of Federal actions to State (Clean Air) Implementation Plans under section 176(c) of the Clean Air Act of 1955, as amended, 42 U.S.C. 7401 – 7671q,

(7) It will comply with protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, 42 U.S.C. 300f – 300j-6,

(8) It will comply with protection of endangered species under the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 – 1544, and

(9) It will comply with environmental protections for Federal transportation programs, including, but not limited to, protections for parks, recreation areas, or wildlife or waterfowl refuges of national, State, or local significance or any land from a historic site of national, State, or local significance to be used in a transportation project as required by 49 U.S.C. 303(b) and 303(c),

(10) It will comply with protection of the components of the national wild and scenic rivers systems, as required under the Wild and Scenic Rivers Act of 1968, as amended, 16 U.S.C. 1271 – 1287, and

(11) It will comply with and facilitate compliance with

(a) Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f,

(b) The Archaeological and Historic Preservation Act of 1974, as amended, 16 U.S.C. 469 – 469c, and

(c) Executive Order No. 11593 (identification and protection of historic properties), 16 U.S.C. 470 note,

g. To the extent practicable, it will comply with Federal requirements for the care, handling, and treatment of warm blooded animals held or used for research, teaching, or other activities supported by Federal funding of:

(1) The Animal Welfare Act, as amended, 7 U.S.C. 2131 *et seq.*, and

(2) U.S. Department of Agriculture regulations, "Animal Welfare," 9 CFR subchapter A, parts 1, 2, 3, and 4,

h. To the extent practicable, before accepting delivery of any FTA funded building it will obtain a certificate of compliance with the seismic design and construction requirements of U.S. DOT regulations, "Seismic Safety," 49 CFR part 41, specifically 49 CFR 41.117(d),

i. To the extent practicable, it and its subrecipients located in special flood hazard areas will comply with section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. 4012a(a), by:

(1) Participating in the Federal flood insurance program,

(2) Purchasing flood insurance if the total cost of insurable construction and acquisition

is $10,000 or more,

j. To the extent practicable, it will comply with:

(1) The Hatch Act, 5 U.S.C. 1501 – 1508, 7324 – 7326, which limits the political activities of State and local agencies and their officers and employees whose primary employment activities are financed in whole or part with Federal funds including a Federal loan, grant agreement, or cooperative agreement, and

(2) 49 U.S.C. 5307(k)(2) and 23 U.S.C. 142(g), which provide an exception from Hatch Act restrictions for a nonsupervisory employee of a public transportation system (or of any other agency or entity performing related functions) receiving FTA funding to whom the Hatch Act does not otherwise apply,

k. It will have performed the financial and compliance audits as required by:

(1) The Single Audit Act Amendments of 1996, 31 U.S.C. 7501 *et seq.*,

(2) U.S. OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations," Revised, and

(3) The most recent applicable U.S. OMB A-133 Compliance Supplement provisions for the U.S. DOT, and

l. It will, to the extent practicable, comply with all applicable provisions of all other Federal laws or regulations, and follow Federal directives governing the project, except to the extent that FTA has expressly approved otherwise in writing.

GROUP 02. LOBBYING CERTIFICATION

You must select the following certifications in Group 02 if you apply on behalf of your Applicant for a Federal grant or cooperative agreement exceeding $100,000, or a loan (including a line of credit), loan guarantee, or loan insurance exceeding $150,000, except if you are applying on behalf of an Indian tribe, tribal organization, or other Indian organization or if we determine otherwise in writing.

As required by 31 U.S.C. 1352 and U.S. DOT regulations, "New Restrictions on Lobbying," specifically 49 CFR 20.110, you and your Applicant understand that:

a. The lobbying restrictions of your certification apply your Applicant's requests for:

(1) $100,000 or more in Federal funding for a grant or cooperative agreement, and

(2) $150,000 or more in Federal funding for a loan, line of credit, or loan guarantee,

b. Its certification covers the lobbying activities of:

(1) It,

(2) Its principals, and

(3). Its first tier subrecipients:

Therefore, on behalf of your Applicant, you certify to the best of your knowledge and belief, that:

1. No Federal appropriated funds have been or will be paid by or on its behalf to any person:

a. To influence or attempt to influence:

(1) An officer or employee of any Federal agency,

(2) A Member of Congress, an employee of a member of Congress, or an officer or employee of Congress,

b. Regarding the award of a:

(1) Federal grant or cooperative agreement, or

(2) Federal loan, line of credit, loan guarantee, or loan insurance

2. It will submit a complete OMB Standard Form-LLL, "Disclosure of Lobbying Activities (Rev. 7-97)," in accordance with its instructions, if any funds other than Federal appropriated funds have been or will be paid to any person:

a. To influence or attempt to influence:

(1) An officer or employee of any Federal agency,

(2) A Member of Congress, an employee of a Member of Congress, or an officer or employee of Congress, or

b. Regarding any application for a:

(1) Federal grant or cooperative agreement,

(2) Federal loan, line of credit, loan guarantee, or loan insurance, and

3. It will include the language of this certification in the award documents for all subawards at all tiers including, but not limited to:

a. Subcontracts,

b. Subgrants,

c. Subagreements, and

d. Third party contracts under a:

(1) Federal grant or cooperative agreement, or

(2) Federal loan, line of credit, loan guarantee, or loan insurance, and

4. It understands that:

a. This certification is a material representation of fact that the Federal Government relies on, and

b. It must submit this certification before the Federal Government may award funding for a transaction covered by 31 U.S.C. 1352, including a:

(1) Federal grant or cooperative agreement, or

(2) Federal loan, line of credit, loan guarantee, or loan insurance, and

5. It also understands that any person who does not file a required certification will be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

GROUP 03. PROCUREMENT COMPLIANCE

We request that you provide the following procurement certification, on behalf of your Applicant by selecting Group 03, especially if your Applicant is a State, local, or Indian tribal government with a certified procurement system, as provided in 49 CFR 18.36(g)(3)(ii).

The Applicant certifies that its procurements and procurement system will comply with all applicable Federal laws and regulations in accordance with applicable Federal directives, except to the extent FTA has approved otherwise in writing.

GROUP 04. PROTECTIONS FOR PRIVATE TRANSPORTATION PROVIDERS

You must select the following certifications in Group 04 on behalf of your Applicant if it is a State, local, or Indian tribal government and you are applying for or will apply for 49 U.S.C. chapter 53 funding to:

- *Acquire property of a private transit operator, or*
- *Operate public transit in competition with or in addition to a private transit provider.*

As required by 49 U.S.C. 5323(a)(1), the Applicant certifies that:

1. Before it:
   a. Acquires the property or an interest in the property of a private provider of public transportation, or
   b. Operates public transportation equipment or facilities:
      (1) In competition with transportation service provided by an existing public transportation company, or
      (2) In addition to transportation service provided by an existing public transportation company,
2. It has or will have:
   a. Determined that the funding is essential to carrying out a program of projects as required by 49 U.S.C. 5303, 5304, and 5306,
   b. Provided for the participation of private companies engaged in public transportation to the maximum extent feasible, and
   c. Paid just compensation under State or local law to the company for any franchise or property acquired.

GROUP 05. PUBLIC HEARING

You must select the following certifications in Group 05 on behalf of your Applicant if you apply for 49 U.S.C. chapter 53 funding for a capital project that will substantially affect a community or its transit service.

As required by 49 U.S.C. 5323(b), the Applicant certifies that:

1. Before submitting an application for a capital project that:
   a. Will substantially affect:
      (1) A community, or
      (2) The public transportation service of a community, and
   b. Also will affect:
      (1) Significant economic interests,
      (2) Significant social interests, or
      (3) Significant environmental interests,

   It will:
      (1) Provide an adequate opportunity for public review and comment on the project, after giving notice that:
         (a) Includes a concise description of the proposed project; and
         (b) Has been published in a newspaper of general circulation in the geographic area the project.
      (2) Hold a public hearing on the project if the project affects:
         (a) Significant economic, interests,
         (b) Significant social, interests, or
         (c) Significant environmental interests,
2. It will have considered the economic, social, and environmental effects of the project, and
3. It will have determined that the project is consistent with official plans for developing the community.

GROUP 06. ACQUISITION OF ROLLING STOCK FOR USE IN REVENUE SERVICE

You must select the following certification on behalf of your Applicant in Group 06 if you apply for 49 U.S.C. chapter 53 funding to acquire any rolling stock for use in revenue service.

The Applicant certifies that in procuring revenue service rolling stock, it will comply with:
1. Federal transit law, specifically 49 U.S.C. 5323(m),
2 FTA regulations, "Pre-Award and Post-Delivery Audits of Rolling Stock Purchases," 49 CFR part 663, specifically 49 CFR 663.7, as modified by amendments authorized by section 3023(k) of SAFETEA-LU, including the requirements to:
   a. Conduct or cause to be conducted the required preaward and post delivery reviews, and
   b. Maintain on file the certifications required by 49 CFR part 663, subparts B, C, and D.

GROUP 07. ACQUISITION OF CAPITAL ASSETS BY LEASE

You must select the following certifications in Group 07 if you apply on behalf of your Applicant for 49 U.S.C. chapter 53 funding to acquire capital assets by lease.

As required by FTA regulations, "Capital Leases," 49 CFR part 639, specifically 639.15(b)(1) and 639.21, if the Applicant acquires any capital asset by lease financed with Federal funding authorized under 49 U.S.C. chapter 53, the Applicant certifies as follows:
1. It will not use Federal funding authorized under 49 U.S.C. chapter 53 to finance the cost of leasing any capital asset until:
   a. It performs calculations demonstrating that leasing the capital asset would be more cost-effective than purchasing or constructing a similar asset, and
   b. It completes these calculations before the later of:
      (1) Entering into the lease, or
      (2) Receiving a capital grant for the asset, and
2. It will not enter into a capital lease for which FTA can provide only incremental Federal funding unless it has adequate financial resources to meet its future lease obligations if Federal funding is not available.

GROUP 08. BUS TESTING

You must select the following certification in Group 08 if you apply on behalf of your Applicant for 49 U.S.C. chapter 53 funding to acquire any new or newly configured bus or a bus with new major components.

The Applicant certifies that:
1. It will comply with Federal transit law, specifically 49 U.S.C. 5318,
2. FTA regulations, "Bus Testing," 49 CFR part 665, specifically 49 CFR 665.7, requires that
   a. Before:
      (1) Spending any Federal funds to acquire:
         (a) The first bus of any new bus model,
         (b) The first bus with a new major change in configuration or components, or

(2) Authorizing final acceptance of a new bus model or a bus model with a major change in components or configuration:

b. It will:

(1) Ensure that the bus model has been tested at FTA's bus testing facility, and

(2) Have received a copy of the test report prepared on the bus model.

GROUP 09. CHARTER SERVICE AGREEMENT

You must enter in the Charter Service Agreement in Group 09 on behalf of your Applicant if you apply for funding to acquire or operate transit facilities and equipment, unless your Applicant qualifies for an exception under Federal law and regulations.

As required by 49 U.S.C. 5323(d) and (g) and FTA regulations, "Charter Service," 49 CFR part 604, specifically 49 CFR 604.4, the Applicant understands and agrees that:

1. Except in certain circumstances described in its regulations, FTA's "Charter Service" regulations restrict transportation by charter service using facilities and equipment acquired by FTA for transportation projects with Federal funding derived from:

(1) Federal transit laws, 49 U.S.C. chapter 53, or

(2) 23 U.S.C. §§ 133 or 142,

2. FTA's charter service restrictions extend to:

a. The Applicant when it becomes a recipient of Federal funding under:

(1) Federal transit laws, 49 U.S.C. chapter 53, or

(2) 23 U.S.C. §§ 133 or 142,

b. Any third party participant that receives Federal funding derived from:

(1) Federal transit laws, 49 U.S.C. chapter 53, or

(2) 23 U.S.C. §§ 133 or 142,

c. A third party participant includes a:

(1) Subrecipient at any tier,

(2) Lessee,

(3) Third party contractor or subcontractor at any tier, and

(4) Other participant in the project,

3. Neither the Applicant nor any third party participant involved in its Project will engage in charter service operations, except as permitted under:

a. Federal transit laws, specifically 49 U.S.C. § 5323(d) and (g),

b. FTA regulations, "Charter Service," 49 C.F.R. Part 604,

c. Any other Federal Charter Service regulations, or

d. Federal directives, except as FTA determines otherwise in writing.

4. The Applicant agrees that the latest Charter Service Agreement it has selected in its latest annual Certifications and Assurances is incorporated by reference in and made part of the underlying Agreement accompanying an award of FTA funding.

5. The Applicant agrees that:

a. FTA may require corrective measures or impose remedies on it or any subrecipient that has engaged in a pattern of violations of FTA's Charter Service regulations by:

(1) Conducting charter operations prohibited by Federal transit laws and FTA's Charter Service regulations, or

(2) Otherwise violating the Applicant's Charter Service Agreement it has elected in its latest annual Certifications and Assurances.

b. These corrective measures and remedies may include:

(1) Barring it or any third party participant operating public transportation under the Project that has provided prohibited charter service from receiving FTA funds, or

(2) Withholding an amount of Federal funds as provided by Appendix D to FTA's Charter Service regulations.

GROUP 10. SCHOOL TRANSPORTATION AGREEMENT

You must enter in the School Transportation Agreement in Group 10 on behalf of your Applicant if you apply for funding to acquire or operate transit facilities and equipment, unless your Applicant qualifies for an exception under Federal law and regulations.

As required by 49 U.S.C. 5323(f) and (g) and FTA regulations, "School Bus Operations," 49 CFR part 605, to the extent consistent with 49 U.S.C. 5323(f) and (g), the Applicant understands and agrees that:

1. FTA's "School Bus Operations" regulations restrict school bus service as defined in the FTA regulations using facilities and equipment acquired with Federal funding derived from:
   (1) Federal transit laws, 49 U.S.C. chapter 53, or
   (2) 23 U.S.C. §§ 133 or 142,
2. FTA's school bus operations restrictions extend to:
   a. The Applicant when it becomes a recipient of Federal funding under:
      (1) Federal transit laws, 49 U.S.C. chapter 53, or
      (2) 23 U.S.C. §§ 133 or 142,
   b. Any third party participant that receives Federal funding derived from:
      (1) Federal transit laws, 49 U.S.C. chapter 53, or
      (2) 23 U.S.C. §§ 133 or 142,
   c. A third party participant includes a:
      (1) Subrecipient at any tier,
      (2) Lessee,
      (3) Third party contractor or subcontractor at any tier, and
      (4) Other participant in the project,
3. Neither the Applicant nor any third party participant involved in its Project will engage in school transportation operations in competition with private operators of school transportation, except as permitted under:
   a. Federal transit laws, specifically 49 U.S.C. § 5323(f) and (g),
   b. FTA regulations, "School Bus Operations," 49 C.F.R. Part 605, to the extent consistent with 49 U.S.C. § 5323(f) and (g),
   c. Any other Federal School Transportation regulations, or
   d. Federal directives, except as FTA determines otherwise in writing.
4. The Applicant agrees that the latest School Transportation Agreement it has selected in its latest annual Certifications and Assurances is incorporated by reference in and made part of the underlying Agreement accompanying an award of FTA funding.

5. The Applicant agrees that FTA will bar the Applicant or any third party participant that has violated this School Transportation Agreement from receiving Federal transit funding in an amount FTA considers appropriate.

GROUP 11. DEMAND RESPONSIVE SERVICE

You must select the following certification in Group 11 on behalf of your Applicant if your Applicant operates demand responsive service and you apply for 49 U.S.C. chapter 53 funding to acquire non rail transit vehicles.

As required by U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 CFR part 37, specifically 49 CFR 37.77(d), the Applicant certifies that:

1. The following public transportation services it offers are equivalent in level and quality of service:
   a. Its demand responsive service offered to individuals with disabilities, including individuals who use wheelchairs,
   b. Its service offered to individuals without disabilities,
2. Viewed in its entirety, the Applicant's service for individuals with disabilities is:
   a. Provided in the most integrated setting feasible, and
   b. Equivalent to the service it offers individuals without disabilities with respect to:
      (1) Response time,
      (2) Fares,
      (3) Geographic service area,
      (4) Hours and days of service,
      (5) Restrictions on trip purpose,
      (6) Availability of information and reservation capability, and
      (7) Constraints on capacity or service availability.

GROUP 12. ALCOHOL MISUSE AND PROHIBITED DRUG USE

You must select the following certification in Group 12 on behalf of your Applicant if FTA regulations, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," 49 CFR part 655, require your Applicant to provide a certification concerning its activities to prevent alcohol misuse and prohibited drug use in its public transportation operations.

As required by FTA regulations, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," specifically 49 CFR part 655, subpart I, the Applicant certifies that it:

1. Has established and implemented:
   a. An alcohol misuse program and
   b. An anti-drug program, and
2. Has complied with or will comply with all applicable requirements of this part.

GROUP 13. INTEREST AND OTHER FINANCING COSTS

You must select the following certification in Group 13 if the your Applicant intends to reimburse interest or other financing costs with Urbanized Area Formula Program, Capital Investment

Program, or Paul S. Sarbanes Transit in Parks Program funding.

The Applicant certifies that:
1. It will not seek reimbursement for interest or other financing costs:
   a. Unless it is eligible to receive Federal funding for those costs,
   b. Its records demonstrate that it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA may require, and
2. It will comply with:
   a. Urbanized Area Formula Program interest provisions of 49 U.S.C. 5307(g)(3),
   b. Capital Investment Program provisions of 49 U.S.C. 5309(g)(2)(B)(iii),
   c. Capital Investment Program provisions of 49 U.S.C. 5309(g)(3)(B)(iii),
   d. Capital Investment Program provisions of 49 U.S.C. 5309(i)(2)(C), and
   e. Paul S. Sarbanes Transit in Parks Program provisions of 49 U.S.C. 5320(h)(2)(C).

GROUP 14. INTELLIGENT TRANSPORTATION SYSTEMS

Select the following assurance in Group 14 if you apply on behalf of your Applicant for an Intelligent Transportation Systems (ITS) project or a project in support of an ITS project. An Applicant for ITS project funding that fails to provide this assurance, without providing other documentation assuring its commitment to comply with applicable Federal ITS standards and protocols, may be ineligible for award of Federal funding for that ITS project.

As used in this assurance, the term Intelligent Transportation Systems (ITS) project is defined to include any project that in whole or in part finances the acquisition of technologies or systems of technologies that provide or significantly contribute to the provision of one or more ITS user services as defined in the "National ITS Architecture." The Applicant assures that:
1. As provided in subsection 5307(c) of SAFETEA-LU, 23 U.S.C. 512 note:
   a. "Intelligent transportation system projects carried out using funds made available from the Highway Trust Fund, including funds made available under this subtitle to deploy intelligent transportation system technologies, [will] conform to the national architecture, applicable standards or provisional standards, and protocols developed under subsection (a) [of section 5307 of SAFETEA-LU]."
   b. ITS standards will not apply if it obtains an exception to subsection 5307(c) of SAFETEA-LU, 23 U.S.C. 512 note.
2. It will use its best efforts to assure that any ITS project it undertakes will not preclude interface with other intelligent transportation systems in the Region, if supported with Federal funding not derived from:
   a. Title 49, United States Code, or
   b. Title 23, United States Code.
3. To facilitate compliance with subsection 5307(c) of 23 U.S.C. 512 note, except as the Federal Government determines otherwise in writing, the Applicant assures that it will comply with:
   a. FTA Notice, "FTA National ITS Architecture Policy on Transit Projects," 66 FR 1455, January 8, 2001, specifically:
      (1) Applicable provisions of Section V (Regional ITS Architecture, and
      (2) Section VI (Project Implementation), and
   b. Other FTA policies that may be issued in connection with any ITS project it undertakes

financed with funds authorized under Title 49 or Title 23, United States Code,

GROUP 15. URBANIZED AREA FORMULA PROGRAM

You must select the following certifications and assurances in Group 15 if you apply on behalf of your Applicant for Urbanized Area Formula Program funding, 49 U.S.C. 5307. Your Applicant is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project, unless FTA determines otherwise in writing. Consequently, we strongly encourage your Applicant to take the appropriate measures including, but not limited to, obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances it has made.

Each Applicant is required by 49 U.S.C. 5307(d)(1)(J) to spend at least one (1) percent of its Urbanized Area Formula Program funding for public transportation security projects, unless it has certified that such expenses are not necessary. Information about its intentions must be recorded in the "Security" tab page of the TEAM-Web "Project Information" window when it submits its Urbanized Area Formula Program application in TEAM-Web.

We may not award Urbanized Area Formula Program funding to any Applicant that is required by 49 U.S.C. 5307(d)(1)(K) to spend one (1) percent of its Urbanized Area Formula Program funding for eligible transit enhancements unless its quarterly report for the fourth quarter of the preceding Federal fiscal year has been submitted to FTA and includes the required list or sufficient information to demonstrate that the Designated Recipients in its area together have spent one (1) percent of the amount of Urbanized Area Program funding made available to them for transit enhancement projects or have included the same information in a separate report attached in TEAM-Web.

The following certifications apply to each Applicant for funding under the Urbanized Area Formula Program authorized under 49 U.S.C. 5307. The Applicant certifies that:

1. As required by 49 U.S.C. 5307(d)(1)(A), it has or will have the:
   a. Legal capacity to carry out its proposed projects,
   b. Financial capacity to carry out its proposed projects,
   c. Technical capacity to carry out its proposed projects,
   d. Safety aspects of its proposed projects, and
   e. Security aspects of its proposed projects,
2. As required by 49 U.S.C. 5307(d)(1)(B), it has or will have satisfactory continuing control over the use of project equipment and facilities,
3. As required by 49 U.S.C. 5307(d)(1)(C), it will maintain the project equipment and facilities adequately,
4. As required by 49 U.S.C. 5307(d)(1)(D), it will ensure that the following individuals will be charged not more than fifty (50) percent of the peak hour fare for transportation during non-peak hours using or involving project facilities or equipment supported under 49 U.S.C. 5307:
   a. Elderly individuals,
   b. Individuals with disabilities, or
   c. Individuals presenting a Medicare card issued to himself or herself pursuant to title II or

title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*),

5. As required by 49 U.S.C. 5307(d)(1)(E), when carrying out a procurement under 49 U.S.C. 5307, it will:
   a. Use competitive procurement (as defined or approved by FTA),
   b. Not use exclusionary or discriminatory specifications in its procurements,
   c. Comply with applicable Buy America laws, and
   d. Comply with the:
      (1) General provisions for FTA programs of 49 U.S.C. 5323, and
      (2) Third party procurement requirements of 49 U.S.C. 5325,
6. As required by 49 U.S.C. 5307(d)(1)(F), it has complied with or will comply with 49 U.S.C. 5307(c) because it:
   a. Has informed or will inform the public of the amounts of its Urbanized Area Formula Program funds available under 49 U.S.C. 5307, and the projects it proposes to undertake,
   b. Has developed or will develop, in consultation with interested parties including private transportation providers, the projects proposed to be funded,
   c. Has published or will publish a list of its projects in a way that affected citizens, private transportation providers, and local elected officials will have an opportunity to examine and submit comments on the proposed projects and its performance,
   d. Has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed projects,
   e. Has assured or will assure that the proposed projects provide for coordination of transportation services assisted under 49 U.S.C. 5336 with federally assisted transportation services supported by a Federal Government source other than U.S. DOT,
   f. Has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of projects, and
   g. Has made or will make the final list of projects available to the public,
7. As required by 49 U.S.C. 5307(d)(1)(G), it:
   a. Has or will have the amount of funds required for the local share,
   b. Will provide the local share funds from approved non-Federal sources except as permitted by Federal law, and
   c. Will provide the local share funds when needed,
8. As required by 49 U.S.C. 5307(d)(1)(H), it will comply with:
   a. The requirements of 49 U.S.C. 5301(a) for public transportation systems that:
      (1) Maximize the safe, secure, and efficient mobility of people,
      (2) Minimize environmental impacts, and,
      (3) Minimize transportation-related fuel consumption and reliance on foreign oil,
   b. The requirements of 49 U.S.C. 5301(d) for special efforts to:
      (1) Design public transportation for elderly individuals and individuals with disabilities, and
      (2) Provide public transportation for elderly individuals and individuals with disabilities, and
   c. The requirements of 49 U.S.C. 5303 – 5306 for:
      (1) Metropolitan and State Planning, and
      (2) Private enterprise participation,
9. As required by 49 U.S.C. 5307(d)(1)(I), it has a locally developed process to solicit and consider public comment before:

a. Raising a fare, or

b. Implementing a major reduction of public transportation,

10. As required by 49 U.S.C. 5307(d)(1)(J), if it serves an urbanized area with a population of at least 200,000:

a. Each fiscal year, it will spend at least one (1) percent of its 49 U.S.C. 5307 funding for public transportation security projects (limited to capital projects in the case of an Applicant serving an urbanized area with a population of 200,000 or more), or

b. That fiscal year, it will certify that such expenses for transportation security projects are not necessary,

c. Public transportation security projects include:

(1) Increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages),

(2) Increased camera surveillance of an area in or adjacent to that system,

(3) Emergency telephone line or lines to contact law enforcement or security personnel in an area in or adjacent to that system, and

(4) Any other project intended to increase the security and safety of an existing or planned public transportation, and

11. As required by 49 U.S.C. 5307(d)(1)(K), if it serves an urbanized area with a population of at least 200,000:

a. Each fiscal year, it or all the Recipients of 49 U.S.C. 5307 funding in its urbanized area will spend at least one (1) percent of that funding for transit enhancements, as defined in 49 U.S.C. 5302(a),

b. It will include in its quarterly report for the fourth quarter of the preceding Federal fiscal year a list of the projects during that Federal fiscal year using those 49 U.S.C. 5307 funds, and

c. The report of its transit enhancement projects is or will be incorporated by reference and made part of its certifications and assurances.

GROUP 16. CLEAN FUELS GRANT PROGRAM

You must select the following certifications and assurances in Group 16 if you apply on behalf of your Applicant for Clean Fuels Grant Program funding, 49 U.S.C. 5308. Your Applicant itself is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project, unless FTA determines otherwise in writing. Consequently, we strongly encourage your Applicant to take the appropriate measures including, but not limited to, obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances it has made.

The following certifications apply to each Applicant for funding under the Clean Fuels Grant Program authorized under 49 U.S.C. 5308:

1. As required by FTA regulations, "Clean Fuels Grant Program, 49 CFR part 624, specifically 49 CFR 624.7, the Applicant certifies it will operate vehicles purchased with Federal funding provided under the Clean Fuels Grant Program, 49 U.S.C. 5308 only with clean fuels.

2. Under 49 U.S.C. 5308(d)(1), the requirements of 49 U.S.C. 5307 apply to the Clean Fuels Grant Program. To comply with those requirements, as specified under 49 U.S.C. 5307(d)(1), the Applicant certifies that:

APPENDIX A

a. As required by 49 U.S.C. 5307(d)(1)(A), it has or will have the:

(1) Legal capacity to carry out its proposed projects,

(2) Financial capacity to carry out its proposed projects,

(3) Technical capacity to carry out its proposed projects,

(4) Safety aspects of its proposed projects, and

(5) Security aspects of its proposed projects,

b. As required by 49 U.S.C. 5307(d)(1)(B), it has or will have satisfactory continuing control over the use of project equipment and facilities,

c. As required by 49 U.S.C. 5307(d)(1)(C), it will maintain the project equipment and facilities adequately,

d. As required by 49 U.S.C. 5307(d)(1)(D), it will ensure that the following individuals will be charged not more than fifty (50) percent of the peak hour fare for transportation during non-peak hours using or involving project facilities or equipment supported under 49 U.S.C. 5308:

(1) Elderly individuals,

(2) Individuals with disabilities, or

(3) Individuals presenting a Medicare card issued to himself or herself pursuant to title II or title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*),

e. As required by 49 U.S.C. 5307(d)(1)(E), when carrying out a procurement under 49 U.S.C. 5308, it will:

(1) Use competitive procurement (as defined or approved by FTA),

(2) Not use exclusionary or discriminatory specifications in its procurements,

(3) Comply with applicable Buy America laws, and

(4) Comply with the general provisions for FTA programs of 49 U.S.C. 5323, and

(5) Comply with the third party procurement requirements of 49 U.S.C. 5325,

f. As required by 49 U.S.C. 5307(d)(I)(F), it has complied with or will comply with 49 U.S.C. 5307(c) because it:

(1) Has informed or will inform the public of the amounts of its Clean Fuels Grant Program funds available under 49 U.S.C. 5308, and the projects it proposes to undertake,

(2) Has developed or will develop, in consultation with interested parties including private transportation providers, the projects proposed to be funded,

(3) Has published or will publish a list of its projects in a way that affected citizens, private transportation providers, and local elected officials will have an opportunity to examine and submit comments on the proposed projects and its performance,

(4) Has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed projects,

(5) Has assured or will assure that the proposed projects provide for coordination of transportation services assisted under 49 U.S.C. 5336 with federally assisted transportation services supported by a Federal government source other than U.S. DOT,

(6) Has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of projects, and

(7) Has made or will make the final list of projects available to the public,

g. As required by 49 U.S.C. 5307(d)(1)(G), it:

(1) Has or will have the amount of funds required for the local share,

(2) Will provide the local share funds from approved non-Federal sources except as permitted by Federal law, and

(3) Will provide the local share funds when needed,

h. As required by 49 U.S.C. 5307(d)(1)(H), it will comply with:
(1) The requirements of 49 U.S.C. 5301(a) for public transportation systems that:
(a) Maximize the safe, secure, and efficient mobility of people,
(b) Minimize environmental impacts, and
(c) Minimize transportation-related fuel consumption and reliance on foreign oil,
(2) The requirements of 49 U.S.C. 5301(d) for special efforts to:
(a) Design public transportation for elderly individuals and individuals with disabilities, and
(b) Provide public transportation for elderly individuals and individuals with disabilities, and
(3) The requirements of 49 U.S.C. 5303 – 5306 for:
(a) Metropolitan and State Planning, and
(b) Private enterprise participation, and

i. As required by 49 U.S.C. 5307(d)(1)(I), it has a locally developed process to solicit and consider public comment before:
(1) Raising a fare, or
(2) Implementing a major reduction of public transportation.

GROUP 17. ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES FORMULA GRANT PROGRAM AND PILOT PROGRAM

You must select the following certifications and assurances in Group 17 if you apply on behalf of your State or State organization as the direct Applicant for Elderly Individuals and Individuals with Disabilities Formula Grant Program funding 49 U.S.C. 5310, and, if qualified, for Elderly Individuals and Individuals with Disabilities Pilot Program funding, subsection 3012(b) of SAFETEA-LU. Only a State or a State organization acting as the Recipient on behalf of a State may be a direct recipient of this funding. Your State or State organization Applicant is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project, unless FTA determines otherwise in writing. Consequently, we strongly encourage your State or State organization Applicant to take the appropriate measures including, but not limited to, obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances it has made.

The following certifications and assurances apply to each State or State organization serving as Applicant for funding and each subrecipient of funding under the Elderly Individuals and Individuals with Disabilities Formula Grant Program authorized under 49 U.S.C. 5310, and the Elderly Individuals and Individuals with Disabilities Pilot Program authorized under subsection 3012(b) of SAFETEA-LU.

1. The State or State organization Applicant assures that:
a. Each subrecipient is:
(1) Recognized under State law as a private nonprofit organization with the legal capability to contract with the State to carry out the proposed project, or
(2) A public body that has met the statutory requirements to receive Federal funding authorized for 49 U.S.C. 5310,
b. The State or State organization Applicant can conclude from information in a private

nonprofit subrecipient's application for 49 U.S.C. 5310 funding that:

(1) The transit service provided or offered to be provided by existing public or private transit operators cannot meet the special needs of elderly individuals and individuals with disabilities, because it is:

(a) Unavailable,
(b) Insufficient, or
(c) Inappropriate,

c. As required by 49 U.S.C. 5310(d)(2)(A) and subsection 3012(b)(2) of SAFETEA-LU, the State certifies that, before it transfers funds to a project funded under 49 U.S.C. 5336, the project has been or will have been coordinated with private nonprofit providers of services under 49 U.S.C. 5310,

d. As required by 49 U.S.C. 5310(d)(2)(C), the Applicant certifies that allocations to subrecipients 49 U.S.C. 5310 funding or subsection 3012(b) funding will be distributed on a fair and equitable basis, and

e. As required by 49 U.S.C. 5310(d)(2)(B) and subsection 3012(b)(2) of SAFETEA-LU, the Applicant certifies that:

(1) The projects it has selected or will select for funding under that program were derived from a public transit-human services transportation plan that has been:

(a) Locally developed, and
(b) Coordinated, and

(2) That locally developed, coordinated plan was produced through a process that included:

(a) Representatives of public, private, and nonprofit transportation providers,
(b) Representatives of public, private, and nonprofit human services providers, and
(c) Participation by the public.

2. As permitted by 49 U.S.C. 5310(d), the Federal Transit Administrator has selected certain requirements of 49 U.S.C. 5307 to be appropriate for the Elderly Individuals and Individuals with Disabilities Formula Grant Program authorized by 49 U.S.C. 5310, and the Elderly Individuals and Individuals with Disabilities Pilot Program authorized by subsection 3012(b) of SAFETEA-LU, 49 U.S.C. 5310 note, of which some require certifications. Therefore, as specified under 49 U.S.C. 5307(d)(1), the State or State organization Applicant certifies that:

a. As required by 49 U.S.C. 5307(d)(1)(A), it and each subrecipient has or will have the:

(1) Legal capacity to carry out its proposed projects,
(2) Financial capacity to carry out its proposed projects,
(3) Technical capacity to carry out its proposed projects,
(4) Safety aspects of its proposed projects, and
(5) Security aspects of its proposed projects,

b. As required by 49 U.S.C. 5307(d)(1)(B), it and each subrecipient has or will have satisfactory continuing control over the use of project equipment and facilities,

c. As required by 49 U.S.C. 5307(d)(1)(C), it and each subrecipient will maintain the project equipment and facilities adequately,

d. As required by 49 U.S.C. 5307(d)(1)(E), when carrying out a procurement under the Elderly Individuals and Individuals with Disabilities Formula Grant Program authorized by 49 U.S.C. 5310, or the Elderly Individuals and Individuals with Disabilities Pilot Program authorized by subsection 3012(b) of SAFETEA-LU, 49 U.S.C. 5310 note, it and each subrecipient will:

(1) Use competitive procurement (as defined or approved by FTA),
(2) Not use exclusionary or discriminatory specifications in its procurements,
(3) Comply with applicable Buy America laws, and
(4) Comply with the general provisions for FTA programs of 49 U.S.C. 5323, and
(5) Comply with the third party procurement requirements of 49 U.S.C. 5325,

e. As required by 49 U.S.C. 5307(d)(1)(G), it and each subrecipient:
(1) Has or will have the amount of funds required for the local share,
(a) As required by 49 U.S.C. 5310(c), and
(b) Subsections 3012(b)(3) and (4) of SAFETEA-LU, if applicable,
(2) Will provide the local share funds from approved non-Federal sources except as permitted by Federal law, and
(3) Will provide the local share funds when needed, and

f. As required by 49 U.S.C. 5307(d)(1)(H), it and each subrecipient will comply with:
(1) The requirements of 49 U.S.C. 5301(a) for public transportation systems that:
(a) Maximize the safe, secure, and efficient mobility of people,
(b) Minimize environmental impacts, and
(c) Minimize transportation-related fuel consumption and reliance on foreign oil,
(2) The requirements of 49 U.S.C. 5301(d) for special efforts to:
(a) Design public transportation for elderly individuals and individuals with disabilities, and
(b) Provide public transportation for elderly individuals and individuals with disabilities, and
(3) The requirements of 49 U.S.C. 5303 – 5306 for:
(a) Metropolitan and State Planning, and
(b) Private enterprise participation.

GROUP 18. NONURBANIZED AREA FORMULA PROGRAM FOR STATES

You must select the following certifications and assurances in Group 18 if you apply on behalf of your Applicant for Nonurbanized Area Formula Program funding, 49 U.S.C. 5311(b). Your Applicant itself is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project, unless FTA determines otherwise in writing. Consequently, we strongly encourage your Applicant to take the appropriate measures including, but not limited to, obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances it has made.

Only a State or a State organization acting as the Recipient on behalf of a State (State) may be a direct recipient of this Nonurbanized Area Formula Program funding. Separate certifications and assurances have been established in Group 22 for an Indian tribe that is an Applicant for Tribal Transit Program funding, 49 U.S.C. 5311(c)(1).

The following certifications and assurances apply to each State or State organization serving as the Applicant for funding under the Nonurbanized Area Formula Program authorized under 49 U.S.C. 5311. The Applicant assures that:

1. It has or will have the necessary legal, financial, and managerial capability to:

a Apply, receive and disburse 49 U.S.C. 5311(c)(1) funding, and
b. Carry out each project, including the:
(1) Safety aspects of its proposed projects, and
(2) Security aspects of its proposed projects,
2. It has or will have satisfactory continuing control over the use of project equipment and facilities,
3. The project equipment and facilities will be adequately maintained,
4. As required by 49 U.S.C. 5311(b)(2)(C)(i), its program has provided for a fair distribution of Federal funding authorized for 49 U.S.C. 5311 within the State, including Indian reservations within the State,
5. As required by 49 U.S.C. 5311(b)(2)(C)(ii), its program provides or will provide the maximum feasible coordination of public transportation service to receive funding under 49 U.S.C. 5311 with transportation service assisted by other Federal sources,
6. The projects in its Nonurbanized Area Formula Program are included in:
a. The Statewide Transportation Improvement Program, and
b. To the extent applicable, a metropolitan Transportation Improvement Program,
7. It has or will have the amount of funds required for the local share, as required by 49 U.S.C. 5311(g), and
(2) Will provide the local share funds from approved non-Federal sources except as permitted by Federal law, and
(3) Will provide the local share funds when needed, and
8. As required by 49 U.S.C. 5311(f), each fiscal year:
a. It will spend at least fifteen (15) percent of its 49 U.S.C. 5311 funding available that fiscal year to develop and support intercity bus transportation within the State, with eligible activities including:
(1) Planning and marketing for intercity bus transportation,
(2) Capital grants for intercity bus shelters,
(3) Joint-use stops and depots,
(4) Operating grants through purchase-of-service agreements, user-side subsidies, and demonstration projects, and
(5) Coordinating rural connections between small public transportation operations and intercity bus carriers, or
b. It will provide to the Federal Transit Administrator a certification of the State's chief executive officer that:
(1) After consulting with the affected intercity bus service providers about the intercity bus needs of the State,
(2) The State's intercity bus service needs are being met adequately.

GROUP 19. JOB ACCESS AND REVERSE COMMUTE (JARC) FORMULA GRANT PROGRAM

You must select the following certifications and assurances in Group 19 if you apply on behalf of your Applicant for Job Access and Reverse Commute (JARC) Formula Grant funding, 49 U.S.C. 5316. Your Applicant is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project, unless FTA determines otherwise in writing. Consequently, we

strongly encourage your Applicant to take the appropriate measures including, but not limited to, obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances it has made.

The following certifications and assurances apply to each Applicant for and subrecipient of funding under the Job Access and Reverse Commute (JARC) Formula Grant funding authorized under 49 U.S.C. 5316.

1. The Applicant certifies that:

a. As required by 49 U.S.C. 5316(d)(4), it will make awards of JARC funding on a competitive basis following:

(1) An areawide solicitation in cooperation with the appropriate metropolitan planning organization for applications for funding under 5316(c)(1)(A) (*see* 49 U.S.C. 5316(d)(1)), and

(2) A statewide solicitation for applications for JARC funding under 49 U.S.C. 5316(c)(1)(B) or 49 U.S.C. 5316(c)(1)(C), (*see* 49 U.S.C. 5316(d)(2)) and

b. As required by 49 U.S.C. 5316(f)(2), any allocations to subrecipients of funding authorized under 49 U.S.C. 5316 will be distributed on a fair and equitable basis,

c. As required by 49 U.S.C. 5316(g)(3):

(1) The projects it has selected or will select for funding under that program were derived from a public transit-human services transportation plan that has been:

(a) Locally developed, and

(b) Coordinated,

(2) That locally developed, coordinated plan was produced through a process that included:

(a) Representatives of public, private, and nonprofit transportation providers,

(b) Representatives of public, private, and nonprofit human services providers, and

(c) Participation by the public, and

d. As required by 49 U.S.C. 5316(g)(2), before it transfers funds to a project funded under 49 U.S.C. 5336, that project has been or will have been coordinated with private nonprofit providers of services, and

e. As required by 49 U.S.C. 5316(c)(3), before using funds apportioned for projects serving an area other than that for which funding was apportioned under 49 U.S.C. 5316(c)(1)(B) or (C):

(1) The State's chief executive officer, or his or her designee, will have certified that all the JARC program objectives of 49 U.S.C. 5316 are being met in the area from which the funding would be derived,

(2) If the State has a statewide program for meeting the JARC program objectives of 49 U.S.C. 5316, the funds can be used for projects anywhere in the State.

2. Under 49 U.S.C. 5316(f)(1), the requirements of 49 U.S.C. 5307 apply to the JARC Program, authorized under 49 U.S.C. 5316. Therefore, as specified under 49 U.S.C. 5307(d)(1), the Applicant certifies that

a. As required by 49 U.S.C. 5307(d)(1)(A), it and each subrecipient has or will have the:

(1) Legal capacity to carry out its proposed projects,

(2) Financial capacity to carry out its proposed projects,

(3) Technical capacity to carry out its proposed projects,

(4) Safety aspects of its proposed projects, and

(5) Security aspects of its proposed projects,

b. As required by 49 U.S.C. 5307(d)(1)(B), it and each subrecipient has or will have satisfactory continuing control over the use of project equipment and facilities,

c. As required by 49 U.S.C. 5307(d)(1)(C), it and each subrecipient will maintain the project equipment and facilities adequately,

d. As required by 49 U.S.C. 5307(d)(1)(D), it and each subrecipient will ensure that the following individuals will be charged not more than fifty (50) percent of the peak hour fare for transportation during non-peak hours using or involving project facilities or equipment supported under 49 U.S.C. 5316:

(1) Elderly individuals,

(2) Individuals with disabilities, or

(3) Individuals presenting a Medicare card issued to himself or herself pursuant to title II or title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*),

e. As required by 49 U.S.C. 5307(d)(1)(E), when carrying out a procurement under the JARC Program, 49 U.S.C. 5316, it will:

(1) Use competitive procurement (as defined or approved by FTA),

(2) Not use exclusionary or discriminatory specifications in its procurements,

(3) Comply with applicable Buy America laws,

(4) Comply with the general provisions for FTA programs of 49 U.S.C. 5323, and

(5) Comply with the third party procurement requirements of 49 U.S.C. 5325,

f. As required by 49 U.S.C. 5307(d)(1)(F), it and each subrecipient has complied with or will comply with 49 U.S.C. 5307(c) because it:

(1) Has informed or will inform the public of the amount of its JARC Program funds available under 49 U.S.C. 5316, and the projects it proposes to undertake,

(2) Has developed or will develop, in consultation with interested parties including private transportation providers, the projects proposed to be funded,

(3) Has published or will publish a list of its projects in a way that affected citizens, private transportation providers, and local elected officials will have an opportunity to examine and submit comments on the proposed projects and its performance,

(4) Has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed projects,

(5) Has assured or will assure that the proposed projects provide for coordination of transportation services assisted under 49 U.S.C. 5336 with federally assisted transportation services supported by a Federal government source other than U.S. DOT,

(6) Has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of projects, and

(7) Has made or will make the final list of projects available to the public,

g. As required by 49 U.S.C. 5307(d)(1)(G), it and each subrecipient:

(1) Has or will have the amount of funds required for the local share,

(2) Will provide the local share funds from approved non-Federal sources except as permitted by Federal law, and

(3) Will provide the local share funds when needed,

h. As required by 49 U.S.C. 5307(d)(1)(H), it and each subrecipient will comply with:

(1) The requirements of 49 U.S.C. 5301(a) for public transportation systems that:

(a) Maximize the safe, secure, and efficient mobility of people,

(b) Minimize environmental impacts, and

(c) Minimize transportation-related fuel consumption and reliance on foreign oil,

(2) The requirements of 49 U.S.C. 5301(d) for special efforts to:

(a) Design public transportation for elderly individuals and individuals with disabilities, and

(b) Provide public transportation for elderly individuals and individuals with disabilities, and

(3) The requirements of 49 U.S.C. 5303 – 5306 for:

(a) Metropolitan and State Planning, and

(b) Private enterprise participation, and

i. As required by 49 U.S.C. 5307(d)(1)(I), it and each subrecipient has a locally developed process to solicit and consider public comment before:

(1) Raising a fare, or

(2) Implementing a major reduction of public transportation.

GROUP 20. NEW FREEDOM PROGRAM

You must select the following certifications and assurances in Group 20 if you apply on behalf of your Applicant for New Freedom Program funding, 49 U.S.C. 5317. Your Applicant is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project, unless FTA determines otherwise in writing. Consequently, we strongly encourage your Applicant to take the appropriate measures including, but not limited to, obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances it has made.

1. The Applicant certifies that:

a. As required by 49 U.S.C. 5317(d)(4), it will make awards of New Freedom funding on a competitive basis following:

(1) An areawide solicitation in cooperation with the appropriate metropolitan planning organization for applications for funding under 5317(c)(1)(A) (*see* 49 U.S.C. 5317(d)(1)), and

(2) A statewide solicitation for applications for JARC funding under 49 U.S.C. 5317(c)(1)(B) or 49 U.S.C. 5317(c)(1)(C), (*see* 49 U.S.C. 5317(d)(2)),

b. As required by 49 U.S.C. 5317(e)(2), any allocations to subrecipients of funding authorized under 49 U.S.C. 5317 will be distributed on a fair and equitable basis,

c. As required by 49 U.S.C. 5317(f)(3):

(1) The projects it has selected or will select for funding under that program were derived from a public transit-human services transportation plan that has been:

(a) Locally developed, and

(b) Coordinated,

(2) That locally developed, coordinated plan was produced through a process that included:

(a) Representatives of public, private, and nonprofit transportation providers,

(b) Representatives of human services public, private, and nonprofit providers, and

(c) Participation by the public, and

d. As required by 49 U.S.C. 5316(f)(2), before it transfers funds to a project funded under 49 U.S.C. 5336, that project has been or will have been coordinated with private nonprofit providers of services.

2. As permitted by 49 U.S.C. 5317(e)(1), the Federal Transit Administrator has selected certain requirements of 49 U.S.C. 5310 and 49 U.S.C. 5307 to be appropriate for the New Freedom Program, of which some require certifications. Therefore, as specified under 49 U.S.C. 5307(d)(1), the Applicant certifies that:

a. As required by 49 U.S.C. 5307(d)(1)(A), it and each subrecipient has or will have the:
   (1) Legal capacity to carry out its proposed projects,
   (2) Financial capacity to carry out its proposed projects,
   (3) Technical capacity to carry out its proposed projects,
   (4) Safety aspects of its proposed projects, and
   (5) Security aspects of its proposed projects,

b. As required by 49 U.S.C. 5307(d)(1)(B), it and each subrecipient has or will have satisfactory continuing control over the use of project equipment and facilities,

c. As required by 49 U.S.C. 5307(d)(1)(C), it and each subrecipient will maintain the project equipment and facilities adequately,

d. As required by 49 U.S.C. 5307(d)(1)(E), when carrying out a procurement under the New Freedom Program authorized by 49 U.S.C. 5317, it and each subrecipient will:
   (1) Use competitive procurement (as defined or approved by FTA),
   (2) Not use exclusionary or discriminatory specifications in its procurements,
   (3) Comply with applicable Buy America laws, and
   (4) Comply with the general provisions for FTA programs of 49 U.S.C. 5323, and
   (5) Comply with the third party procurement requirements of 49 U.S.C. 5325,

e. As required by 49 U.S.C. 5307(d)(1)(G), it and each subrecipient:
   (1) Has or will have the amount of funds required for the local share,
   (2) Will provide the local share funds from approved non-Federal sources except as permitted by Federal law, and
   (3) Will provide the local share funds when needed, and

f. As required by 49 U.S.C. 5307(d)(1)(H), it will comply with:
   (1) The requirements of 49 U.S.C. 5301(a) for public transportation systems that:
      (a) Maximize the safe, secure, and efficient mobility of people,
      (b) Minimize environmental impacts, and
      (c) Minimize transportation-related fuel consumption and reliance on foreign oil,
   (2) The requirements of 49 U.S.C. 5301(d) for special efforts to:
      (a) Design public transportation for elderly individuals and individuals with disabilities, and
      (b) Provide public transportation for elderly individuals and individuals with disabilities, and
   (3) The requirements of 49 U.S.C. 5303 – 5306 for:
      (a) Metropolitan and State Planning, and
      (b) Private enterprise participation.

GROUP 21. PAUL S. SARBANES TRANSIT IN PARKS PROGRAM

You must select the following certifications and assurances in Group 21 if you apply on behalf of your Applicant for Paul S. Sarbanes Transit in Parks Program (Parks Program) funding, 49 U.S.C. 5320.

APPENDIX A

The following certifications apply to each Applicant for funding under the Paul S. Sarbanes Transit in Parks Program (Parks Program) authorized under 49 U.S.C. 5320:

1. As required by 49 U.S.C. 5320(e)(D), the Applicant assures that it will consult with the appropriate Federal land management agency during the planning process.

2. As permitted by 49 U.S.C. 5320(i), the Federal Transit Administrator has selected certain requirements of 49 U.S.C. 5307 to be appropriate for the Parks Program, of which some require certifications. Therefore as specified under 49 U.S.C. 5307(d)(1), the Applicant certifies that:

a. As required by 49 U.S.C. 5307(d)(1)(A), it has or will have the:

(1) Legal capacity to carry out its proposed projects,

(2) Financial capacity to carry out its proposed projects,

(3) Technical capacity to carry out its proposed projects,

(4) Safety aspects of its proposed projects, and

(5) Security aspects of its proposed projects,

b. As required by 49 U.S.C. 5307(d)(1)(B), it has or will have satisfactory continuing control over the use of project equipment and facilities,

c. As required by 49 U.S.C. 5307(d)(1)(C), it will maintain the project equipment and facilities adequately,

d. As required by 49 U.S.C. 5307(d)(1)(E), when carrying out a procurement under the Parks Program, 49 U.S.C. 5320, it will:

(1) Use competitive procurement (as defined or approved by FTA),

(2) Not use exclusionary or discriminatory specifications in its procurements,

(3) Comply with applicable Buy America laws, and

(4) Comply with the general provisions for FTA programs of 49 U.S.C. 5323, and

(5) Comply with the third party procurement requirements of 49 U.S.C. 5325,

e. As required by 49 U.S.C. 5307(d)(1)(F) and 49 U.S.C. 5320(e)(2)(C), it has complied with or will comply with the requirements of 49 U.S.C. 5307(c). Specifically, it:

(1) Has made available, or will make available, to the public information on the amounts available for the Parks Program, 49 U.S.C. 5320, and the projects it proposes to undertake,

(2) Has developed or will develop, in consultation with interested parties including private transportation providers, projects to be financed,

(3) Has published or will publish a list of proposed projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed projects and submit comments on the proposed projects and the performance of the Applicant,

(4) Has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed projects,

(5) Has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of projects, and

(6) Has made or will make the final list of projects available to the public,

f. As required by 49 U.S.C. 5307(d)(1)(G), it:

(1) Has or will have the amount of funds required for the local share,

(2) Will provide the local share funds from approved non-Federal sources except as permitted by Federal law, and

(3) Will provide the local share funds when needed,

g. As required by 49 U.S.C. 5307(d)(1)(H), it will comply with:

(1) The requirements of 49 U.S.C. 5301(a) for public transportation systems that:

(a) Maximize the safe, secure, and efficient mobility of people,
(b) Minimize environmental impacts, and
(c) Minimize transportation-related fuel consumption and reliance on foreign oil,

(2) The requirements of 49 U.S.C. 5301(d) for special efforts to:
(a) Design public transportation for elderly individuals and individuals with disabilities, and
(b) Provide public transportation for elderly individuals with disabilities, and

(3) The requirements of 49 U.S.C. 5303 – 5306 for:
(a) Metropolitan and State Planning, and
(b) Private enterprise participation, and

h. As required by 49 U.S.C. 5307(d)(1)(I), it has a locally developed process to solicit and consider public comment before:
(1) Raising a fare, or
(2) Implementing a major reduction of public transportation.

GROUP 22. TRIBAL TRANSIT PROGRAM

You must select the following certifications and assurances in Group 22 if you apply on behalf of your Applicant for Tribal Transit Program funds, 49 U.S.C. 5311(c)(1).

As permitted by 49 U.S.C. 5311(c)(1) the Federal Transit Administrator has established terms and conditions for direct grants funded under FTA's Tribal Transit Program authorized under 49 U.S.C. 5311(c)(1) for Indian tribal governments. To ensure compliance with those requirements, the Indian tribal government serving as the Applicant certifies and assures that:

1. It has or will have the necessary legal, financial, and managerial capability to:
   a. Apply, receive and disburse 49 U.S.C. 5311(c)(1) funding, and
   b. Carry out each project, including the:
      (1) Safety aspects of its proposed projects, and
      (2) Security aspects of its proposed projects,
2. It has or will have satisfactory continuing control over the use of project equipment and facilities,
3. The project equipment and facilities will be adequately maintained,
4. Its project will achieve maximum feasible coordination with transportation service assisted by other Federal sources,
5. It will:
   a. Have a procurement system that complies with U.S. DOT regulations, "Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments," 49 C.F.R. part 18, specifically 49 CFR 18.36, or
   b. Inform FTA promptly that its procurement system does not comply with those U.S. DOT regulations, and
6. It will comply with the certifications, assurances, and agreements in:
   a. Group 08 (Bus Testing),
   b. Group 09 (Charter Bus Agreement),
   c. Group 10 (School Transportation Agreement),
   d. Group 11 (Demand Responsive Service),
   e. Group 12 (Alcohol Misuse and Prohibited Drug Use), and

f. Group 14 (National Intelligent Transportation Systems Architecture and Standards).

GROUP 23. TIFIA PROJECTS

You must select the following certifications and assurances in Group 23 if you apply on behalf of your Applicant for Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance authorized under 23 U.S.C. chapter 6.

The following certifications apply to each Applicant for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program authorized under 23 U.S.C. chapter 6:

1. Federal transit law, specifically 49 U.S.C. 5323(o) requires an Applicant for TIFIA credit assistance funded under 23 U.S.C. chapter 6 and its project to comply with 49 U.S.C. 5307. As required by 49 U.S.C. 5307(d)(1), the Applicant certifies that:

a. As required by 49 U.S.C. 5307(d)(1)(A), it has or will have the:

(1) Legal capacity to carry out its proposed projects,

(2) Financial capacity to carry out its proposed projects,

(3) Technical capacity to carry out its projects,

(4) Safety aspects of its proposed projects, and

(5) Security aspects of its proposed projects,

b. As required by 49 U.S.C. 5307(d)(1)(B), it has or will have satisfactory continuing control over the use of project equipment and facilities,

c. As required by 49 U.S.C. 5307(d)(1)(C), it will maintain the project equipment and facilities adequately,

d. As required by 49 U.S.C. 5307(d)(1)(D), it will ensure that the following individuals will be charged not more than fifty (50) percent of the peak hour fare for transportation during non-peak hours using or involving project facilities or equipment supported under 23 U.S.C. chapter 6:

(1) Elderly individuals,

(2) Individuals with disabilities, or

(3) Individuals presenting a Medicare card issued to himself or herself pursuant to title II or title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*),

e. As required by 49 U.S.C. 5307(d)(1)(E), when carrying out a procurement supported with TIFIA funding under 23 U.S.C. chapter 6, it will:

(1) Use competitive procurement (as defined or approved by FTA),

(2) Not use exclusionary or discriminatory specifications in its procurements,

(3) Comply with applicable Buy America laws, and

(4) Comply with the general provisions for FTA programs of 49 U.S.C. 5323, and

(5) Comply with the third party procurement requirements of 49 U.S.C. 5325,

f. As required by 49 U.S.C. 5307(d)(1)(F), it has complied or will comply with 49 U.S.C. 5307(c) because it:

(1) Has informed or will inform the public of the amounts of its TIFIA credit assistance available under 23 U.S.C. chapter 6, and the projects it proposes to undertake,

(2) Has developed or will develop, in consultation with interested parties including private transportation providers, the projects it proposes to fund,

(3) Has published or will publish a list of its projects in a way that affected citizens,

private transportation providers, and local elected officials will have an opportunity to examine and submit comments on the proposed projects and its performance,

(4) Has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed projects,

(5) Has assured or will assure that the proposed projects provide for coordination of transportation services assisted under 49 U.S.C. 5336 with federally assisted transportation services supported by a Federal government source other than U.S. DOT,

(6) Has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of projects, and

(7) Has made or will make the final list of projects available to the public,

g. As required by 49 U.S.C. 5307(d)(1)(G), it:

(1) Has or will have the amount of funds required for the local share,

(2) Will provide the local share funds from approved non-Federal sources except as permitted by Federal law, and

(3) Will provide the local share funds when needed,

h. As required by 49 U.S.C. 5307(d)(1)(H), the Applicant will comply with:

(1) The requirements of 49 U.S.C. 5301(a) for public transportation systems that:

(a) Maximize the safe, secure, and efficient mobility of people,

(b) Minimize environmental impacts, and

(c) Minimize transportation-related fuel consumption and reliance on foreign oil,

(2) The requirements of 49 U.S.C. 5301(d) for special efforts to:

(a) Design public transportation for elderly individuals and individuals with disabilities, and

(b) Provide public transportation for elderly individuals and individuals with disabilities, and

(3) The requirements of 49 U.S.C. 5303 – 5306

(a) Metropolitan and State Planning, and

(b) Private enterprise participation,

i. As required by 49 U.S.C. 5307(d)(1)(I), it has a locally developed process to solicit and consider public comment before:

(1) Raising a fare, or

(2) Implementing a major reduction of public transportation,

j. As required by 49 U.S.C. 5307(d)(1)(J), if it serves an urbanized area with a population of at least 200,000:

(1) Each fiscal year it will spend at least one (1) percent of its funding attributed to 49 U.S.C. 5307 for public transportation security projects, or

(2) That fiscal year, it will certify that such expenses for transportation security projects are not necessary,

(3) Public transportation security projects include:

(a) Increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages),

(b) Increased camera surveillance of an area in or adjacent to that system,

(c) Emergency telephone line or lines to contact law enforcement or security personnel in an area in or adjacent to that system, and

(d) Any other project intended to increase the security and safety of an existing or planned public transportation, and

k. As required by required by 49 U.S.C. 5307(d)(1)(K), if it serves an urbanized area with a population of at least 200,000:

(1) Each fiscal year, it or all the Recipients of 49 U.S.C. 5307 funding in its urbanized area will spend at least one (1) percent of that funding for transit enhancements, as defined at 49 U.S.C. 5302(a),

(2) It will include in its quarterly report for the fourth quarter of the preceding Federal fiscal year a list of the projects during that Federal fiscal year using those 49 U.S.C. 5307 funds, and

(3) The report of its transit enhancement projects is or will be incorporated by reference and made part of its certifications and assurances.

2. Federal transit law at 49 U.S.C. 5323(o) requires an Applicant for TIFIA credit assistance funded under 23 U.S.C. chapter 6 and its project to comply with 49 U.S.C. 5309. As required by 49 U.S.C. 5309(g)(2)(B)(iii), 5309(g)(3)(B)(iii), and 5309(i)(2)(C), the Applicant certifies that it will not seek reimbursement for interest and other financing costs incurred in connection with the Project unless:

a. It is eligible to receive Federal funding for those expenses, and

b. Its records demonstrate that it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA may require.

GROUP 24. DEPOSITS OF FEDERAL FINANCIAL FUNDING TO STATE INFRASTRUCTURE BANKS

We request that you select the following certifications and assurances in Group 24 if you apply for 49 U.S.C. chapter 53 funding on behalf of a State Applicant that intends to deposit the funding in a State Infrastructure Bank (SIB). Unless we determine otherwise in writing, the State Applicant itself is ultimately responsible for compliance with its certifications and assurances even though the SIB and a subrecipient may participate in a project financed with our funds deposited in the SIB. Consequently, we encourage the Applicant to take appropriate measures to obtaining sufficient documents from the SIB and each subrecipient, to assure the validity of all certifications and assurances the State Applicant has made.

The following certifications apply to each Applicant for funding under the State Infrastructure Bank Program authorized under 23 U.S.C. 610. The State organization, serving as the Applicant for funding for its State Infrastructure Bank (SIB) Program, assures the agreement of both its SIB and each recipient of SIB funding (subrecipient) that each public transportation project financed with SIB funds will be administered in accordance with:

1. The applicable Federal laws establishing the various SIB programs since 1995:
   a. Section 1602 of SAFETEA-LU, now codified in 23 U.S.C. 610, or
   b Section 1511 of TEA-21, 23 U.S.C. 181 note, or
   c. Section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. 181,
2. The Cooperative Agreement establishing the State's SIB program between:
   a. The State Applicant and Federal parties (FHWA, FRA, and FTA), or
   b. The State Applicant and Federal parties (FHWA and FTA),

3. The Grant Agreement with the State Applicant that provides FTA funding for the SIB, except that any provision of the FTA Master Agreement incorporated by reference into that Grant Agreement will not apply if it conflicts with any provision of:

a. Section 1602 of SAFETEA-LU, now codified in 23 U.S.C. 610,

b. Section 1511 of TEA-21, 23 U.S.C. 181 note, or section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. 181 note, or

c. Federal guidance pertaining to the SIB Program,

d. The Cooperative Agreement establishing the State's SIB Program, or

e. The FTA Grant Agreement,

4. As required by 49 U.S.C. 5323(o), Federal transit laws, specifically 49 U.S.C. 5307 and 49 U.S.C. 5309, apply to any project under 49 U.S.C. chapter 53 that receives SIB support or financing under 23 U.S.C. 610 (or any support from 23 U.S.C. 601 – 608.). Therefore:

a. To comply with 49 U.S.C. 5307, specifically 49 U.S.C. 5307(d)(1), the Applicant certifies that:

(1) As required by 49 U.S.C. 5307(d)(1)(A), it has or will have the:

(a) Legal capacity to carry out its proposed projects,

(b) Financial capacity to carry out its proposed projects,

(c) Technical capacity to carry out its proposed projects,

(d) Safety aspects of its proposed projects, and

(e) Security aspects of its proposed projects,

(2) As required by 49 U.S.C. 5307(d)(1)(B), it has or will have satisfactory continuing control over the use of project equipment and facilities,

(3) As required by 49 U.S.C. 5307(d)(1)(C), it will maintain the project equipment and facilities adequately,

(4) As required by 49 U.S.C. 5307(d)(1)(D), it will ensure that the following individuals will be charged not more than fifty (50) percent of the peak hour fare for transportation during non-peak hours using or involving project facilities or equipment supported under 23 U.S.C. chapter 6:

(a) Elderly individuals,

(b) Individuals with disabilities, or

(c) Individuals presenting a Medicare card issued to himself or herself pursuant to title II or title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*),

(5) As required by 49 U.S.C. 5307(d)(1)(E), when carrying out a procurement supported by the SIB program, 23 U.S.C. 610, it will:

(a) Use competitive procurement (as defined or approved by FTA),

(b) Not use exclusionary or discriminatory specifications in its procurements,

(c) Comply with applicable Buy America laws, and

(d) Comply with the general provisions for FTA programs of 49 U.S.C. 5323, and

(e) Comply with the third party procurement requirements of 49 U.S.C. 5325,

(6) As required by 49 U.S.C. 5307(d)(1)(F), it has complied with or will comply 49 U.S.C. 5307(c) because it:

(a) Has informed or will inform the public of the amounts of its SIB funding under 23 U.S.C. 610, and the projects it proposes to undertake,

(b) Has developed or will develop, in consultation with interested parties including private transportation providers, the projects proposed to be funded,

(c) Has published or will publish a list of its projects in a way that affected citizens,

private transportation providers, and local elected officials will have an opportunity to examine and submit comments on the proposed projects and its performance,

(d) Has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed projects,

(e) Has assured or will assure that the proposed projects provide for coordination of transportation services assisted under 49 U.S.C. 5336 with federally assisted transportation services supported by a Federal government source other than U.S. DOT,

(f) Has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of projects, and

(g) Has made or will make the final list of projects available to the public,

(7) As required by 49 U.S.C. 5307(d)(1)(G), it:

(a) Has or will have the amount of funds required for the local share,

(b) Will provide the local share funds from approved non-Federal sources except as permitted by Federal law, and

(c) Will provide the local share funds when needed,

(8) As required by 49 U.S.C. 5307(d)(1)(H), the Applicant will comply with:

(a) The requirements of 49 U.S.C. 5301(a) for public transportation systems that:

1 Maximize the safe, secure, and efficient mobility of people,

2 Minimize environmental impacts, and

3 Minimize transportation-related fuel consumption and reliance on foreign oil,

(b) The requirements of 49 U.S.C. 5301(d) for special efforts to:

1 Design public transportation for elderly individuals and individuals with disabilities, and

2 Provide public transportation for elderly individuals and individuals with disabilities, and

(c) The requirements of 49 U.S.C. 5303 – 5306 for:

1 Metropolitan and State Planning, and

2 Private enterprise participation,

(9) As required by 49 U.S.C. 5307(d)(1)(I), it has a locally developed process to solicit and consider public comment before:

(a) Raising a fare, or

(b) Implementing a major reduction of public transportation,

(10) As required by 49 U.S.C. 5307(d)(1)(J), if it will be using 49 U.S.C. 5307 funds and it serves an urbanized area with a population of at least 200,000:

(a) Each fiscal year, it will spend at least one (1) percent of its 49 U.S.C. 5307 funding for public transportation security projects, or

(b) That fiscal year, it will certify that such expenses for transportation security projects are not necessary,

(c) Public transportation security projects include:

1 Increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages),

2 Increased camera surveillance of an area in or adjacent to that system,

3 Emergency telephone line or lines to contact law enforcement or security personnel in an area in or adjacent to that system, and

4 Any other project intended to increase the security and safety of an existing or planned public transportation project, and

(11) As required by 49 U.S.C. 5307(d)(1)(K), if it will be using 49 U.S.C. 5307 funds and it serves an urbanized area with a population of at least 200,000:

(a) Each fiscal year, it or all the Recipients of 49 U.S.C. 5307 funding in its urbanized area will spend at least one (1) percent of that funding for transit enhancements, as defined in 49 U.S.C. 5302(a),

(b) It will include in its quarterly report for the fourth quarter of the preceding Federal fiscal year a list of the projects during that Federal fiscal year using those 49 U.S.C. 5307 funds, and

(c) The report of its transit enhancement projects is or will be incorporated by reference and made part of its certifications and assurances.

b. To comply with 49 U.S.C. 5309, specifically 49 U.S.C. 5309(g)(2)(B)(iii), 5309(g)(3)(B)(iii), and 5309(i)(2)(C), the Applicant certifies that it will not seek reimbursement for interest and other financing costs incurred in connection with the Project unless:

(1) It is eligible to receive Federal funding for those expenses, and

(2) Its records demonstrate that it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA may require.

3. Federal guidance that may be issued and amendments thereto, unless FTA has provided written approval of an alternative procedure or course of action.

Selection and Signature Page(s) follow.

FEDERAL FISCAL YEAR 2012 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for FTA funding and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: MIAMI-DADE TRANSIT AGENCY

Name and Relationship of Authorized Representative: Ysela Llort

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 2012.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances, should apply, as provided, to each project for which the Applicant seeks now, or may later seek FTA funding during Federal Fiscal Year 2012.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted 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 accurate.

Signature: Ysela Llort Date: 11/10/2011

Name: Ysela Llort

Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): MIAMI-DADE TRANSIT AGENCY

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: Bruce Libhaber Date: 11/9/2011

Name: Bruce Libhaber

Attorney for Applicant

Each Applicant for FTA funding 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.

EXHIBIT E: CIVIL RIGHTS REQUIREMENTS

As a condition of receiving Federal Transit Administration Section 5316 or 5317 program funds through the South Florida Regional Transportation Authority (SFRTA), sub-recipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Sub-recipients are also responsible for ensuring compliance of each third party contractor at any tier of the project.

REQUIREMENT TO DEVELOP TITLE VI PROGRAM

All successful sub-recipients must submit a Title VI program to the SFRTA. Please refer to the Title VI circular that can be found at http://www.fta.dot.gov/documents/FTA_Title_VI_FINAL.pdf for specific information on developing a Title VI program. Below are some of the elements that should be included in your TITLE VI program.

REQUIREMENT TO DEVELOP TITLE VI COMPLAINT PROCEDURES

Sub-recipients must develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request.

REQUIREMENT TO RECORD TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

Sub-recipients must prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the sub-recipient that allege discrimination on the basis of race, color, or national origin.

REQUIREMENT TO PROVIDE MEANINGFUL ACCESS TO LIMITED ENGLISH PROFICIENCY PERSONS

Sub-recipients must take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP). To this end sub-recipients may develop and carry out a language implementation plan. Certain sub-recipients, such as those serving very few LEP persons or those with very limited resources may choose not to develop a written LEP plan. However, the absence of a written LEP plan does not obviate the underlying obligation to ensure meaningful access by LEP persons to a recipient's program or activities. Sub-recipients electing not to prepare a written language implantation plan should consider other ways to reasonably provide meaningful access.

REQUIREMENT TO NOTIFY BENEFICIARIES OF PROTECTION UNDER TITLE VI

Sub-recipients must provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Sub-recipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's Web site.

DISADVANTAGED BUSINESS ENTERPRISE REQUIREMENTS

It is the policy of SFRTA that Disadvantaged Business Enterprises (DBE), as defined in 49 CFR Part 26, shall have the maximum opportunity to participate in the performance of contracts. SFRTA will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, or national origin.

Sub-recipients are encouraged to take all necessary and reasonable steps to ensure that DBE's have the maximum opportunity to compete for and perform services on contracts, including

participation in any subsequent supplemental contracts. If the sub-recipient intends to subcontract a portion of the services on the project, sub-recipient is encouraged to seek out and consider DBE's as potential subcontractors, by soliciting their interest, capability, and qualifications.

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree, NW
Suite 800
Atlanta, GA 30303
404-865-5600
404-865-5605 (fax)

Maria C. Batista
Principal Planner
Miami-Dade Transit
Overtown Transit Village,
701 NW 1st Court, Suite 1700
Miami, FL 33136

SEP 13 2010

Re: Title VI Program – Miami-Dade Transit
Recipient ID: 1089

Dear Ms. Batista:

In accordance with Title VI of the Civil Rights Act of 1964 (42 U.S. C. 2000d) and the U.S. Department of Transportation's Title VI Regulations at 49 CFR 21, the Federal Transit Administration's (FTA) Office of Civil Rights has reviewed the Title VI Program submitted by the Miami-Dade Transit (MDT) on October 30, 2009. Based on our review, we approve your Title VI Program as of August 31, 2010.

Your next program submission is due to this office on August 31, 2013.

Should you have any questions or need additional clarification, please contact me at (404) 865-5628, or by e-mail address at *Frank.Billue@fta.dot.gov*.

Sincerely,

Frank Billue, Regional Civil Rights Officer
FTA Region IV

RECEIVED
SEP 24 2010
MDT DOC CONTROL

cc: Yvette G. Taylor, Regional Administrator, FTA Region IV
Sandra McCrea, FTA (HQ)
Amber Ontiveros, FTA (HQ)

2009 TITLE VI PROGRAM UPDATE RESPONSE TO FTA C4702.1A

PROGRAM REQUIREMENTS - SUPLEMENT ACTION PLAN

MIAMI-DADE TRANSIT
MIAMI-DADE, FLORIDA

July, 2010

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Attachment U	Change in route headways by low income or poverty areas
Attachment V	Analysis by routes of fare media distribution and total boardings for the period that encompasses two months after the June 2009 line-up.

MIAMI-DADE TRANSIT
TITLE VI - PROGRAM REQUIREMENTS
ACTION PLAN

Overview

This supplements Miami-Dade Transit's (MDT), updated Title VI program submittal on October 30, 2009.

MDT had not previously undertaken a four factor analysis as a basis of developing an LEP Plan. MDT developed and submitted a Plan of Action to FTA on 6/15/2010. The Plan of Action was accepted and MDT immediately began to work on following that plan. Specifically, MDT concentrated on conducting an LEP needs assessment based on the four-factor framework in Section V of the DOT LEP Guidance.

The following section sets forth Miami-Dade Transit's (MDT) Title VI Four-Factor Analysis Framework for conducting an Limited English Proficiency (LEP) needs assessment, including:

1. Identifying and Measuring the Number and Proportion of LEP Persons Served or Encountered in the Eligible Service Population
2. Identifying the Frequency with which LEP Individuals Come Into Contact with MDT's programs, activities, and services
3. Identifying the Importance of LEP persons to MDT's Program, Activities and Services, and
4. Evaluating Costs and Available Resources

Factor 1: Identifying and Measuring the Number and Proportion of LEP Persons Served or Encountered in the Eligible Service Population

The Guidance states *"The greater the number or proportion of LEP persons from a particular language group served or encountered in the eligible service population, the more likely language services are needed".*

In order to determine the number and proportion of LEP persons served or encountered within MDT's service area, MDT made an assessment of this number through a mix of data sources, including the following: 1) data from the U.S. Census; 2) County Website, (3) County's 311 Call Center, (4) Contacts with Transit Operations (Field) Supervisors; (5) Metropolitan Planning Organization (MPO) data, and (6) Attendance at Community Meetings and Public Hearings. Census tract data was also utilized to define the geographical areas MDT serves, which assisted in identifying the LEP populations tract by tract.

a. Data from the 2000 Census

Data from the 2000 Census and the Census Bureau's American Community Survey (ACS) provided statistics on the number of people who speak English less than well for every Census tract in MDT's service area. The 2000 Census included data on the number of persons who indicated that they spoke English "very well," "well," "less than well," and "not at all". MDT concentrated in obtaining the information for those people whose English proficiency was "less than well". This information was accessed at the Census tract level to be able to provide and analyze the information, not only on a table format, but also a visual Census tract map. This information is provided in attachment A in table format and in Attachment B in a Geographic Information System (GIS) map. The GIS map easily identifies geographical areas of high concentrations of LEP persons. The data shows that out of 2,312,898, there are 449,943 (19%) of the population in the county that speak English "less than well".

MDT also utilized the data found in the ACS. In 2005 the ACS produced a period estimate of the characteristics of the population and housing for the period from January through December of 2005. However, unlike the 2000 Census, the 2005 ACS did not include data at the Census tract level. As of April, 2007, data on ability to speak English was available for Miami-Dade County as a whole. Using the County's Geographic Information System (GIS), MDT extrapolated an ACS table for Miami-Dade County that delineates non-English speaking persons by levels of English proficiency. MDT is providing this information in Attachment C which shows a slight difference from the numbers shown on the 2000 Census tract data, due to the year difference and having the data compiled by county total versus the data provided in the 2000 Census by tract. We can see that the highest language concentration of LEP people fall under Spanish speaking people, which amount to 31.5 % of the total county population. The second highest percentage falls under the group which speaks French Creole, coming in at 2.24%. Based on the LEP Guidance, MDT only needs to provide written material/information to LEP groups which exceed 5% of the total population. This means that Spanish language qualifies with this requirement, but none of the other LEP groups qualify. However, MDT does exceed this requirement by providing much of the materials in French Creole, to properly serve our Haitian population.

Additionally, the ACS Census data also provides information on the poverty levels of LEP persons. Using the GIS Census tract information on minority levels and low income levels, MDT maps depicting this information. These maps also have the bus transit routes displayed also shown in Attachments D and E. MDT also prepared two tables; one showing which routes were determined to be minority routes and another one analyzing which routes served the low income population. See Attachments F and G.

b. County website

MDT has met most of the requirements of the Title VI Program by adding the transit information in Spanish to the website. However we are developing a Website Action Plan as follows:

- Miami-Dade Transit currently provides Spanish language content regarding route changes. http://www.miamidade.gov/transit/bus_route_updates_sp.asp See screen capture images included as Attachment H.
- A general information Spanish language information page will be added in the near future.
- In addition, web visitors are directed, in Spanish, to call the County's Transit dedicated line, 305-891-3131, for one-on-one personal customer service to help riders plan their trip.

Measurement of LEP Persons Served or Encountered

- Miami-Dade Transit will provide key metrics, on quarterly basis, regarding web pages containing Spanish Language content. Utilizing a web analytics software tool, the report will reflect:
    - Page visits - A visit is a series of actions that begins when a visitor views the first page from the server, and ends when the visitor leaves the site or remains idle beyond the idle-time limit.
    - Page views - Number of times this page was viewed by visitors.
    - Average time viewed - Average length of time the specified page was viewed.

c. County's 311 Call Center

Miami-Dade County has a non-emergency information system where by dialing 3-1-1 the person will receive information on any of the County services. The 3-1-1 system lets you report a problem or request a service in your neighborhood. The volume of calls receive in the system are tracked by English or Spanish calls.

The 3-1-1 system also is designed to track what type of service or question is being required. That is, Transit related services, whether a question or complaint is tract separately. The table below shows the number of monthly calls to the Transit line. Table 1 shows the number of calls received by month distributed by English and Spanish calls. We can see that for the year 2008, the average number of Spanish calls by month was 24%, and this number increased for 2009 to 29% and it continues to increase as shown in the data to-date for 2010 which shows an average of 31%. This may be due to Spanish speaking people learning about this system for information and complaints.

TABLE 1

Volume of calls to the 3-1-1 System Distributed by English and Spanish Calls. March 2008 - June 2010

Year	Month	VDNLanguag	ACD Calls	% of Sp.
2008	Mar	English	72812	
2008	Mar	Spanish	19665	0.21
2008	Apr	English	69922	
2008	Apr	Spanish	19103	0.21
2008	May	English	69121	
2008	May	Spanish	19929	0.22
2008	Jun	English	66191	
2008	Jun	Spanish	19374	0.23
2008	Jul	English	73938	
2008	Jul	Spanish	24036	0.25
2008	Aug	English	74232	
2008	Aug	Spanish	22971	0.24
2008	Sep	English	85152	
2008	Sep	Spanish	26798	0.24
2008	Oct	English	85308	
2008	Oct	Spanish	27850	0.25
2008	Nov	English	71588	
2008	Nov	Spanish	26256	0.27
2008	Dec	English	74098	
2008	Dec	Spanish	26537	0.26

Average 0.24

Year	Month	VDNLanguag	ACD Calls	% of Sp.
2009	Jan	English	83562	
2009	Jan	Spanish	27077	0.24
2009	Feb	English	82058	
2009	Feb	Spanish	27137	0.25
2009	Mar	English	89787	
2009	Mar	Spanish	31274	0.26
2009	Apr	English	78950	
2009	Apr	Spanish	31085	0.28
2009	May	English	76047	
2009	May	Spanish	30208	0.28
2009	Jun	English	64211	
2009	Jun	Spanish	31258	0.33
2009	Jul	English	74262	
2009	Jul	Spanish	34692	0.32
2009	Aug	English	77006	
2009	Aug	Spanish	35088	0.31
2009	Sep	English	76033	
2009	Sep	Spanish	35285	0.32
2009	Oct	English	74237	
2009	Oct	Spanish	34488	0.32
2009	Nov	English	59909	
2009	Nov	Spanish	26751	0.31
2009	Dec	English	77663	
2009	Dec	Spanish	34531	0.31

Average 0.29

Year	Month	VDNLanguag	ACD Calls	% of Sp
2010	Jan	English	70843	
2010	Jan	Spanish	29678	0.30
2010	Feb	English	60826	
2010	Feb	Spanish	28319	0.32
2010	Mar	English	76833	
2010	Mar	Spanish	34457	0.31
2010	Apr	English	71318	
2010	Apr	Spanish	33035	0.32
2010	May	English	63125	
2010	May	Spanish	30633	0.33
2010	Jun	English	67884	
2010	Jun	Spanish	32426	0.32

Average to-date 0.31

Miami-Dade Transit's (MDT) Public Involvement Manager will develop and coordinate a training workshop for MDT's Senior staff and Government Center Information (GIC) 311's Call Center Management on Title VI Program Requirements for improving access to services for persons with Limited English Proficiency (LEP) within MDT's service area.

Additionally, the County's GIC 311 Call Center will monitor and track the number of LEP calls placed for assistance within MDT's service area. This will ensure that MDT meets the requirements of the Title VI Program.

d. Contacts with Transit Operations (Field) Supervisors

MDT will be using the following notice and form to distribute to Transit Operations (Field) Supervisors:

MIAMI-DADE TRANSIT
TITLE VI PROGRAM
FOUR FACTOR ANALYSIS

Factor 1: Identifying and Measuring the Number and Proportion of LEP Persons Served or Encountered

As previously reported, MDT will utilize a mix of data resources to identify and measure the number and proportion of LEP persons served or encountered in the eligible service population. Among MDT's internal resources shall include data collected by field operations staff, Transit Operations Supervisors (TOS).

In addition to ensuring high quality transit services, safe, reliable and efficient, TOS perform myriad customer service activities through direct customer interactions.

Attached is a copy of a data collection form which will be implemented system wide effective August 1, 2010. The sheets will be collected, tallied and submitted weekly to the Office of Civil Rights and Labor Relations for appropriate review and analysis, pursuant to Title VI Program guidelines and requirements.

Title VI Program
Identifying and Measuring Limited English Proficiency (LEP) Persons Encountered

Instructions: for each person encountered in the performance of your duties, please indicate by mark (I) the following:

Location ____________________

Date ____________________

Number of persons who speak english well	Number of persons who speak english less than well	Number of person who are unable to speak English (add language if known)
Example: IIII IIII III	**Example: IIII IIII II**	**Example: Spanish IIII II**
		Creole IIII
		Unknown III

e. Metropolitan Planning Organization (MPO) data

The Miami-Dade County Metropolitan Planning Organization (MPO) recently conducted and on-board survey of the Metrorail System. The survey was designed to capture information origin and destination data, as well as, determining the mode of transportation used to get to the station and to their final destination after using the train. The survey also requested information from the rider on their age, race, zip code of residence and car availability. This survey was conducted in English, Spanish and Creole. A copy of this instrument is provided as Attachment I.

Because this information was gathered in three languages, we were able to determine the number or riders which felt more comfortable in responding on the language of choice. The survey was conducted on the hours from 6 a.m. to 6 p.m., which did not capture the entire ridership for that day, but provide a good sample of the riders.

Table 2:
Metrorail Survey Response and Ridership

Attribute	Value
Surveys Collected	17,862
Ridership on day of survey (6am to 6pm)	34,463
April 2009 Average Daily Ridership	58,908

The information received regarding race distribution is shown in the following Table 3.

Table 3
Race Distribution in Raw Survey Data

Race	Frequency	Split
American Indian	82	0%
Asian	491	3%
Black	3,828	21%
White	2,830	16%
Hispanic	8,189	46%
Other	202	1%
Refused*	2,240	13%
Total	17,862	100%

Note: * Indicates the number of surveys that did not have information on race

The information collected clearly shows that the majority of the riders on that day, who responded to the survey, are of Hispanic origin and chose to respond to the questionnaire in Spanish.

f. Attendance at Community Meetings and Public Hearings

Miami Dade Transit will revise and update its current information collection methods to better serve persons with Limited English Proficiency (LEP) within MDT's service area. MDT's Public Involvement Manager will coordinate the collection of information for all Community Meeting and Public Hearings organized by MDT. Additionally, all Press Releases, Media Advisories, Public Hearings Notices and Promotional Ads will be translated in Spanish and some to Creole.

In order to capture both the race and LEP ability of those persons attending transit meetings, workshops, etc. MDT has recently developed sign-in sheets and comment cards that are being provided in three languages, English, Spanish and Creole. These have been recently used in MDT's outreach program with some success. See Attachment J & K for copies of these forms.

Factor 2: Identifying the Frequency with which LEP Individuals Come Into Contact with MDT's programs, activities, and services

MDT has, in the past, utilized on-board surveys to gather information from passengers. The surveys were conducted in English, Spanish and Creole; however, the final report was completed in English. The 2004 on-board Metrobus survey was a self-administered survey and included questionnaires in Spanish. A copy of the 2004 Metrobus on-board survey final report is provided in Attachment L. This report provides socioeconomic information on all existing Transit routes at the time of the survey. The report was very comprehensive and contained the information gathered related to age, race, nationality, economic background and overall ridership profile

MDT also conducted the 2007 Tracking Study of transit users and non-users in Miami-Dade County. This 2007 Tracking Study was conducted with English and Spanish speaking interviewers via telephone interviewing. The Executive Summary and final report of the 2007 Tracking Study are provided, respectively, in Attachments M and N. These reports reflect mostly the attitudinal information, which also include information in demographic shifts in Dade-County based on gender, age and ethnicity.

Table 4 provides a look at the attitudinal questions on the 2007 Tracking Study showing how the minority and non-minority groups responded to the questions, providing and average number where 1 is very dissatisfied and 4 is very satisfied. Minority groups rated safety and shuttle service from rail stop to final destination the highest with a 2.5 rating; while non-minority rated shuttle service from rail stop to final destination the highest (2.8) followed by the number of transfers to make in a typical trip (2.7).

Table 4

2007 MDT Tracking Study Rider Attitudinal Questions

Question	Minority (Avg.)	Non Minority (Avg.)
Using transit to get to your destination in about the same or less time as it would have taken if you drove.	2.1	2.2
The cost to ride transit.	2.2	2.1
Buses and trains being cleaned and well-lighted.	1.9	2.1
How frequently the trains and buses come.	2.3	2.4
Buses and trains arriving on time and getting you to your destination on time.	2.2	2.3
Number of transfers you have to make on a typical trip.	2.2	2.7
Courtesy of the bus drivers.	1.9	1.8
Feelings of personal safety when you are riding the bus.	1.6	2.0
Reliability of the buses, in that they don't break down.	1.9	2.2
Information on signs at bus stops.	1.8	2.6
Cleanliness and lighting of bus stop shelters.	2.2	2.4
Safety of bus stops and shelters.	2.5	2.2
Cleanliness and lighting of Metrorail stations.	2.0	2.0
Metrorail security personnel are courteous and helpful.	1.7	1.9
Metrorail stations are safe places to be while you are waiting for the train.	1.9	1.8
Bus or shuttle service from the rail stop to where you want to go.	2.5	2.8
Feelings of personal safety when you are riding Metrorail.	1.8	1.9

1 = Very Dissatisfied
2 = Mostly Dissatisfied
3 = Mostly Satisfied
4 = Very Satisfied

Similarly the 2007 Tracking Study provided information on how the people paid their fare. Table 5 provides the distribution of minority versus non-minority riders and how they paid their fare to use the system. The majority of the minority rider paid cash (about 40%) followed by those who used the Golden Passport (free ride), at about 18%. The non-minority group had a more equally distributed distribution. That is, 29% paid with cash and another 29% used a discounted monthly pass, followed by the use of a regularly price monthly pass at 17%.

Table 5
Fare Analysis Minority versus Non-minority

How do you normally pay for your fare? Do you normally...	Minority (Avg.)	Non Minority (Avg.)
Pay with cash?	40%	29%
Buy tokens?	10%	7%
Use a discounted monthly pass?	15%	29%
Use a regular monthly pass?	15%	17%
Use a Golden Passport or Patriot Pass?	18%	13%
Other Reason	2%	5%

Future market research such as a Tracking Study or on-board surveys of our passengers on all modes will include questions to gather information as follows:

- Whether those being surveyed speak and understand English not well or not at all
- Perception of the availability of language services at MDT
- Trip cost, fare payment and transfer information
- Opinion of service quality and impact of service changes or fare increases.
- Travel time of most common trips

MDT will utilize a combination of varied surveys to collect data regarding the frequency with which LEP persons come into contact with the agency's services. These surveys will continue to include questions on income, race, color, or national origin. The information to be gathered will come from different sources including on-board passenger surveys, customer service surveys, 311 follow-up contacts, website surveys and joint community organization initiatives.

Through MDT's Marketing, and Customer services Division, the Agency provides information in the three languages: English, Spanish and Creole. All "Rider's Alert" fliers which provide information to the rider regarding route changes, service changes, new services and fare information changes are also provided in three languages. Service Guides, such as the Special Transportation Services' Guide (STS) is also provided in three languages, as are any updated information to this service. Attachment O provides several samples of MDT's Rider's Alert and other publications.

The 311 Transit Service Request (TSR) applications was created to capture and report on issues called in by the riding public dealing with two main categories, either Service Efficiency and Restructuring Initiative (SERI) or Automated Fare Collection Service (AFCS). SERI complaints deal with Metrobus as it relates to stops and routes / service reinstatement requests. SERI issues are also capturing those that come in directly to the Director's office or the Commissioner's office. Alternative options are provided to the caller, all depending on the complexity if the issue / request. AFCS complaints deal with issues with EASYCard / EASYTicket from defective cards/tickets, missing/incorrect balances, lost / stolen cards, improper charges, and request for refunds. All issues are handled on the spot, or the patron is called at a later time to provide them with status on the issue/complaint submitted.

MDT went through the SERI towards the end of 2009. As a result of the changes made to the Metrobus system a total of 817 calls were received from the period of January 1, 2009 through July 16, 2010. Of these calls, 72.8% or 595 were English language inquiries; 27.05% or 221 calls were from Spanish speaking people and only one call was received requiring Creole speaking staff. See Attachment P for copy of report. Also provided is a couple of samples of the SERI Issue report which provide a look at the type of complaints people have called about.

Similarly, through the AFCS, a total of 10,378 calls were received between January 1, 2009 and July 16, 2010.to the AFCS System. Of this number of calls, 8,163 or 78.6% were from English speaking patrons; 2,170 or 20.9% were from Spanish speaking patrons; 43 or less than 1/2% were from Creole speaking patrons; and two calls were received under the category of other language. See attachment Q for copy of the report.

Factor 3: Identifying the Importance to LEP persons of MDT's Program, Activities and Services

MDT is the 14th largest public transit system in the nation and the largest in Florida. The main product or service MDT provides is the delivery of public transit services via four transportation modes: Metrobus, Metrorail, Metromover and Paratransit.

Providing public transportation access to LEP persons is a critical component of MDT's organizational mission and strategic plan. An LEP person's inability to access and effectively utilize public transportation may adversely affect his ability to access and maintain gainful employment, obtain health care services, education and training, legal assistance, housing, and overall quality of life.

Factor 4 –: Evaluating Costs and Available Resources

MDT's proposed cost of implementation including planning, marketing, technical support, marketing consultant and administrative oversight is $355,000. Table 6 shows a brake down of the distribution of the staff to properly support the Title VI program for

MDT. The salaries shown reflect only that portion which would be allocated to the Title VI program.

Table 6

Staff cost for developing the Title VI Report	
Staff person	Amount Allocated to Title VI
AO3	$60,000.00
Chief-Civil Rights Division	$30,000.00
SPA1	$20,000.00
Tech-GIS Support	$10,000.00
Principal Planner	$20,000.00
Chief-Scheduling Division	$10,000.00
Tech-Planning-Scheduling	$5,000.00
Monica - PMC staff	$10,000.00
Marketing Staff (2 people)	$40,000.00
Marketing Consultant (surveys)	$150,000.00
TOTAL	$355,000.00

EVALUATING SERVICE AND FARE CHANGES

To comply with 49 CFR Section 21.5 (b)(2), 49 CFR Section 21.5 (b)(7), MDT shall implement formalized procedures which require that no later than 90 days prior to the implementation of any significant service changes or fare increases, MDT shall conduct a preliminary disparity analysis of the proposed impacted routes and/or schedules. For the purpose of this review, significant service changes shall be defined as any service changes which adjusts headways and/or route length by 25% or greater. Service Changes also include: a change in the interval between peak period transit services on a route of more than 10 minutes; a change in the interval between off-peak period transit services on a route of more than 30 minutes; route changes of 25% or greater within a year; and, establishing a new transit service or abolishing an existing service.

As previously mentioned, according to the 2000 Census the minority population in Miami-Dade County is 81.9%. A minority tract is defined as a geographical area in which the minority demographics is 81.9% or higher. A survey conducted by the American Community Survey (ACS) in 2007 estimated that that figure had grown to 88%. A low income tract is defined as a geographical area in which the low income or poverty level of the demographic group is 15.7% or higher. A minority route is described as a route which has more than 33% of its alignment travelling through minority Census tracts.

Similarly, the 2000 Census showed that the low income or poverty level in Miami-Dade County is 15.7%. A low income tract is defined as a geographical area in which the low income or poverty level of the demographic group is 15.7% or higher. A low income route would be a route that has more than 33% of its alignment travelling though low-income areas.

As a part of the disparity analysis, MDT shall generate the following reports from Miami Dade County's Geographical Information System (GIS): Minority Population by Census tract and Low Income Population by Census tract and by routes.

MDT's Service Planning and Scheduling staff shall review the results of the analysis, in conjunction with MDT's Office of Civil Rights and Labor Relations, to ascertain any disparate impacts. The purpose of the analysis and review is to make a determination as to whether the service changes and/or fare increase would have disproportionately high and adverse effects on minority and low income riders. Should the results of the analysis indicate any potential disparate impact, the report must include a detailed non-discriminatory justification to include a full review of any viable service change options to mitigate any adverse effects. A formalized summary report of the analysis, findings and recommendations shall be submitted to the MDT Director, for his review and approval, prior to implementation of the service changes and/or fare increase.

Service Changes Analysis

As an exercise or practice for any future service changes, MDT has performed a similar analysis of past line up changes. A series of tables are included as attachments which show the change in service miles by both minority routes (Attachment R) and by low income or poverty areas (Attachment S).

In Attachment R, the spreadsheet lists all 98 Metrobus routes. The first column shows the designation of the route as either minority or non-minority route. This designation was based on the number of miles travelled by that particular route over minority Census tracts. If more than 33% of the route alignment travelled through minority Census tracts, the route was designated as a minority route. The following columns show the route number, the miles travelled through minority Census tracts and the miles travelled through non-minority Census tracts. On the last column of that first section a grand total of miles travelled by the individual route is provided. This is shown for the November 2008 Line-Up, in the first section and the June 2009 Line-Up in the second section. The third section contains those columns which show the difference between these two Line-Ups. Also shown in this spreadsheet (highlighted routes) are those routes that had a net decrease in service miles.

Overall, when comparing the November 2008 line-up to the June 2009 line-up, Table 7 below shows and an increase in service miles (for all routes) of 295.2 miles.

Further analysis of the Spreadsheet in Attachment R showed that the greatest increase in miles was applied, as part of the Welfare to Work Project, to Route 301 which serves Monroe County from Florida City located in South Dade County. This route was extended from Mile Marker 74 in Islamorada to Mile Marker 50 to provide service to Marathon in the Florida Keys, all within Monroe County. Therefore this route should really not be counted as an increase of service miles to our Dade County residents.

After removing Route 301 from the analysis, we see that service increases and decreases were equally distributed throughout Miami-Dade County. Table 7 also showed that non-minority areas received greater decrease/cuts in service miles and when adding/increasing service, the net change favored minority areas by 55.58 miles.

In conclusion, the analysis showed that in connection to the November 2008 and the June 2009 Service Line-Ups, no discriminatory impacts on minority areas occurred within Miami-Dade County.

Table 7
Minority vs. Non-Minority - number of service Miles

Total Miles Decreased		Total miles increased		Net Miles
Minority	Non-Minority	Minority	Non-Minority	Increased
-63.24	-105.98	146.98	317.36	295.12

When Route 301, which accounts for 183.22 increase is not accounted for, the results are quite different:

-63.24	-105.98	146.98	134.14	111.9

The same exercise was done for those sections of the County where people are living in low income or poverty areas as shown in Attachment S.

The first column shows the designation of the route as either Low Income or non-Low-Income. This designation was based on the number of miles travelled by that particular route over a Low-Income Census tract. A Low-Income Census tract is defined as a geographical area in which Low-Income or poverty level of the demographic group is 15.7% or higher. If more than 33% of the route alignment travelled through a Low Income Census tract, the route was designated as a Low Income route. The following columns show the route number, the miles travelled through a Low Income Census tract and the miles travelled through a Non-Low Income Census tract. On the last column of that first section a grand total of miles travelled by the individual route is provided. This exercise is shown in the same format for the November 2008 Line-Up in the first section and the June 2009 Line-Up in the second section. The third section contains those columns which show the difference between these two Line-Ups. Also shown in this spreadsheet (highlighted routes) are those routes that had a net decrease in service miles.

Table 8
Poverty vs. Non-Poverty Areas - number of service Miles

Total Miles Decreased		Total miles increased		Net Miles
Non-Poverty	Poverty	Non-Poverty	Poverty	Increased
-66.74	-111.69	309.04	164.51	295.12

When Route 301, which accounts for 183.22 increase is not accounted for, the results are quite different:

-66.74	-111.69	125.82	164.51	111.9

Table 8 shows that Poverty areas had a greater decrease in service miles, by 44.95 miles, than Non-Poverty areas. However, when increasing service miles (discounting the anomaly created by Route 301), the Poverty areas also show a greater increase of service miles, by 38.69 miles, resulting in low-income areas having a net decrease in service miles of 6.26 miles. In Line-Ups where changes total +/-4,200 miles of service a six mile overall decrease in service is almost insignificant.

In conclusion, the analysis showed that in connection to the November 2008 and the June 2009 Service Line-Ups, no discriminatory impacts on Low-Income areas occurred within Miami-Dade County.

Fare Increase Analysis

For future fare increases, MDT will analyze alternative fare structures and payment media. The analysis will also include a comparison of the proposed fare changes with any viable options. Ridership surveys will also be utilized during the programming stage as an additional resource for customer outreach.

As an additional initiative to ensure fair and equitable transit service, following implementation, MDT will closely monitor all customer feedback received on the service changes and/or fare increases. No later than 45 days following implementation of the service changes and/or fare increases, MDT shall conduct ridership surveys to further assess any unanticipated disparate impacts, as well as re-evaluate any recommendations for viable service change options.

Miami-Dade Transit's Corporate Discount Program (CDP) currently allows participants to save on commuting costs through group discounts and pre-tax savings by obtaining monthly public transportation through a tax deduction from their employer under IRS Code 132(f). It allows employees to pay for their transit rides using pre-tax dollars -- up to $230 per month ($2,760/year).

Additionally, MDT's Corporate Discount Program (CDP) allows groups of four to 99 employees to purchase passes for $ 90. Groups of 100 or more pay only $ 85 per monthly pass.

MDT is scheduled to begin a Spanish radio campaign in the South Florida Region to familiarize the community of the many benefits of using Transit.

Below is a summary that shows the overall difference in boardings by fare category in bus, 2 months before & after the Dec 2008 lineup.

Weekdays						
Month	Full and Discount Fares	Paid Passes	Golden+Patriot	Transfers	Employee/Other	TOTAL BDGS
10/1/2008	37.0%	22.3%	24.8%	14.5%	1.4%	6,740,625
2/1/2009	36.0%	22.2%	26.6%	14.1%	1.1%	5,088,345

Additionally, Attachment V shows by routes a complete analysis of the fare media distribution and total boardings for the period that encompasses two months after the June 2009 line-up. Attachment V contains two consecutive tables; one reflects the April

2009 data and the second one reflects the August 2009 data. For both tables the first column designates a route as Minority Route or Non-Minority Route. The second column displays the designation of Low Income or Non- Low Income Route. The third column shows the route number or name. These three columns remain the same for both tables. The columns four through eight shows the raw data as collected depending on the type of fare. The last column provides a summary of total boardings by each individual route. The types of fares for which data was collected for each route included: the sum of full and discounted fares, sum of paid passes, sum of both Golden Pass and Patriot Pass riders, sum of transfer riders, and the sum of others such as Transit employees. It would be prudent to state that those riders utilizing a Golden Pass, a Patriot Pass, and the Transit employees do not pay fare. Additionally, transfers from bus to bus also do not incur a cost to the rider if trip is done within 3 hours in the same direction of travel.

Systemwide when finding the difference between the service in April 2009 versus the service in August 2009, we see that the amount of full fares and discount fare riders increased by 85.2%. There were 27 routes in total that showed a decrease in usage of full and discount fares; of these, 15 were minority routes. When comparing the Low income versus the Non-Low Income routes, we see that 24 of the 27 routes are low income routes.

When reviewing the amount of paid individual passes we note that the number of riders decreased by -224% as 80% of the routes show a decrease in usage of the paid pass. Of the 20 routes that showed an increase in usage 9 were minority route and when comparing the Low income versus the Non-Low Income routes, 16 out of the 20 were Low Income routes. The amount of riders using Golden Passes and Patriot Passes increased by 119.6% favoring those rider older than 65 years old and those in Social Security and the veterans for which Patriot Passes are issued.

Additionally, when comparing August ridership for all routes with the April ridership for all routes we see a decline in ridership totaling 873,195 trips. All routes except for eight routes suffered a decline in the number of boardings. Of these eight routes that had an increase in boardings, five were minority routes; and when comparing the Low income versus the Non-Low Income routes, seven were Low Income Routes.

MONITORING TRANSIT SERVICE

To comply with 49CFR Section 21.5 (2), 49 CFR Section 21.5 (b) (7), MDT's primary means of monitoring transit service will be based on an overall analysis and review of all routes and schedules system-wide. This review will be initiated no later than 60 days following the conclusion of each line-up period. Line-ups occur, pursuant to the terms and conditions of the Collective Bargaining Agreement, in June and November of each year.

MDT will produce comprehensive scheduling reports route by route and GIS maps tract by tract, to evaluate the quality of service comparing the headways of Minority routes comparative to Non-minority routes; and, routes which primarily serve Low-Income persons, comparative to those which serve higher income levels.

MDT's Service Planning and Scheduling staff shall review the results of the analysis, in conjunction with MDT's Office of Civil Rights and Labor Relations, to ascertain any disparate impacts. The purpose of the analysis and review is to make a determination as to whether the headways of routes which primarily serve minority and/or low income persons are of comparable quality. A formalized summary report of the analysis, findings and recommendations shall be submitted to the MDT Director, for his review.

As an exercise to see how MDT had performed when changes were conducted for the June 2009 Line-up a similar analysis, as that performed for the evaluation of the service, was performed by route headways to determine if the changes made to the peak headways of those routes serving minority or low-income persons were equally comparable to the non-minority and non-low-income areas. This analysis covered minority routes vs. non-minority routes (Attachment T) and low income routes vs. non low-income routes (attachment U). Again, this exercise was conducted by comparing the November 2008 line-up to the June 2009 line-up. The highlighted areas show where a decrease in service frequency occurred.

When comparing the minority routes versus non-minority routes for the two line-ups, there were a total of 25 routes or 25%, out of the fleet of 98 routes, which had a decrease in service. Of these 25, 16 were minority routes (64%) and nine were non minority routes (36%). Similarly 5 routes received an improvement or increase in service frequency and these were all minority routes (100%). Systemwide, a decrease in service frequency is shown. This means that a rider would experience a longer period of waiting time when waiting for a bus service. Again, this simple analysis for minority routes shows that increases/decreases in services were also distributed equally across the county.

Attachment U shows the same exercise was done for low-income routes. When comparing low-income routes to non low-income routes for the two Line-Ups, there were a total of 27 routes out of 98 routes that had a service frequency decrease (27%); of these 21 were low income routes (77%). Additionally, there were three routes that received service improvements; two of these were minority routes (66%). Overall, a decrease in

service frequency is shown. Again this means that a rider would experience a longer period of waiting time when waiting for a bus service. This analysis for low-income versus non low-income routes shows that more attention would need to be given on this category for future line-ups, so that a more equitable distribution among the low income versus non-low income areas is achieved.

To supplement future service analysis, MDT shall conduct Passenger Surveys in three languages throughout all transit modes, triennially.

MDT will compare the responses from individuals who identified themselves as members of minority groups and/or low income brackets, and the responses of those who identified themselves as white and/or in middle and upper income brackets.

MDT will also evaluate whether the different demographic groups report significant differences in the travel time, number of transfers, and overall cost of the trip. An analysis will also be conducted regarding whether the different demographic groups gave substantially divergent responses regarding quality of service, such as their satisfaction with the system, willingness to recommend transit to others, and value for fare paid.

If MDT determines that different demographic groups gave significantly different responses, it shall initiate the appropriate corrective action to address the disparities. A full report, to include findings and recommendations, shall be submitted to the MDT Director, no later than 60 days following the conclusion of the survey period.

EXHIBIT H: MILESTONE INFORMATION

Use the Milestone format below for bus (vehicle) purchases. This is the required FTA format for this activity and you should not change Milestone descriptions.

Item Description or Purpose	Total Budget Amount
Bus Purchase	$
Milestone Description	*Milestone Dates*
RFP/IFB Issued	N/A
Contract Award Date	N/A
First Vehicle Delivery	N/A
All Vehicles Delivered	N/A
Contract Complete Date	N/A

Use the format below to develop Milestones for all other budget items.

Item Description or Purpose	Total Budget Amount
	$
Milestone Description	*Milestone Dates*
RFP/IFB Issued	NA
Contract Award Date	N/A
Contract Complete Date	N/A
Program Initiated	N/A
Program Review	N/A
Program Completed	N/A
Route Initiated	10/01/2013
Route Review	10/01/2014
Route Determination	10/01/2015