



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

REGION VI
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New Mexico, Oklahoma,
Texas

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June 8, 2012

Mr. Mike Martinez
Chairman of the Board of Directors
Capital Metropolitan Transportation Authority
2910 Fifth Street
Austin, Texas 78702

Re: FTA FY 2012 Triennial Review Final Report

Dear Mr. Martinez:

Enclosed is a copy of the final report of the Federal Transit Administration's (FTA) Triennial Review of the Capital Metropolitan Transportation Authority (CMTA), as required by 49 USC 5307(i). Although less exacting than an audit, the Triennial Review is the FTA's assessment of grantee compliance with the Federal requirements determined by the examination of grant management practices and program implementation. As such, the Triennial Review is not intended as, nor does it constitute a comprehensive and final review of compliance with grant requirements.

The report documents the 24 areas that were reviewed. At the time of the review, there were no deficiencies in accordance with the FTA requirements in 23 of the 24 areas. A deficiency was found in Satisfactory Continuing Control. Prior to issue of this final report, CMTA provided sufficient information to close this finding; therefore, no deficiencies are outstanding and the Triennial Review will be closed. Our congratulations is extended to CMTA staff for their diligence in providing quality transportation in the Austin area!

Please convey our sincere appreciation to the CMTA staff for their assistance and cooperation to the FTA review team. If you have any questions or comments, please contact Suleman Shoaib, Regional Engineer, at (817) 978-0556, or suleman.shoaib@dot.gov.

Sincerely,

Robert C. Patrick
Regional Administrator

Enclosure

cc w/enclosure: Linda Watson, President/CEO CMTA
Caroline Beyer, VP Internal Audit, CMTA

FINAL REPORT

FY2012 TRIENNIAL REVIEW

of the

**Capital Metropolitan Transportation Authority
(CMTA)
Austin, Texas**

Recipient ID: 5143

**Desk Review: October 25, 2011
Site Visit: May 15-17, 2012**

June 2012

**Prepared for the
Federal Transit Administration
Region VI
Fort Worth, Texas**

by

Advanced Systems Technology and Management, Inc.

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I. TRIENNIAL REVIEW BACKGROUND

The United States Code, chapter 53 of title 49, requires the Federal Transportation Administration (FTA) of the United States Department of Transportation (USDOT) to perform reviews and evaluations of Urbanized Area Formula Grant activities at least every three years. This requirement is contained in 49 U.S.C. 5307(i).

1. At least once every three years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient's program, specifically referring to compliance with statutory and administrative requirements and the extent to which actual program activities are consistent with the activities proposed under subsection (d) of this section and the planning process required under sections 5303-5306 of this title.
2. The Secretary may take appropriate action consistent with the review, audit and evaluation under this subsection, including making an appropriate adjustment in the amount of a grant or withdrawing the grant.

The Triennial Review includes a review of the grantee's compliance in 24 areas. The basic requirements for each of these areas are summarized below.

This report presents the findings from the Triennial Review of Capital Metropolitan Transportation Authority (CMTA) of Austin, Texas. This review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993) and included preliminary reviews of documents on file at the Region 6 Office in Fort Worth, TX and on-site discussions and review of the procedures, practices, and records of CMTA as deemed necessary. The review concentrated primarily on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. During the site visit, administrative and statutory requirements were discussed, documents were reviewed, and facilities were toured. Specific documents examined during the Triennial Review are available in FTA's and CMTA's files.

II. REVIEW PROCESS

The desk review was conducted in the Region VI Office on October 25, 2011. Following the desk review, a review package was sent to CMTA advising it of the site visit and indicating additional information that would be needed and issues that would be discussed.

The site visit to CMTA in Austin, Texas occurred on May 15 – 17, 2012. The individuals participating in the review are listed in Section VII of this report.

At the entrance conference, the purpose of the Triennial Review and the review process were discussed. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. CMTA's transit facilities were toured to provide an overview of activities related to FTA-funded projects. A sample of maintenance records for FTA-funded vehicles, facilities and equipment were examined during the site visit.

Upon completion of the review, an exit conference was held with CMTA staff to discuss findings, corrective actions, and schedules. This information is summarized in the table in Section V of this report. A draft copy of this report was provided to CMTA at the exit conference.

III. DESCRIPTION OF THE GRANTEE

Since 1985, Capital Metropolitan Transportation Authority (CMTA) has provided transit service in the Austin Metropolitan area, serving all of the City of Austin and the surrounding communities of Leander, Lago Vista, Jonestown, Manor, San Leanna, Volente and Point Venture. Also, CMTA serves portions of unincorporated areas of Travis in Precinct 2 and the Anderson Mill area of Williamson County. The CMTA is a Metropolitan Transportation Authority created in 1985 under the laws of the State of Texas. CMTA contracts with a subsidiary non-profit company, Star Tran, Inc., for management services and both fixed-route and paratransit operations. CMTA also has contracts for fixed-route services with First Transit, Veolia Transportation and Capital Area Rural Transportation (CARTS). Paratransit operations are performed by StarTran, Inc., and LeFleur Transportation, as well as taxi contractors Austin Cab, and Greater Austin Transportation Company. The population of its service area is approximately 936,363.

CMTA also provides a 32-mile commuter rail service between downtown Austin and Leander through a contract with Herzog Transit Services, Inc. The commuter rail service was started in March of 2010, and is currently funded 100% through local sources. For over 25 years, CMTA also operates a 163 mile freight rail system that has served the Austin community and has carried approximately 45,000 freight cars during 2011. The freight service is estimated to have removed around 180,000 trucks from the area's highways.

CMTA operates a network of 77 fixed-routes. Service is provided week days from 4:00 a.m. to midnight, Saturdays from 5:00 AM until 3:00 AM, and Sunday from 6:00 a.m. to 11:00 p.m. The grantee's complementary paratransit service, known as MetroAccess, operates during the same days and times as the fixed route service.

The basic adult fare for fixed-route service is \$1.00. Senior citizens (65+ years of age), disabled persons, and Medicare cardholders with a Capital Metro issued ID, Active & Reserve Duty Military (w/ID), and Students 6-18 years of age (w/school ID) ride at half the basic fare (\$0.50) during all service hours. Children 5 years of age and under ride for free when accompanied by an adult. The fare for ADA paratransit service is \$1.50 for a single trip.

CMTA operates a fleet of 386 buses for fixed-route service. Its bus fleet consists of standard 30-, 35-, 40- and 45-foot transit coaches. The current peak requirement is for 322 vehicles. CMTA also has a fleet of 66 mini-buses and 43 sedans which are operated by StarTran, Inc. in providing ADA paratransit service. CMTA also provides 144 vehicles for a volunteer driver vanpool service known as MetroRideshare.

CMTA and its contractors operate from several facilities including an administration and maintenance facility on East Fifth Street; a second administrative facility on 624 E. Pleasant Valley in Austin; a maintenance facility on Ed Bluestein Avenue; and a North Austin facility near Burnet Road. CMTA also serves 15 Park & Ride facilities throughout its service area.

CMTA's National Transit Database Report for FY2011 provided the following financial and operating statistics for its fixed-route, paratransit, and vanpool services:

	Fixed-Route Service (DO & PT)	Paratransit Service (DO & PT)	Vanpool (DO)	Commuter Rail (PT)
Unlinked Passengers	33,486,970	646,999	228,636	37,666
Revenue Hours	1,091,284	346,193	42,080	10,782
Operating Expenses	\$114,463,096	\$28,006,024	\$1,240,439	\$9,388,517

Over the past three years, CMTA has completed the following procurements/projects:

- Purchased 47 replacement ADA accessible vans vehicles.
- Purchased 33 40-foot replacement buses.
- Purchased 7 35-foot replacement buses
- Built the 32 mile urban commuter rail line which includes 9 rail stations and a maintenance facility.
- Completed delivery of the Hybrid Bus Replacements purchased with Grant TX-03-0287.

CMTA projects that are currently on-going include:

- Rails with Trails will construct approximately 3 miles of bicycle and pedestrian way within public right-of-way parallel to the Capital Metro owned rail line and Airport Blvd., from Highland Mall to Crestview/Morrow. The project includes engineering/design, clearing, demolition and grading for a 10 ft. wide concrete trail with decomposed granite shoulders, necessary drainage, landscaping, signage, and passenger amenities. The trail is to be separated from the rail line by a continuous hedge and approximately 13 ft. of clear zone. The project is part of the Capital Metro Rails and Trails program to provide a continuous bicycle and pedestrian way adjacent to the 32 mile Capital METRORail Red Line. The project provides access to residents and employers as well as enhanced safety for pedestrians and bicyclists, encouraging more commuting and utilitarian bicycle and walking trips. The total project cost for this segment is \$1,900,000, with no anticipated land acquisition, and any amount over the federal amount utilizing local funds.
- The MetroRapid Bus project has been underway since FY11 and was awarded a \$38M Project Construction Grant Agreement (PCGA) by FTA Administrator Rogoff. The grant became active as of 4/16/2012 just days after the PCGA was signed, and the accrued expenditures that were protected by an LONP were drawn on 5/2/2012. The project consists of high-tech buses operating with limited, well defined stops and traffic signal prioritization. It includes design and construction

of two corridors: North Lamar to South Congress, and South Lamar to Burnet Road. Design and construction of bus stops, traffic signal modifications with the City of Austin, and the purchase of new buses are all part of this project.

- Bus replacements are continuing.
- Bus stop shelter upkeep and accessibility work and amenities are on-going.
- Security camera and surveillance storage systems and related equipment continue to be progressed.

Over the next three years, CMTA plans on advancing the following projects:

- Replace CNG fueling station and CNG buses. A natural gas facility and natural gas bus replacement project is in the planning stages.
- Revitalizing Central Austin Communities with Multimodal Connections (subject to successful TIGER grant award). This project will increase rail transit service to two central Austin revitalization districts; Plaza Saltillo TOD District to the east, and the Waller Creek district to the west. Project components will optimize rail grade crossings on 24 streets, improve rail service, provide new bicycle and pedestrian connections to local transit stations in the two districts, create a multimodal promenade connecting multi-use trails along Lady Bird Lake with the bicycle network, and establish an intermodal gateway to improve connections across I-35 in downtown Austin.
- Plaza Saltillo Transit Oriented Development (TOD) Track Relocation. This MetroRail track relocation project will result in the relocation and double-tracking of MetroRail through the Plaza Saltillo TOD area, providing increased opportunities for future transit/TOD usage.
- TOD last mile initiative. This initiative includes multiple components, including secured bike storage at rail stops and other transit access points, to enhance connectivity to and from nearby neighborhoods and activity centers.

ARRA Projects

CMTA was awarded one ARRA grant, TX-96-X024. This grant is specifically for the following projects:

- The Rails with Trails Project.
- Surveillance and Security equipment purchasing and replacement.
- Vehicle replacement.
- Operating Assistance.

IV. RESULTS OF THE REVIEW

The Triennial Review focused on CMTA's compliance in 24 areas. This section provides a discussion of the basic requirements and findings in each area. Deficiencies were found in Satisfactory Continuing Control. No deficiencies were found with the FTA requirements in 23 areas.

1. Legal

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. The authority to take actions and responsibility on behalf of the grantee must be properly delegated and executed.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Legal.

2. Financial

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases and operating deficits, financially maintain and operate FTA funded facilities and equipment, and conduct and respond to applicable audits.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Financial.

3. Technical

Basic Requirement: The grantee must be able to implement the FTA-funded projects in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Technical.

4. Satisfactory Continuing Control

Basic Requirement: The grantee must maintain control over real property, facilities, and equipment and ensure that they are used in transit service.

Finding: During this Triennial Review of CMTA, deficiencies were found with the FTA requirements for Satisfactory Continuing Control.

CMTA has real property purchased under Grants No. TX-05-0130 and TX-90-X070 that is not used for transit purposes. CMTA does not have a written excess real property utilization plan or prepared a written plan for disposing of it.

Corrective Action and Schedule: By August 14, 2012, CMTA needs to provide the FTA Regional Office a written excess real property utilization plan for all property no longer needed to carry out any transit purpose. CMTA's plan should identify and explain the reason for the excess property. It should follow FTA Circular 5010.1D and the inventory list should include such things as: property location, summary of any conditions on the title, original acquisition

cost, Federal participation ratio, FTA grant number, appraised value and date, description of improvements, current use of the property, and anticipated or proposed disposition or action. In addition CMTA should submit to the Regional Office a written procedure that requires internal approvals by appropriate officials for the disposition of FTA funded assets. **Prior to issue of this final report, CMTA provided the FTA Regional Office with sufficient documentation to close this finding.**

5. Maintenance

Basic Requirement: Grantees and their subrecipients must keep Federally funded equipment and facilities in good operating order and maintain ADA accessibility features.

Findings: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Maintenance.

6. Procurement

Basic Requirement: FTA grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable Federal law, including 49 CFR Part 18 (specifically Section 18.36) and FTA Circular 4220.1F, “Third Party Contracting Guidance.”

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Procurement.

7. Disadvantaged Business Enterprise (DBE)

Basic Requirement: The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for DOT-assisted contracts.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the USDOT requirements for DBE.

8. Buy America

Basic Requirement: Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA funded projects are produced in the United States. Grantees must conduct pre-award and post-delivery audits of purchases of revenue rolling stock in order to verify that Buy America provisions, Federal Motor Vehicle Safety Standards, and purchaser’s requirements are met.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Buy America.

9. Debarment and Suspension

Basic Requirement: Debarment and suspension are tools used to protect the public from fraud, waste, and abuse in Federal transactions. Grantees and subgrantees must not make any award or permit any award (subgrant or contract) at any tier to any party that is debarred or suspended or is otherwise excluded from or ineligible for participation in Federal assistance programs

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Debarment and Suspension.

10. Lobbying

Basic Requirement: Recipients of Federal grants and contracts exceeding \$100,000 must certify compliance with Restrictions on Lobbying before they can receive funds.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Lobbying.

11. Planning/Program of Projects

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA requirements, SAFETEA-LU, and the metropolitan and statewide planning regulations.

Grantees must develop and/or participate in a locally developed, coordinated public transit-human services transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

Each recipient of a Section 5307 grant shall have complied with the public participation requirements of Section 5307(c)(1) through (7). Each grantee is required to develop, publish, afford an opportunity for a public hearing on, and submit for approval a Program of Projects (POP).

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for planning/POP.

12. Title VI

Basic Requirement: The grantee must ensure that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participating in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal

financial assistance. The grantee must ensure that Federally supported transit services and related benefits are distributed in an equitable manner.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Title VI.

13. Public Comment on Fare and Service Changes

Basic Requirement: Section 5307 grantees are expected to have a written locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Fare Increases and Service Reductions.

14. Half Fare

Basic Requirement: During non-peak hours for fixed route service supported with Section 5307 assistance, fares charged elderly persons, persons with disabilities or an individual presenting a Medicare card will not be more than half the peak hour fare.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Half Fare.

15. ADA

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for ADA.

16. Charter Bus

Basic Requirement: FTA grantees are prohibited from using Federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Charter Bus.

17. School Bus

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for School Bus.

18. National Transit Database (NTD)

Basic Requirement: Grantees that receive 5307 and 5311 grant funds must collect, record, and report financial and non-financial data in accordance with the Uniform System of Accounts (USOA) and the *National Transit Database (NTD) Reporting Manual* as required by 49 USC 5335(a).

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for National Transit Database.

19. Safety and Security

Basic Requirement: Under the safety authority provisions of the Federal transit laws, the Secretary has the authority to investigate the operations of the grantee for any conditions that appear to create a serious hazard of death or injury, especially to patrons of the transit service.

As recipients of Urbanized Area Formula Grant Program funds, grantees must annually certify that they are spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

FTA and the Department of Homeland Security's (DHS) Transportation Security Administration (TSA) have developed a list of 17 Security and Emergency Management Action Items for Transit Agencies. The action items aim to elevate security readiness throughout the public transportation industry by establishing baseline measures that transit agencies should employ.

The goal of FTA's Safety and Security Program is to achieve the highest practical level of safety and security in all modes of transit. To this end, FTA continuously promotes the awareness of safety and security throughout the transit community by establishing programs to collect and disseminate information on safety/security concepts and practices. In addition, FTA develops guidelines that transit systems can apply in the design of their procedures and by which to compare local actions. Many of the questions in this review area are designed to determine what efforts grantees have made to develop and implement safety, security, and emergency management plans. While there may not be specific requirements associated with all of the questions, grantees are encouraged to implement the plans, procedures, and programs referenced

in these questions. For this reason, findings in this area will most often result in advisory comments rather than deficiencies.

Finding: A summary, of CMTA's expenditures of Section 5307 funds for security projects, is provided in Section VI of this report.

During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Safety and Security.

20. Drug-Free Workplace

Basic Requirement: FTA grantees are required to maintain a drug-free workplace for all employees and to have an ongoing drug-free awareness program.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for Drug-free Workplace.

21. Drug and Alcohol Program

Basic Requirement: Grantees receiving Urbanized Area Formula Program (Section 5307), Non-Urbanized Area Formula Program (Section 5311), or Capital Investment Program (Section 5309) funds must have a drug and alcohol testing program in place for all safety-sensitive employees.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for the Drug and Alcohol Program.

22. Equal Employment Opportunity (EEO)

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under the Federal transit laws. (Note: EEOC's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for EEO.

23. ITS Architecture

Basic Requirement: Intelligent Transportation Systems (ITS) projects funded by the Highway Trust Fund and the Mass Transit Account must conform to the National ITS Architecture, as well as to United States Department of Transportation adopted ITS Standards.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for ITS Architecture.

24. American Recovery and Reinvestment Act (ARRA)

Basic Requirement: Grantees must have the legal, financial and technical capacity to carry out the proposed program of projects and meet the additional reporting requirements for its ARRA-funded grant activities.

CMTA was awarded one ARRA grant, TX-96-X024. This grant is specifically for the following projects:

- The Rails with Trails Project.
- Surveillance and Security equipment purchasing and replacement.
- Vehicle replacement.
- Operating Assistance.

Finding: During this Triennial Review of CMTA, no deficiencies were found with the FTA requirements for ARRA.

V. SUMMARY OF FINDINGS AND CORRECTIVE ACTIONS

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Legal	ND				
2. Financial	ND				
3. Technical	ND				
4. Satisfactory Continuing Control	D-02	Lacking excess real property utilization plan	Provide the FTA Regional Office a written excess real property utilization plan for all property no longer needed to carry out any transit purpose. The CMTA's plan should identify and explain the reason for the excess property. It should follow FTA Circular 5010.1D and the inventory list should include such things as: property location, summary of any conditions on the title, original acquisition cost, Federal participation ratio, FTA grant number, appraised value and date, description of improvements, current use of the property, and anticipated or proposed disposition or action. In addition CMTA should submit to the Regional Office a written procedure that requires internal approvals by appropriate officials for the disposition of FTA funded assets.	7/14/2012	6/6/2010
5. Maintenance	ND				
6. Procurement	ND				
7. Disadvantaged Business Enterprise	ND				
8. Buy America	ND				
9. Debarment and Suspension	ND				
10. Lobbying	ND				
11. Planning/POP	ND				
12. Title VI	ND				
13. Public Comment on Fare and Service Changes	ND				
14. Half Fare	ND				
15. ADA	ND				
16. Charter Bus	ND				
17. School Bus	ND				
18. National Transit Database	ND				
19. Safety and Security	ND				

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
20. Drug-Free Workplace	ND				
21. Drug and Alcohol Program	ND				
22. Equal Employment Opportunity	ND				
23. ITS Architecture	ND				
24. ARRA	ND				

Findings: ND = No Deficiencies; D = Deficient; AC = Advisory Comment; NA = Not Applicable

VI. TRANSIT SECURITY EXPENDITURES

Does the grantee expend one percent or more of its Section 5307 Urbanized Area Formula Grant funds for transit security?

FY2009:	Yes:	X	No:	
FY2010:	Yes:	X	No:	
FY2011:	Yes:		No:	X

If no, why does the grantee consider such expenditure unnecessary (check all that apply):

<input checked="" type="checkbox"/>	No deficiency found from a threat and vulnerability assessment
<input type="checkbox"/>	TSA/FTA Security and Emergency Management Action Items met or exceeded
<input checked="" type="checkbox"/>	Other (please describe): No Security funding was obligated from the FY2011 apportionment. The spending amount of 5307 security reported above as \$344,443 can be attributed to prior year obligations of 5307 funds for security.

Security Funding	FTA Section 5307 Funds		
	FY 2009	FY 2010	FY 2011
Total amount of 5307 funds expended	\$ 23,830,199	\$ 42,720,703	\$18,863,868
Amount of 5307 funds expended on security	\$188,200	\$112,920	\$344,443
Percent of 5307 funds expended on security	0.8%	0.26%	1.8%
Infrastructure/Capital Improvement Security Projects:			
Lighting, fencing & perimeter control			
CCTV and surveillance technology	\$188,200	\$112,920	\$344,443
Communications systems			
Security planning			
Drills & tabletop exercises			
Employee security training			
Other security-related infrastructure & capital improvements (please list)			
Operating/Personnel Expenditures (for agencies in areas with populations under 200,000):			
Contracted security force			
In-house security force			
Other security-related operating expenditures (please list)			

VII. ATTENDEES

Name	Title/Organization	Phone Number	E-mail Address
CMTA			
Muhammad Abdullah	Contracts Administrator	512-369-6019	muhammad.abdullah@capmetro.org
Doug Allen	EVP/CDO	512-389-7451	doug.allen@capmetro.org
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James Bush	Bus/Paratransit	512-369-6545	james.bush@capmetro.org
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