



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

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Mr. Enrique Agustin
Executive Manager
Guam Regional Transit Authority
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OCT 01 2014

Re: Federal Transit Administration FY
2014 State Management Review

Dear Mr. Agustin:

The Federal Transit Administration's (FTA) has completed the FY 2014 State Management Review of the Guam Regional Transit Authority (GRTA). This review assessed the management and implementation of Section 5309, 5310, 5311, 5316, and 5317 programs to ensure that they are administered in accordance with FTA requirements and meet program objectives.

The final report finds that GRTA meets the statutory and administrative requirements of the Federal Transit Administration programs in five of the thirteen areas reviewed. Deficiencies were found in eight areas: Program Management, Grant Administration, Project Management, Financial Management, Procurement, Disadvantaged Business Enterprise (DBE), Americans with Disabilities Act (ADA), and Drug and Alcohol/ Drug Free Workplace Act. No deficiencies are related to ARRA grants. Deficiencies in Procurement and ADA are repeat deficiencies from the 2011 State Management Review. On September 25, 201, GRTA submitted a response to the draft report stating that it accepted the findings and the suggested corrective actions.

We appreciate the cooperation and assistance provided by the GRTA staff during the course of this review. Mr. Matthew Butner is available to assist you further if you have any questions. He can be reached at (415) 744- 0119 or matthew.butner@dot.gov.

Sincerely,


Leslie Rogers
Regional Administrator

Enclosure

FINAL REPORT

**Fiscal Year 2014
STATE MANAGEMENT REVIEW**

of the

**Guam Regional Transit Authority
(GRTA)
Tamuning, Guam
Recipient ID: 1641**

**Desk Review: April 9-10, 2014
Site Visit: September 2-4, 2014**

October 2014

**Prepared for
Federal Transit Administration
Region IX
San Francisco, California**

by

**The DMP Group, LLC
Washington, DC**

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I. REVIEW BACKGROUND

State Management Reviews assess state management practices and program implementation to ensure that the FTA programs are administered in accordance with Federal Transit Administration (FTA) requirements and are meeting program objectives. The Reviews, as discussed in FTA circulars 9040.1F, 9070.1G, 9050.1, and 9045.1, are performed every three years or as circumstances warrant.

This report presents the findings from the State Management Review of Guam Regional Transit Authority (GRTA). This Review was performed in accordance with FTA procedures and included preliminary review of documents on file at the Region IX office in San Francisco, California and on-site discussion and review of the procedures, practices, and records of the state as deemed necessary. The Review concentrated primarily on procedures and practices employed since the last Review, 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 contractors were visited and interviewed. Specific documents examined during the Review are available in FTA's and GRTA's files.

II. REVIEW PROCESS

The Desk Review was conducted in the Region IX office on April 9-10, 2014. Following the Desk Review, a Review package was sent to GRTA advising it of the site visit and indicating additional information that would be needed and issues that would be discussed.

The site visit to GRTA occurred on September 2-4, 2014. The individuals participating in the Review are listed in Section VI of this report.

At the entrance conference, the purpose of the Review and the Review process were discussed. During the site visit, FTA statutory and administrative requirements were discussed and documents were reviewed. Two contractors, Micronesia Hospitality, Inc. (MHI) and Guam Sanko Transportation, Inc. (GST), were visited and interviewed.

Upon completion of the Review, an exit conference was held with GRTA staff to discuss preliminary findings, corrective actions and schedules.

III. DESCRIPTION OF THE GRANTEE

The Guam Regional Transit Authority (GRTA) is a quasi-independent organization of the Government of Guam, responsible for the provision of island-wide public transportation. The population of its service area exceeds 180,000.

GRTA was re-established by the legislature on February 27, 2009. In 2002, it had abolished GRTA and assigned to the Government of Guam Department of Administration the responsibility for contracting for public transportation service.

GRTA is governed by a seven-member Board of Directors. Two members are selected from the Mayor’s Council of Guam and three by the Governor. These five members recommend to the Governor at least four candidates, two of which are representative riders and two of which are advocates for the rights of persons with disabilities. The Governor, with the approval of the legislature, appoints the final two members from this list. At least one Board member must be a representative of senior citizens. For the past three years prior to the 2014 State Management Review (SMR), the Board had only four appointments, resulting in several missed meetings due to a lack of a quorum. At the time of the site visit, the Board had six members. Also, during the review period, GRTA had a number of missing staff positions, in fact, only three of the seven budgeted positions were consistently filled. At the time of the site visit, GRTA had recently filled three positions, General Manager, Board Secretary, and Transportation Supervisor.

GRTA contracts with KEI, a consortium of three island tour/charter operators, to operate the service. Consortium members operate their own buses out of their own facilities. GRTA determines ADA complementary paratransit eligibility. The lead member of the consortium, Kloppenburg Enterprises, Inc., reserves and schedules the ADA complementary paratransit trips. Each member of the consortium operates selected routes and ADA complementary paratransit service.

GRTA operates Mondays through Saturdays between the hours of 5:30 a.m. - 10:30 a.m. and 2:30 p.m. – 6:30 p.m. Fixed-route service consists of five routes. Two routes operate at one-hour headways and the other routes operate on two-hour headways. ADA complementary paratransit service operates island-wide and is open to certified ADA eligible persons and elderly persons. Reservations are accepted up to two days in advance.

The following table shows the current fare structure.

Pass Type	Regular	ADA eligible, students 6-18 years, seniors 55 and older
One ride pass	\$1.00	\$0.35
One day pass	\$3.00	\$1.00

One week pass	\$15.00	\$5.00
One month pass	\$55.00	\$20.00
One year pass	\$550.00	\$195.00

In 2002, a private contractor was awarded a contract to operate the service. The initial and subsequent awards were protested and were taken to court. The Guam Supreme Court resolved the issue in 2006. During the time the award was in court, a month-to-month contract was issued. Since the resolution of the court case, GRTA has continued to issue monthly requisitions while it developed a multi-step vendor selection process to comply with the court ruling. Once awarded, the contract will include base and option years.

GRTA now contracts for five buses for fixed-route service and six buses for ADA complementary paratransit service. GRTA pays the contractor \$72.50 per revenue service hour, for both the fixed-route and ADA complementary paratransit service. Going forward, GRTA plans to use its annual appropriation from the legislature to fund fixed-route operations and its annual consolidated grant from FTA to purchase capital equipment and fund the ADA complementary paratransit service.

At the time of the SMR site visit, GRTA had four Section 5309 grants and an ARRA grant in the total amount of \$3,236,476 to procure buses and design and construct a facility. GRTA had planned to award contracts for these capital items in 2012. However, at the time of the site visit, it had not issued solicitations for any of the projects. GRTA was working with the Guam General Services Administration to develop solicitations that met the requirements of the Government of Guam.

IV. RESULTS OF THE REVIEW

This State Management Review focused on GRTA’s compliance in 13 areas. This section provides a discussion of the basic requirements and findings in each area. Deficiencies were found in eight areas: Program Management, Grant Administration, Project Management, Financial Management, Procurement, Disadvantaged Business Enterprise (DBE), Americans with Disabilities Act (ADA), and Drug and Alcohol/Drug Free Workplace Act. The deficiencies in Procurement and ADA are repeat deficiencies from the 2011 SMR.

1. Program Management

Basic Requirement: The state must dedicate sufficient resources to managing the FTA funded programs in accordance with the grant application, Master Agreement, and all applicable laws and regulations using sound management practices.

Finding: During this Review of GRTA, deficiencies were found with the FTA requirements for Program Management. GRTA’s SMP did not fully describe its current practices in the following areas:

- Roles and Responsibilities section did not describe the role of other agencies of Guam in the management of the FTA program. These agencies include the Department of Public Works (DPW), the Department of Administration (DOA) and the Office of the Attorney General (OG).
- Charter Bus section did not explain that the charter regulations do not currently apply to GRTA since its contractors are private charter operators and therefore exempted from the DOT charter regulations.
- Maintenance section did not describe current practices to monitor GRTA contractors.
- Civil Rights section did not include a discussion of DBE.

Additionally, GRTA did not demonstrate that it had devoted adequate resources to manage the FTA grant programs. For most of the past three years, only three of seven budgeted positions were filled and the lead position of GRTA Executive Manager was held by an Interim Manager. Further, only four of the seven board members were appointed during the majority of the past three years. The lack of resources may have contributed to the long delays in project implementation and the inability to meet FTA deadlines for submitting documents such as Milestone Progress Reports, Federal Financial Reports, DBE Uniform Reports, and DBE goals.

It should be noted that in the months before the SMR site visit, the government had appointed two new board members and GRTA had hired three employees, including the permanent General Manager, the board secretary and the transportation supervisor.

Corrective Actions and Schedule: GRTA must submit to the FTA Region IX Office, no later than January 5, 2015:

- A revised SMP to modify and/or update discussions of:
 - Roles and Responsibilities section to describe the roles of DPW, DOA, AG, and other departments of the Guam Government.
 - Charter Bus section to reflect current practice that charter regulations do not apply because GRTA operators are private charter operators and therefore exempt from the charter regulations.
 - Maintenance section to incorporate requirement for proper maintenance of equipment.
 - Civil rights section to include discussion of DBE requirements.
- A plan for deploying the resources necessary to properly administer the FTA programs.

2. Grant Administration

Basic Requirement: The state must track and report on the progress of projects, expend grant funds on time, and close out projects and grants when project activity is completed.

Finding: During this Review of GRTA, deficiencies were found with the FTA requirements for Grant Administration. GRTA had not submitted any of its Milestone Progress Reports (MPRs) for the third quarter of FY2014. At the site visit, GRTA indicated that it did not have enough staff time to complete the reports. This was consistent with the finding in Program Management that GRTA had not devoted sufficient resources to administering the FTA programs.

GRTA had several inactive grants. GRTA had three grants that had not had drawdowns since they were awarded more than four to six years ago. The ARRA grant GU-86-X001 had not had a drawdown in 23 months.

FTA GRANT NUMER	FTA GRANT AMOUNT	YEAR of FUNDING	DATE of AWARD	DATE of LAST DRAWDOWN	AMOUNT DRAWN DOWN
GU-04-0001	\$297,000	2006	8/7/2008	None	None
GU-04-0002	\$475,000	2009	2/19/2010	None	None
GU-04-0003	\$237,500	2009	8/5/2010	None	None
GU-86-X001	\$921,976	2009	8/21/2009	10/3/2012	\$200,000

Corrective Actions and Schedule: GRTA must notify the FTA Region IX Office when it has submitted the delinquent report(s) for the most recent reporting period. GRTA is still responsible for the end of year report due on October 30, 2014. GRTA must submit to the FTA Region IX Office, no later than January 5, 2015:

- Procedures for submitting reports on time. GRTA must email the FTA Region IX Office when reports are submitted.
- A timetable for grant completion and closeout of its inactive grants.

3. Project Management

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

Finding: During this Review of GRTA, deficiencies were found with the FTA requirements for Project Management. The table below summarizes bus and facility projects that are contained in GRTA active grants:

FTA GRANT NUMBER	DATE of AWARD	TYPE of PROJECT	CURRENT BUDGET	CURRENT STATUS
GU-04-0001	8/7/2008	Procure four ADA accessible paratransit buses	\$357,831	Yet to be Bid
GU-04-0002	2/19/2010	Procure one 30 foot ADA accessible transit bus	\$250,000	Yet to be Bid
		Procure three <30 foot ADA accessible buses	\$225,000	Yet to be Bid
GU-04-0003	8/5/2010	Partial Preliminary Engineering and Design of GRTA Maintenance Facility	\$237,500	Yet to be Bid
GU-04-0004	8/30/2012	Construct Administrative Facility	\$1,000,000	Yet to be Bid
GU-18-X029	8/26/2013	Procure two 30 foot ADA accessible transit buses	\$499,000	Yet to be Bid
GU-18-X030	4/25/2014	Procure two 35 foot ADA accessible buses	\$500,000	Yet to be Bid
GU-86-X001	8/21/2009	Procure three 30 foot ADA accessible transit buses	\$646,976	Yet to be Bid
		Procure one <30 foot transit bus	\$75,000	Yet to be Bid

None of the projects have been put out for competitive procurement, in part because GTRA lacks the expertise (e.g., no one on staff had procured buses) and in part because of the lack of adequate resources at GRTA.

Corrective Actions and Schedule: GRTA must submit to the FTA Region IX Office, no later than January 5, 2015, a recovery schedule for the delayed project(s) and report on progress against the schedule quarterly in progress reports.

4. Financial Management

Basic Requirement: The state must demonstrate the ability to match and manage FTA grants and expend FTA funds only on eligible activities.

Finding: During this Review of GRTA, deficiencies were found with the FTA requirements for Financial Management. GRTA did not have a multi-year financial plan as required in FTA Circular 5010.1D, VI-4:

Upon request from FTA, the grantee agrees to provide a financial plan delineating the source of local share, the amounts applicable to the different sources, and the time frame for acquisition of local share. (See Category 15 in Annual Certifications and Assurances.) Grantees shall have multi-year financial plans (3–5 years) that project operating and capital revenues and expenses. The financial plans should indicate adequate revenues to maintain and operate the existing system and to complete the annual program of projects (POP).

GRTA provided copies of its budget requests and approvals for FY 14 and FY 15. The government of Guam appropriated \$3,037,833 from the highway fund and \$350,956 from the public transit fund in FY 2014.

Corrective Actions and Schedule: GRTA must submit to the FTA Region IX Office, no later than January 5, 2015, a multi-year financial plan, in accordance with FTA Circular 5010.1D, VI-4.

5. Procurement

Basic Requirement: States use their own procurement procedures that reflect applicable state laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable Federal law.

Finding: During this Review of GRTA, deficiencies were found with the FTA requirements for Procurement. During the past three years, GRTA had only one FTA funded procurement for the operation of public transportation service by a consortium of three private tour/charter operators, led by the group, KEI. GRTA, through the Guam General Services Administration (GSA), had continued to issue emergency month-to-month purchase orders to KEI for a specified number of hours of fixed-route and complementary paratransit service. Each purchase order exceeded \$200,000. This practice that has been in place since 2006. During the 2011 SMR, GRTA was directed to report quarterly on its progress to obtain a public transportation operations contractor through a competitive process. GRTA did submit the required quarterly reports, however at the time of the 2014 SMR, a solicitation document had not been issued.

GRTA did not provide documentation that there was full and open competition for the procurements, further, the purchase orders did not contain any FTA clauses or lobbying or debarment certifications. GRTA did not document that it had searched the excluded parties listing at www.sam.gov to ensure that KEI was not debarred or suspended. These are repeat deficiencies from the 2011 SMR.

Corrective Actions and Schedule: GRTA must immediately cease using FTA funds to pay for public transportation operations that were not competitively procured. GRTA must submit to the FTA Region IX Office, no later than January 5, 2015:

- Revised procurement procedures that ensure full and open competition in all procurement transactions and address inclusion of all FTA required third party contract clauses.
- Procedures to search SAM before entering into applicable transactions. For the next procurement, submit to FTA documentation that the required process was implemented.
- Procurement plan which identifies milestones and dates for the acquisition of the public transportation operation contract.

6. Disadvantaged Business Enterprise

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

Finding: During this Review of GRTA, deficiencies were found with the FTA requirements for DBE. GRTA did not complete a shortfall analysis as a result of not meeting its goal for FY2013. GRTA had a FY2012-2014 DBE goal of 0.15%. On its 2013 semiannual DBE reports, it reported goal achievement of 0.0% in the June report and 0.0% in the December report, not meeting its goal.

Corrective Actions and Schedule: GRTA must submit to the FTA Region IX Office, no later than January 5, 2015:

- A shortfall analysis and corrective action plan for FY 2013
- A process for completing and submitting future annual shortfall analyses and corrective action plans, as applicable.

7. Asset Management

Basic Requirement: The state must maintain control over real property and other assets (rolling stock and equipment) and ensure that they are used in transit service. States must keep federally funded assets in good operating order.

Finding: During this Review of GRTA, no deficiencies were found with the FTA requirements for Asset Management.

8. Charter Bus

Basic Requirement: 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 Review of GRTA, no deficiencies were found with the FTA requirements for Charter Bus.

9. 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 Review of GRTA, no deficiencies were found with the FTA requirements for School Bus.

10. Americans with Disabilities Act

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 (ADA) 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 access to fixed route bus and rail and complementary paratransit service.

Finding: During this Review of GRTA, deficiencies were found with the FTA requirements for ADA. GRTA did not have a procedure in place to promptly and equitably resolve complaints based on disability. The GRTA website contained a document entitled *Guam Public Transit System General Information Grievance Review and Appeals Board*, dated March 25, 2013, but, at the site visit, GRTA indicated that it had not implemented it.

GRTA did not have in place an eligibility appeals process for applicants denied eligibility for ADA complementary paratransit. GRTA operated fixed route service and ADA complementary paratransit Monday through Saturday but stated in its public information that the office was closed on weekends. This gave the appearance that persons could not request a trip during those periods, which is contrary to ADA requirements for next day requests. GRTA continued to have trip denials since it contracted for complementary ADA paratransit service by specifying the number of vehicles to be used and was not contracting for service to meet the demand.

Corrective Actions and Schedule: GRTA must submit to the FTA Region IX Regional Civil Rights Officer (RCRO) no later than January 5, 2015:

- Its procedure for resolving complaints that provide for the equitable and prompt resolution of disability-related complaints.
- An eligibility appeals process for persons denied ADA complementary paratransit eligibility.
- Procedures for ensuring that contractors operate ADA complementary paratransit service in accordance with the ADA regulations.

11. Title VI

Basic Requirement: The grantee must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or 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 Review of GRTA, no deficiencies were found with the FTA requirements for Title VI.

12. Equal Employment Opportunity

Basic Requirement: The state 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: The Equal Employment Opportunity Commission's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

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

13. Drug-Free Workplace Act/Drug and Alcohol Programs

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

Grantees receiving Section 5307, 5309 or 5311 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: During this Review of GRTA, deficiencies were found with the FTA requirements for Drug-Free Workplace Act or Drug and Alcohol Programs. The most current GRTA Drug and Alcohol Program, dated August 10, 2014, had not been approved by its Board of Directors. At the site visit, GRTA indicated that it had never taken its Drug and Alcohol Program to its Board for approval.

GRTA had not been monitoring its Drug and Alcohol Program vendors. The certifications that GRTA had in its files for the Medical Review Officer (MRO), breath technicians (BATs), and all but one of the urine specimen collection technicians had expired and GRTA had not updated the vendor certifications. GRTA documentation showed that it had not inspected its urine collection site since 2010. GRTA indicated during the site visit that it did not currently have a Substance Abuse Professional (SAP) for its program.

Corrective Actions and Schedule: GRTA must submit to the FTA Region IX Office, no later than January 5, 2015:

- Documentation of GRTA Board approval of the Drug and Alcohol Program
- Updated certifications of program vendors, e.g., MRO, SAP, BAT.

Review Area	Finding	Deficiency	Corrective Action	Response Due
		79 - Inactive grants/untimely grant closeouts	<p>when it has submitted the delinquent report(s) for the most recent reporting period.</p> <p>GRTA is still responsible for the end of year report due on October 30, 2014.</p> <p>GRTA must submit procedures for submitting reports on time. GRTA must email the FTA Region IX Office when reports are submitted.</p> <p>GRTA must submit to the FTA Region IX Office a timetable for grant completion and closeout of its inactive grants.</p>	
3. Project Management	D	98 - Excessive delays in project implementation	GRTA must submit to the FTA Region IX Office a recovery schedule for the delayed project(s) and report on progress against the schedule quarterly in progress reports.	01/05/15
4. Financial Management	D	<p>15 - No existing financial plan</p> <p>276 - Ineligible expenses charged to grant</p>	<p>GRTA must submit to the FTA Region IX Office a multi-year financial plan.</p> <p>GRTA must work with FTA Region IX Office to reimburse FTA for funds that were drawn and not eligible.</p>	01/05/15
5. Procurement	D	37 - Lacking full and open competition for one or more	GRTA must cease immediately using FTA funds to pay for public transportation operations	01/05/15

Review Area	Finding	Deficiency	Corrective Action	Response Due
		<p>methods of procurement</p> <p>129 - No FTA clauses</p> <p>12 - Lobbying certifications not included in procurement solicitations</p> <p>40 - Lobbying certifications not signed by contractors</p> <p>183 - No verification that excluded parties are not participating</p>	<p>that were not competitively procured.</p> <p>GRTA must submit to the FTA Region IX Office:</p> <ul style="list-style-type: none"> • Revised procurement procedures that ensure full and open competition in all procurement transactions and address inclusion of all FTA required third party contract clauses. • Procedures to search SAM before entering into applicable transactions. For the next procurement, submit to FTA documentation that the required process was implemented. • Procurement plan which identifies milestones and dates for the acquisition of the public transportation operation contract. 	
6. Disadvantaged Business Enterprise	D	308 - DBE goal shortfall analysis not completed or not submitted	<p>GRTA must submit to the FTA Region IX Office, no later than January 5, 2015:</p> <ul style="list-style-type: none"> • A shortfall analysis and corrective action plan for FY 2013 • A process for completing and submitting future annual shortfall analyses and corrective action plans, as applicable. 	01/05/15

Review Area	Finding	Deficiency	Corrective Action	Response Due
7. Asset Management	ND			
8. Charter Bus	ND			
9. School Bus	ND			
10. ADA	D	<p>596 - Insufficient oversight of ADA complaint procedures</p> <p>165 - Insufficient oversight of ADA complementary paratransit service requirements</p>	<p>GRTA must submit to the FTA Region IX Regional Civil Rights Officer (RCRO)</p> <ul style="list-style-type: none"> • Its procedure for resolving complaints that provide for the equitable and prompt resolution of disability-related complaints. • An eligibility appeals process for persons denied ADA complementary paratransit eligibility. • Procedures for ensuring that contractors operate ADA complementary paratransit service in accordance with the ADA regulations 	01/05/15
11. Title VI	ND			
12. EEO	ND			
13. Drug and Alcohol/ Drug-Free Workplace Act Programs	D	173 - Drug and/or alcohol program vendors not properly monitored	<p>GRTA must submit to the FTA Region IX Office:</p> <ul style="list-style-type: none"> • Documentation of GRTA Board approval of the Drug and Alcohol Program • Updated 	01/05/15

Review Area	Finding	Deficiency	Corrective Action	Response Due
			certifications of program vendors, e.g., MRO, SAP, BAT.	

Findings: ND = Not Deficient; D = Deficient

VI. ATTENDEES

Name	Title/Organization	Phone Number	E-mail address
<i>Guam Regional Transit Authority</i>			
Rudy Cabana	Acting Executive Director	671-475-4616	rudy.cabana@grta.guam.gov
Myra Abaya	Administrative Officer	671-475-4684	myra.abaya@grta.guam.gov
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Ronaldo L. Dalisay	Transportation Supervisor	671-300-7255	ronaldo.dalisay@grta.guam.gov
Enrique Agustin	Incoming General Manager	671-486-6409	rikiagustin@yahoo.com
Tammy Bamba	Board Secretary	671-487-6125	tammy.bamba@grta.guam.gov
Ginger S. Porter, MEd	GRTA Board Member, Disability Studies, University of Guam	671-735-2478	ginger.porter@guamcedders.org
Gerard Cruz	GRTA Board Member	671-475-6125	Not available
Vincente Gumataotao	GRTA Board Member	671-472-1232	pitimayor@yahoo.com
<i>Guam Department of Administration</i>			
Grace Edrosa	Accounting Manager, Guam DOA		grace.edrosa@doa.guam.gov
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