



TRANSIT COMMITTEE

September 10, 2008

Prepared by: Nelson Diaz

EXHIBITS LIST

NO.	DATE	ITEM #	DESCRIPTION
1	9/10/2008		County Manager's Memorandum re: Changes to the Agenda
2	9/10/2008	1D1	Presentation titled <u>Miami-Dade County Board of County Commission Transit Committee Miami Partnership Metrorail Station Enhancements & Transportation Projects September 10, 2008</u>
3	9/10/2008		<u>MID-SEPTEMBER 2008 NEWSLETTER</u> submitted by the Florida Paraplegic Association, Inc.
4	9/10/2008		Miami-Dade Transit (MDT) Fare Change Proposal
5	9/10/2008		Speaker's Card
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Memorandum



Date: September 10, 2008

To: Honorable Chairperson and Members
Transit Committee

From: George M. Burgess
County Manager

Subject: Requested Changes to the
Transit Committee Agenda

Additions

3M

082608 RESOLUTION AUTHORIZING EXECUTION OF AMENDMENT NO. 2 FOR \$15, 560, 000 TO CONTRACT NO. TR04-PTP1 BETWEEN MIAMI-DADE COUNTY AND PB AMERICAS, INC. (Miami-Dade Transit Agency)

Withdrawals

2C

Joe A. Martinez

082217 RESOLUTION DIRECTING THE COUNTY MAYOR OR HIS DESIGNEE TO PLACE FOR COMPETITIVE BID THE OPERATION OF ANY BUS ROUTE TO BE ELIMINATED BY MIAMI-DADE TRANSIT OR ANY BUS ROUTE THAT HAS BEEN ELIMINATED BY MIAMI-DADE TRANSIT WITHIN THE PAST YEAR

Scrivener's Errors

1E1

Sally A. Heyman

081945 ORDINANCE AMENDING SECTION 30-388.2 OF THE CODE OF MIAMI-DADE COUNTY; PROVIDING THAT CONSISTENT WITH STATE LAW PARKING CHARGES MAY BE IMPOSED ON VEHICLES DISPLAYING A DISABLED PARKING PERMIT OR LICENSE TAG AT ANY COUNTY AIRPORT OR SEAPORT UNDER SPECIFIED CIRCUMSTANCES , BUT THAT SUCH CHARGES MAY NOT BE IMPOSED FOR CERTAIN VEHICLES AS DEFINED IN SUCH STATE LAW; PROVIDING SEVERABILITY, INCLUSION IN THE CODE AND AN EFFECTIVE DATE

Note: On handwritten page 5, in the continuation paragraph from previous page under Sec. 30-388.2., remove the underlined word "or" located on the third to last line of the paragraph.

Miami-Dade County Board of County Commission Transit Committee

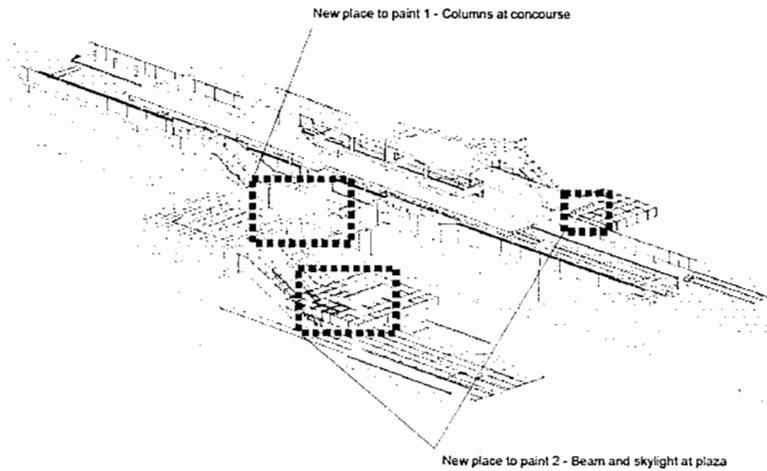
Miami Partnership Metrorail Station Enhancements & Transportation Projects September 10, 2008

RECEIVED
By the Clerk for the
SEP 10 2008
Item 1D1
Exhibit 1
Meeting TC



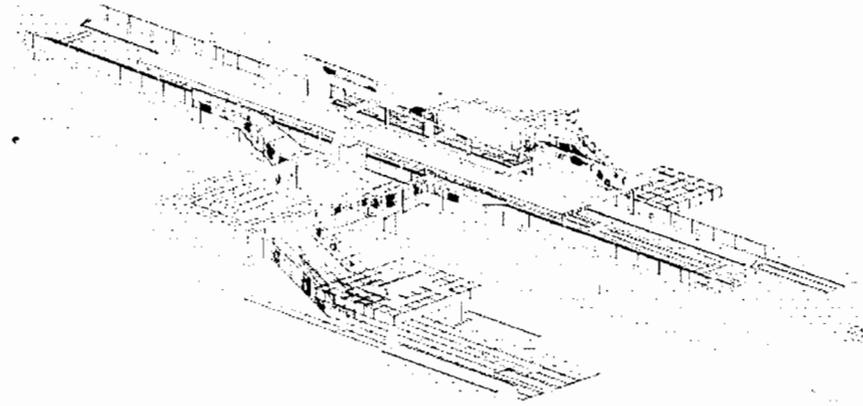
9/10/2008 TC (Committee) (Agenda Item 1D1 Exhibit

Civic Center Metrorail Station Enhancements: Paint Design Scope



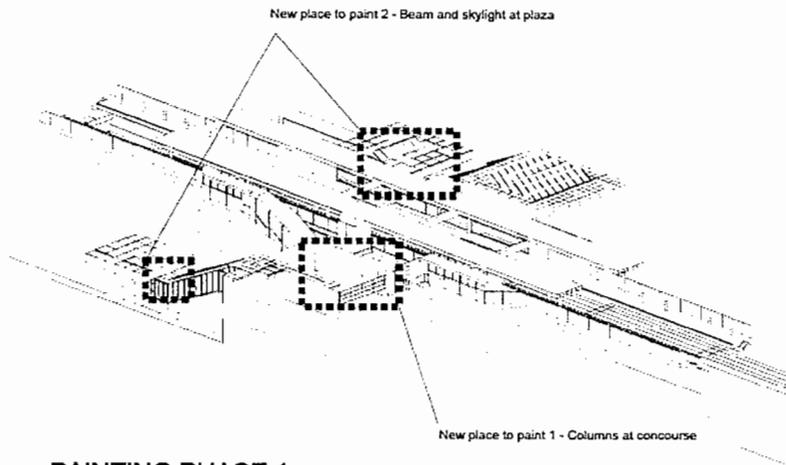
PAINTING PHASE 1

View from NE



PAINTING PHASE 2

View from NE



PAINTING PHASE 1

View from SW

				2065-70
floor				2033-70
				2018-60
				2071-70
skylight, ceiling	Super White			
wall				
column, door	2065-70			

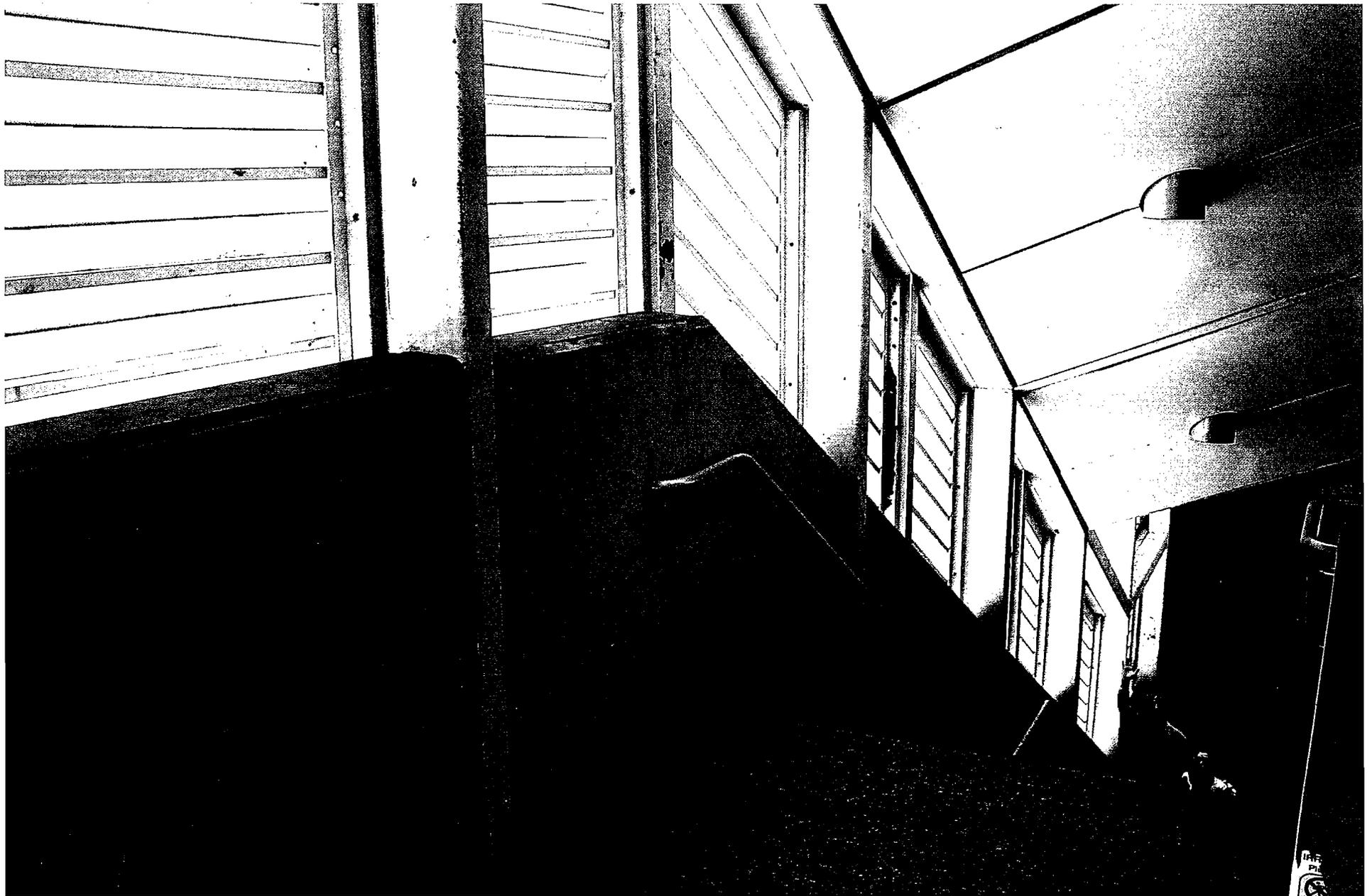
Civic Center Metrorail Station Enhancements: Existing



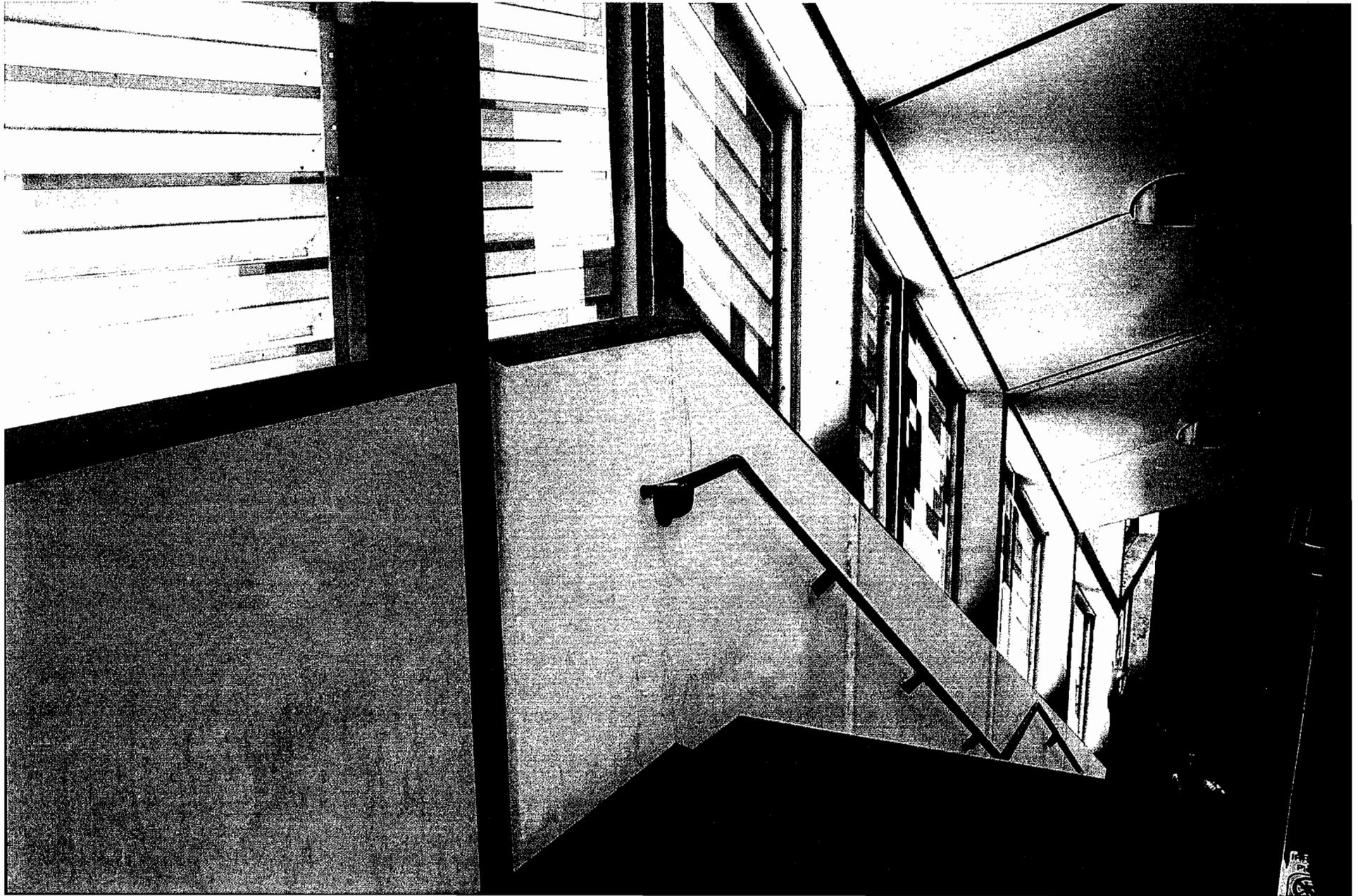
Civic Center Metrorail Station Enhancements: Proposed



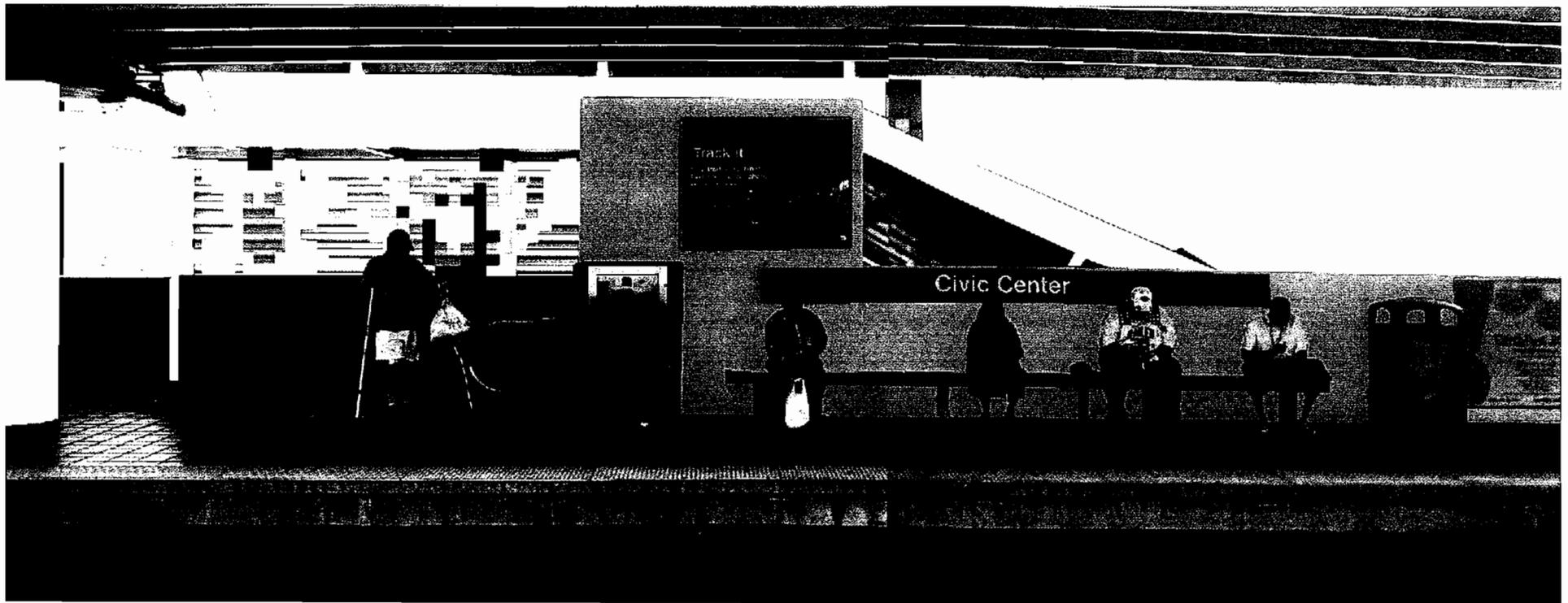
Civic Center Metrorail Station Enhancements: Existing



Civic Center Metrorail Station Enhancements: Proposed



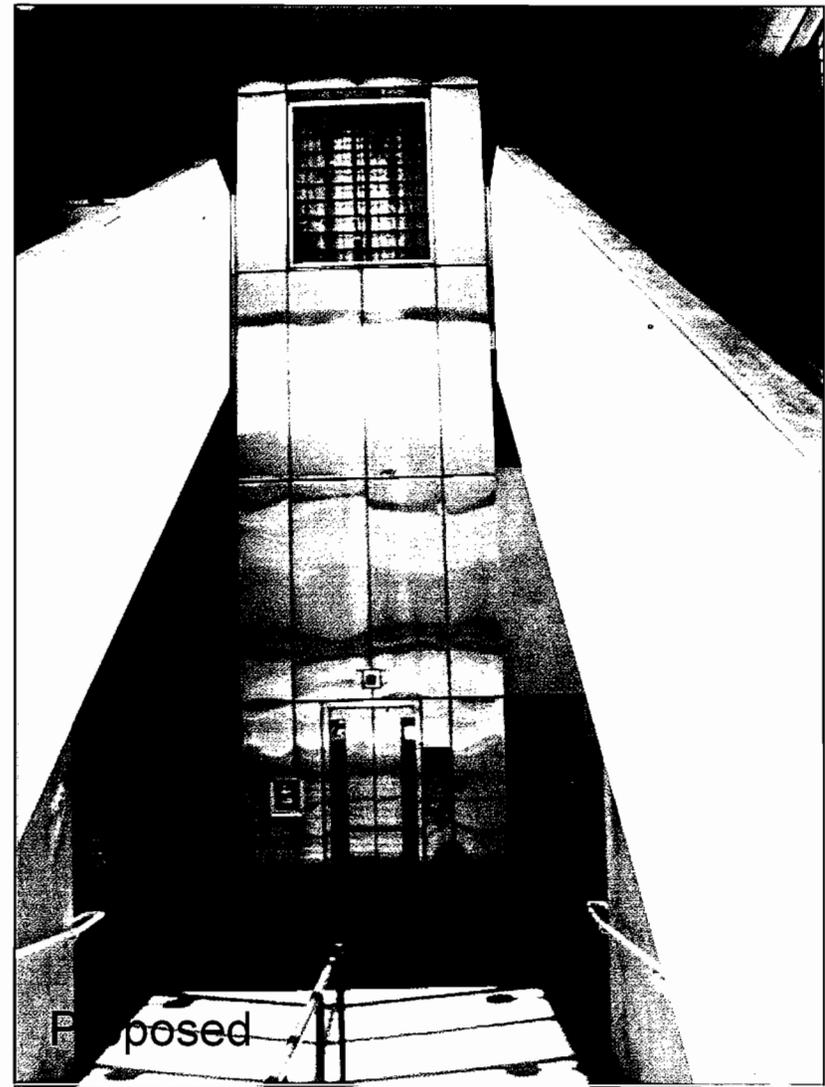
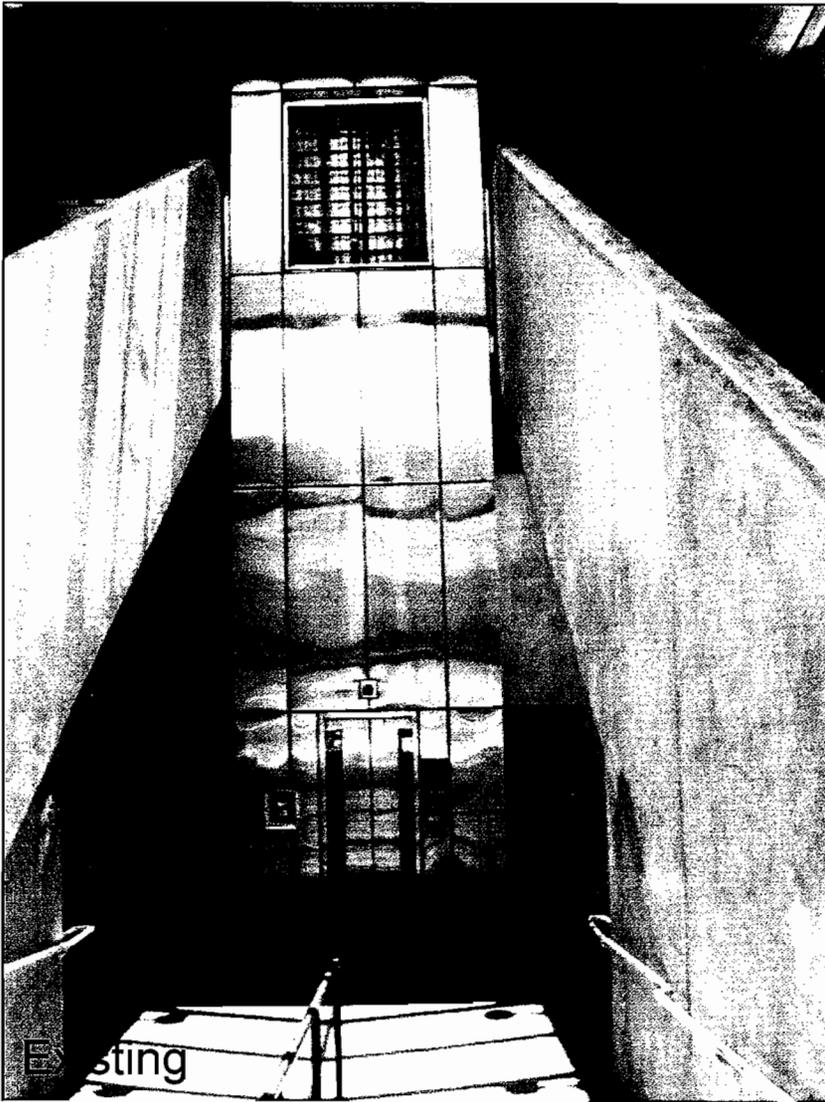
Civic Center Metrorail Station Enhancements: Proposed



Civic Center Metrorail Station Enhancements: Lighting Design



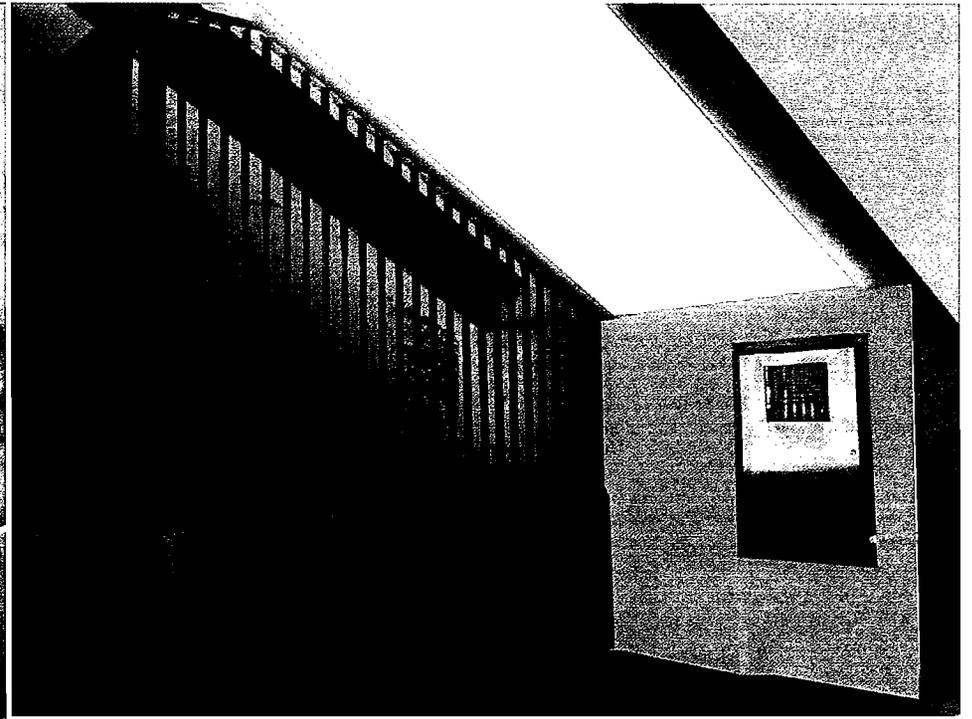
Civic Center Metrorail Station Enhancements: Lighting Design



Civic Center Metrorail Station Enhancements: Lighting Design

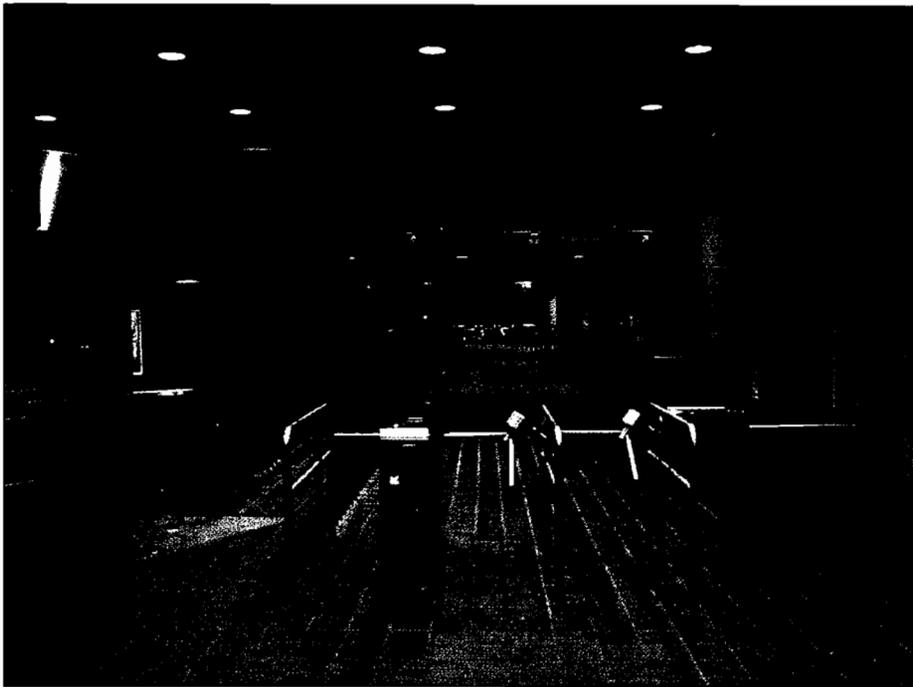


Existing

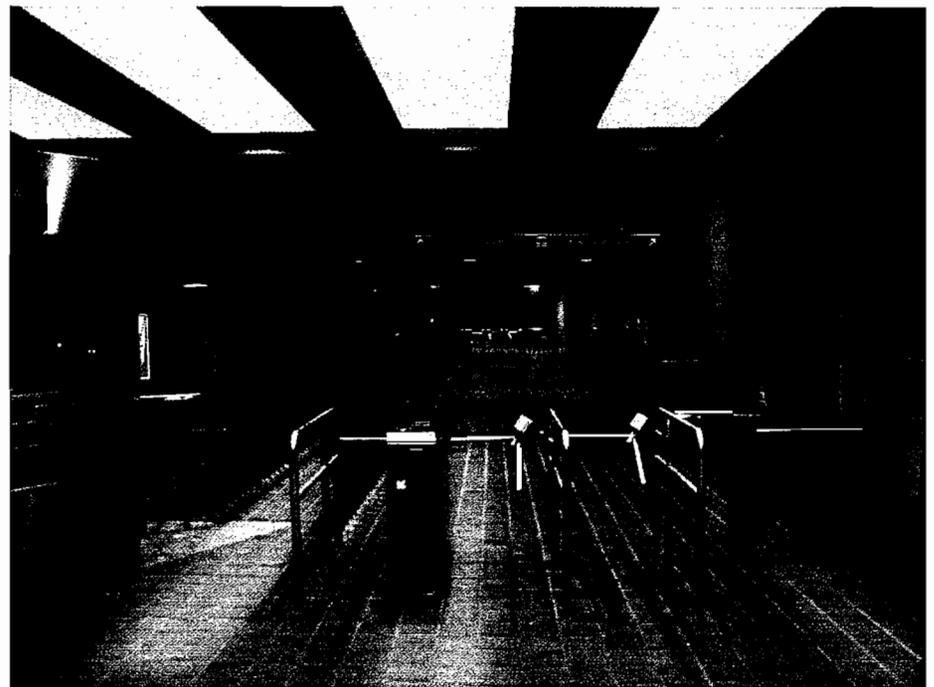


Proposed

Civic Center Metrorail Station Enhancements: Lighting Design

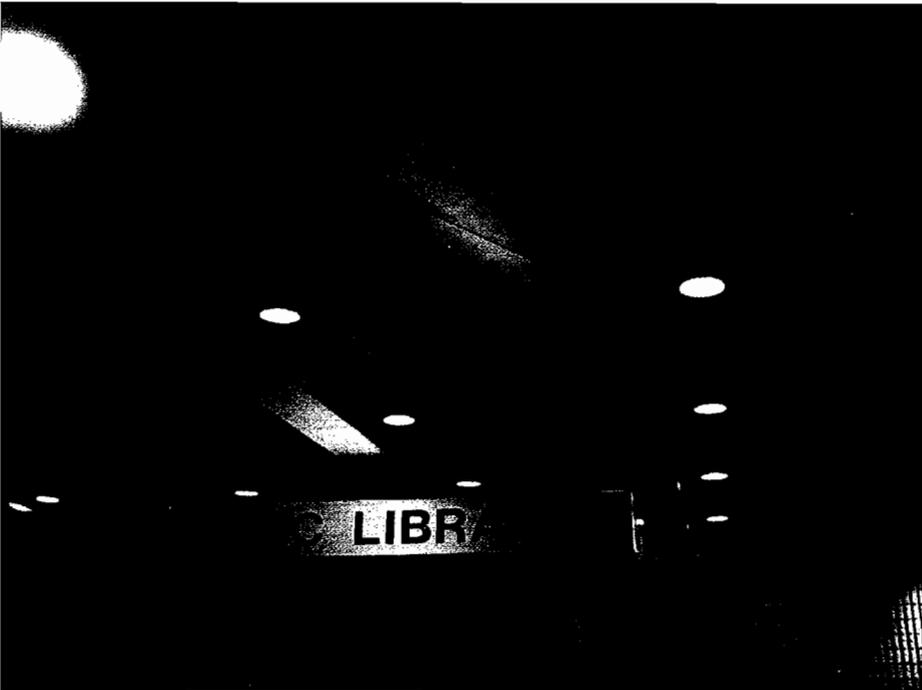


Existing

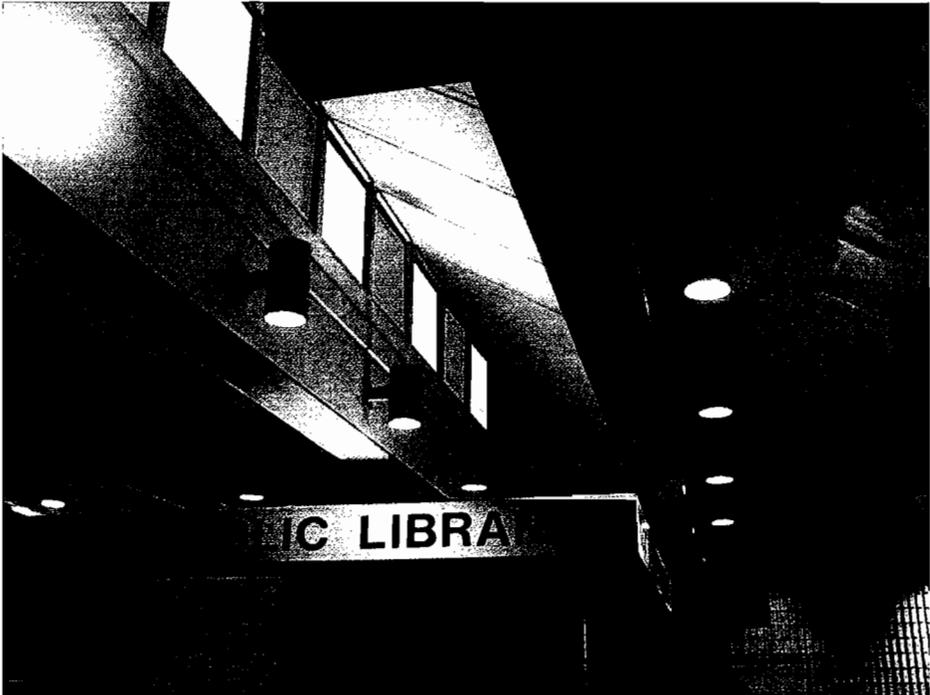


Proposed

Civic Center Metrorail Station Enhancements: Lighting Design



Existing

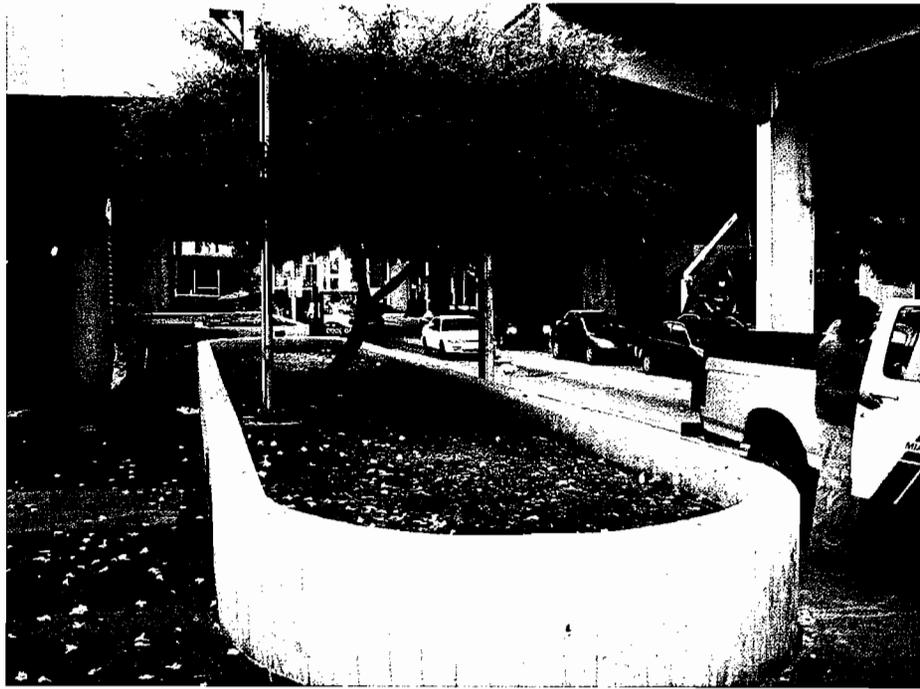


Proposed

Civic Center Metrorail Station Enhancements: Landscaping



Civic Center Metrorail Station Enhancements: Landscaping



Before

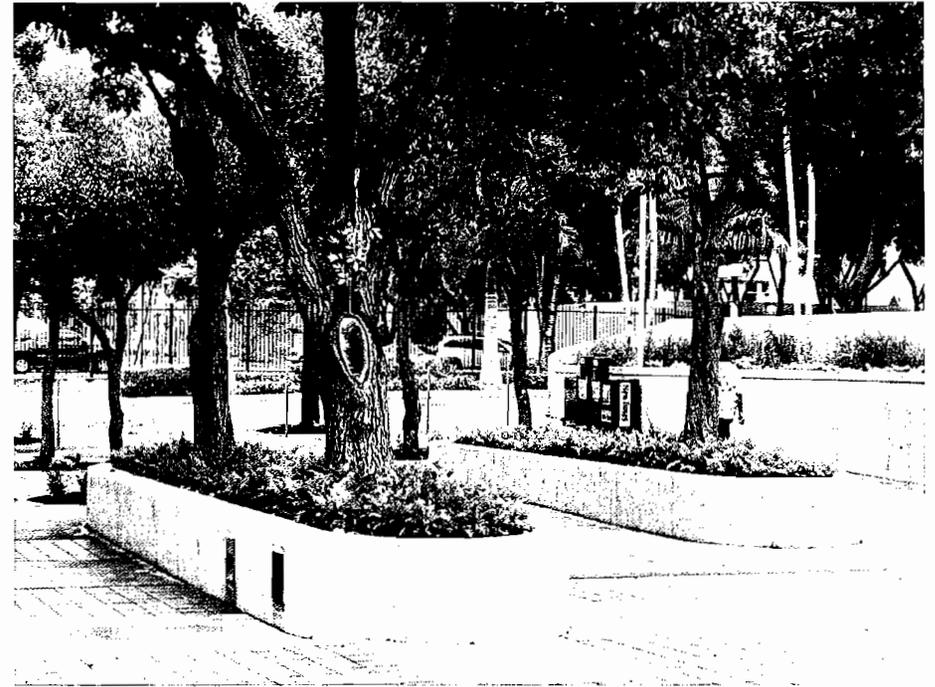


After

Civic Center Metrorail Station Enhancements: Landscaping



Before

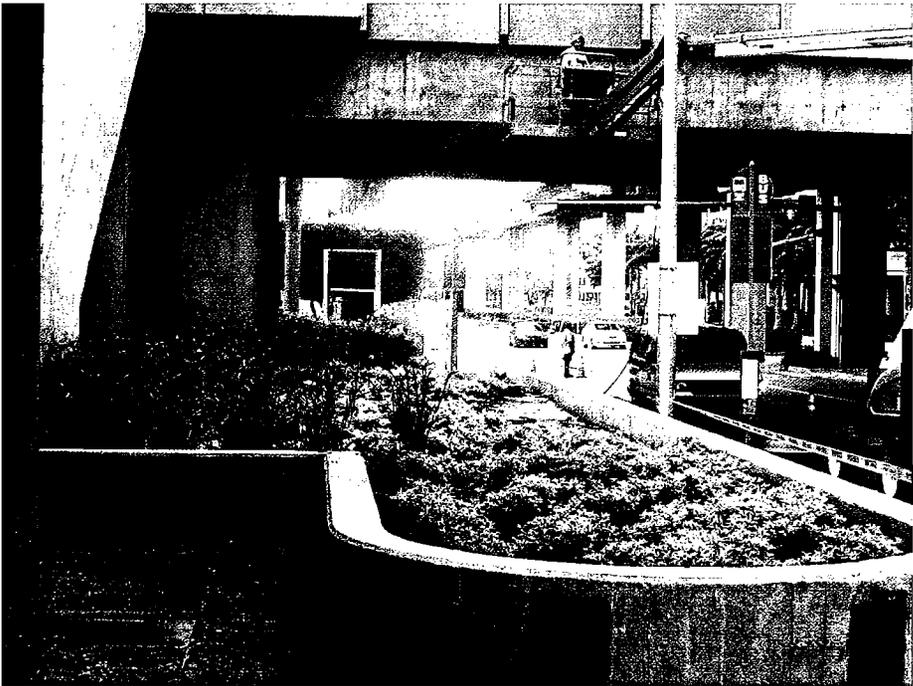


After

Civic Center Metrorail Station Enhancements: Landscaping

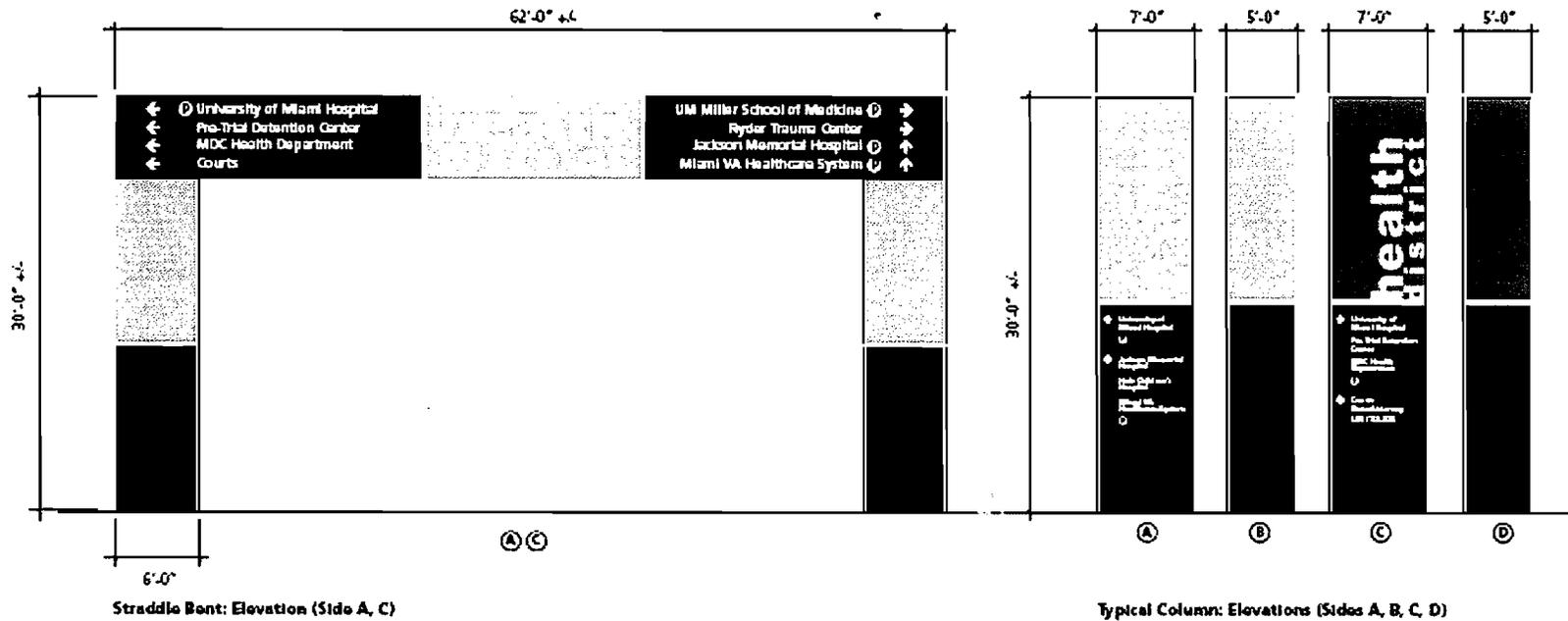


Before



After

Civic Center Metrorail Station Enhancements: Directional Signage



Straddle Bent: Elevation (Side A, C)

Typical Column: Elevations (Sides A, B, C, D)

Benjamin Moore Baby Boy Blue 2056-50	Benjamin Moore Cool Aqua 2056-40	Benjamin Moore Ol' Blue Eyes 2064-30	Benjamin Moore Spring Meadow Green 2031-40	Benjamin Moore Sweet Pea 2031-30	Benjamin Moore Clover Green 2034-10	Benjamin Moore Brilliant White

1 Health District : 12th Avenue Sign Family
Scale: 1/8" = 1'-0"

project:
**Health District
12th Avenue
Column Graphics**

date:
August 22, 2008

drawn by:
Chris Rogers

notes:

These drawings are for the sole purpose of expressing intent. Design intent only and are not intended for actual fabrication purposes. Sign fabricator accepts all responsibility for accuracy of dimensions, materials, colors, expression, fabrication and installation. It is the fabricator's responsibility to field verify all dimensions and materials.

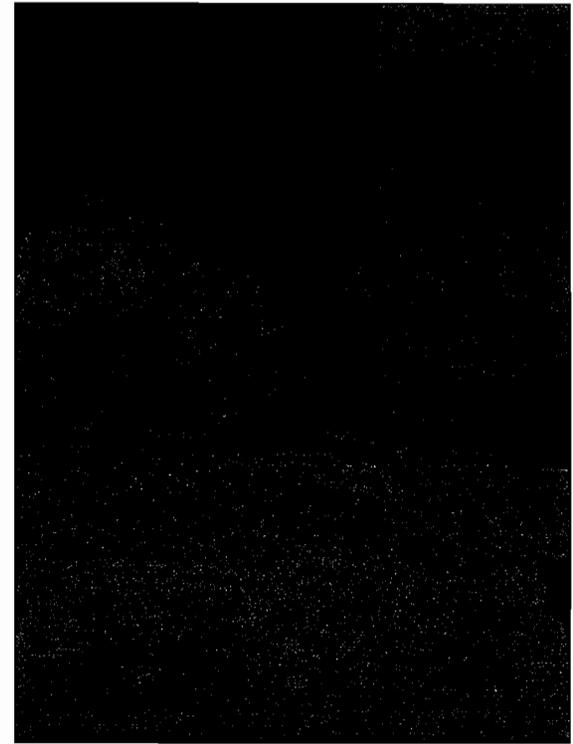
sign type:
Sign Family

sheet:
HD-SF-1.0

City of Miami Health District Circulator



City of Miami Streetscape Improvements



design objectives

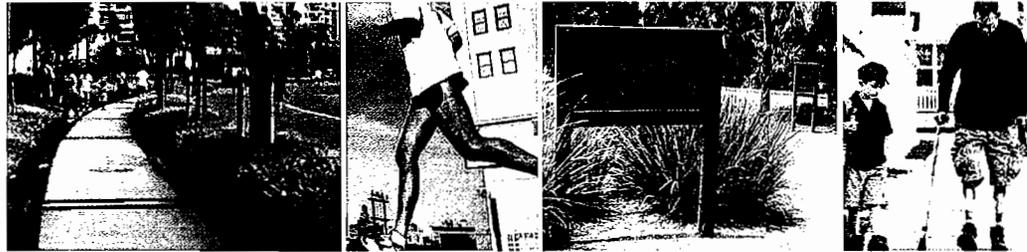
- enhance crosswalks
- landscape Metro rail median
- widen sidewalks and add street trees north of NW 16th Street



City of Miami Streetscape Improvements



modular rubber sidewalk

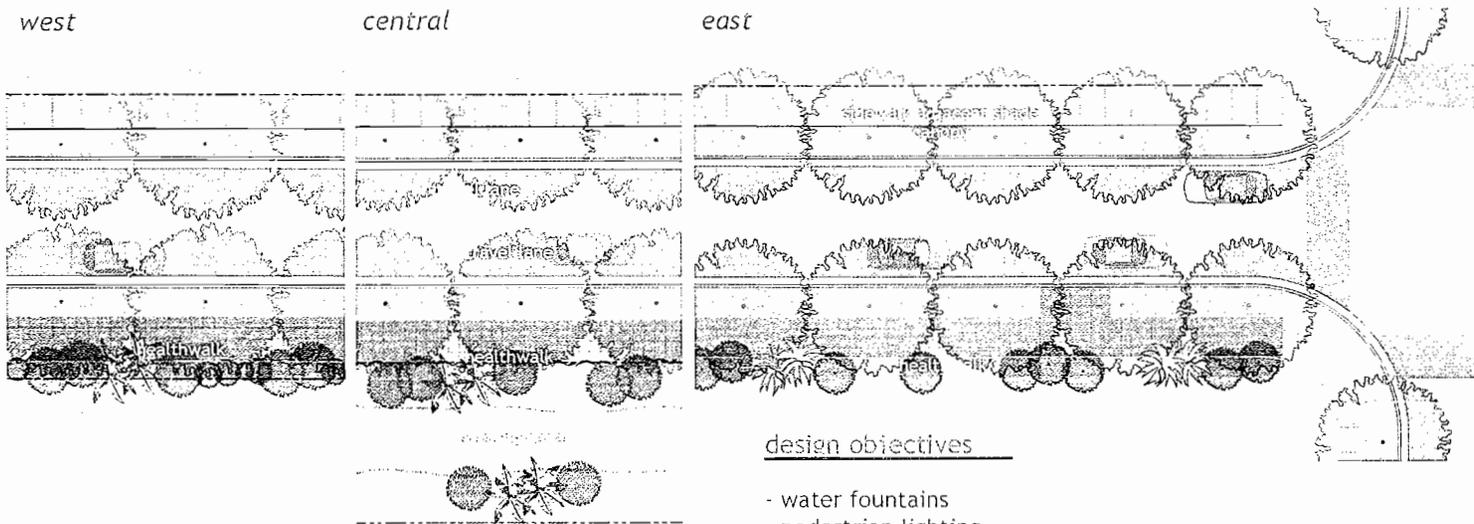


character images

west

central

east



design objectives

- water fountains
- pedestrian lighting
- exercise/health stations
- softer walking surface
- benches designed for health care settings

healthwalk segments

Health District Comprehensive Traffic Study



DAMIAN P. GREGORY

11342 Southwest 163rd Street • Miami, Florida 33157-2708 • Phone: 305-323-0113 • E-Mail: DPGreg@aol.com

RECEIVED

By the Clerk for the record.

September 10, 2008

Dear Commissioners:

SEP 10 2008
Item 1E1
Exhibit 1
Meeting TC

I am unable to be present today in person, but would like to voice my strong opposition to any changes to the existing parking requirements at Miami International Airport (Item **081945**). I currently serve as the Co-chairperson of the Commission on Disability Issues (CODI), which serves as an advisory board to this body. CODI has studied this issue in depth. However, I am not writing to you representing CODI, but as a member of the traveling public who uses parking privileges at the Miami International Airport.

Though the problems with parking for people with disabilities have been well documented in the Miami Herald and in the Inspector General's Report, before any rollback of parking privileges are enacted, Miami International Airport (MIA) Administrators should tackle the problem from the roots. It is well known that most of those who use disabled placards at the airport are employees at the airport are not members of the traveling public. With the current parking system, drivers with disabled placards must complete a form with demographic information as well as present their driver's license and placard before exiting the airport and having their parking fee waived.

With the current system MIA Administrators have all the information they need to conduct an internal audit of individuals who are using disabled parking at the airport on a daily basis. Thereby costing the airport money in lost revenue, Administrators should by all means punish those who are misusing the placards by levying fines and if necessary wage garnishments in order to recoup their revenue losses, if it is clear that these individuals are misusing disabled parking placards.

To punish the traveling public by altering in any way their parking privileges is not the solution to solving this problem. I encourage you to ask MIA officials to conduct this internal audit before rolling back any parking privileges to those with disabilities who need them for ease of travel.

Again, I encourage you to not alter the existing parking system at Miami International Airport since to do so would harm the general traveling public with disabilities who have a legitimate need for handicapped accessible parking.

Respectfully,

Damian P. Gregory
Advocate for Persons with Disabilities

cc: Miami-Dade County Board of County Commissioners
Hon. George Burgess, Miami-Dade County Manager
Larry Lebowitz, Reporter, Miami Herald
Commission On Disability Issues (CODI)



MID-SEPTEMBER 2008 NEWSLETTER

Fla. Paraplegic Association, Inc.
Established March 21, 1957

FOR THE LAST YEAR AIRPORT ADA CO-ORDINATORS COME TO THE COMMISSION ON DISABILITIES ISSUES SEEKING THERE CONSENT TO ROLL BACK DISABLED PARKING RIGHTS. THESE BUREAUCRATS HAVE FREE AIRPORT GARAGE PARKING.

SINCE THE MID-70'S ADVOCATES HAVE WORKED TO REMOVE BARRIERS FOR PEOPLE WITH DISABILITIES. MANY BARRIERS EXIST TODAY.

EACH MONTH A COMMUNITY VOLUNTEER GROUP MEETS WITH THESE AIRPORT ADA COORDINATORS FOR NO PAY, YEAR AFTER YEAR.

OUR ORGANIZATION HAVE LISTENED TO THE AIRPORT COORDINATORS AND SUGGESTED AN ORDINANCE CHANGE.

- 1. LIMIT THE BLUE PLACARD USERS TO 30 DAYS.**
- 2. HAVE EMPLOYEES WITH BLUE PLACARDS USE THE EMPLOYEE PARKING LOT.**

THIS DOES NOT SATISFY THE AIRPORT ADA COORDINATORS. THEY WANT TO "TOSS THE BABY WITH THE BATH WATER."

THEY WANT TO SOCK IT TO NEEDY PEOPLE WITH DISABILITIES, MANY DISABILITIES WORSE THAN BEING IN A WHEELCHAIR WITH HAND CONTROLS TO OPERATE THE AUTO OR VAN.

"SCAPE GOATING" OF THE WEAKEST MINORITY SEEMS TO BE A SOCIETY NEED SOMETIMES. IT IS CERTAINLY A TACTIC USED BY MANY COUNTY ADMINISTRATORS.

WHAT WE DO NOT UNDERSTAND IS WHY THESE EVIL PEOPLE THINK THAT THEY WILL GET THE SUPPORT OF THE COUNTY COMMISSION TO INJURE PEOPLE WITH DISABILITIES?

PERHAPS THEY KNOW HOW BADLY THE BUILDING DEPARTMENT, PUBLIC WORKS, PARKS, GENERAL SERVICES MISTREATS PEOPLE WITH DISABILITIES AND GET AWAY WITH IT, YEAR AFTER YEAR.

DENNY R. WOOD, PRESIDENT

Florida Paraplegic Association, Inc.
13000 SW 92 Ave. B-403
Miami, FL 33176
dignity4@netscape.com
305-253-2563

FREE MATTER FOR THE
BLIND & PHYSICALLY
DISABLED
Postal Manual Part 131

denny wood

From: "denny wood" <dignity4@netscape.com>
To: "Dist. 6 Commissioner Rebecca Sosa" <district6@miamidade.gov>; "DIST. 6 JESSICA a. OLMEDILLO" <jao@miamidade.gov>; "DIST. 6 KURT LOPEZ" <klopez@miamidade.gov>
Sent: Monday, August 27, 2007 9:44 PM
Subject: Fw: AIRPORT ORDINANCE

Did you receive this letter? Please acknowledge. Denny R. Wood

----- Original Message -----

From: denny wood
To: commissioner Rebecca Sosa
Cc: DAMIAN GREGORY ; Robert L. Lessne Ph. D ; MARJORIE BURNETT
Sent: Wednesday, August 22, 2007 5:22 PM
Subject: AIRPORT ORDINANCE

To: Jessica A. Olmedillo & Kurt Lopez:

I would like to confirm in writing what we are seeking in the form of an amendment to the existing ordinance.

We are seeking an amendment to the current parking privileges at the Miami International Airport.

We strongly believe that it is more than fair to require employees with Blue parking permits and other permits on certain license plates to use the employee parking lot. And their use of the guest travelers or visitors parking area in the guest parking garages is a huge misuse of the parking privilege. These people are abusing the law due to a glitch.

We have ascertained that there is disabled parking in the employees parking lot and the shuttle bus is even lift equipped.

Secondly we feel that a 30 day limit be imposed on the travelers with the blue placard and certain licence plates using the parking permit. This would not cover people with extensive hand controls and other major adaptive equipment covered in the state law.

People with driving controls, and lift equipped vans are covered in the State Law and their parking privileges should not be altered.

30 days is not cast in stone. Any figure higher would be okay.

Denny R. Wood, MSW
President
Florida Paraplegic Association, Inc.
13000 SW 92 Avenue B-403
Miami, FL 33176
dignity4@netscape.com
305-253-2563
www.dignity4@netscape.com

cc: FPA Board members

**COMMISSIONERS NEED TO KNOW PEOPLE WITH DISABILITIES
CONTACTED THE COMMISSION ON HOW TO ADDRESS THE
AIRPORT BLUE PLACARD ISSUE.
ADMINISTRATORS AND OTHERS GET "FREE" GARAGE PARKING
WHEN THEY SHOULD BE USING THE EMPLOYEE PARKING LOT.
THE AIRPORT NEEDS TO FIX THEIR EMPLOYEE ABUSE OF THE
DISABLED PERMITS. AND THEY HAVE A CONTROLLED PARKING
LOT WHERE ANY SUSPECTED ABUSE CAN BE CAUGHT.**

Dear Members and others.

This regards the paragraph on page nine of the Inspector General's report, how staff uses parking in the garages for free.

I received the following today. I am in no position to evaluate if this is the information I requested or if it is complete.

However, this is a lot of money and it indicates that a lot of employees are not parking in the parking lot for employees that have an excellent bus shuttle system.

It also explains why travelers cannot find parking in their tax built, tax supported parking garages.

Hopefully, the readers of this information will use it wisely.

Denny R. Wood, MSW
President,
Florida Paraplegic Association, Inc.

----- Original Message -----

From: Bridges, Sonia S. (Aviation)

To: dignity4@netscape.com
Cc: Beltran, Monica (Aviation) ; Jimenez, Barbara S. (Aviation) ; Abreu, José (Aviation)
Sent: Thursday, June 26, 2008 9:46 AM
Subject: Request for Information

Mr. Wood,

This email is in response to your inquiry for information to the Airport Director dated May 2, 2008. Below is information regarding the use of mag-cards at MIA.

County:

Number of cards: 246

Approximate annual waived fees: \$275,000

Non-County Airport employees:

Tenants- issuance is based on leased space and number of employees. As in private leases, a limited number of cards for terminal parking is allotted at a monthly fee. These cards are assigned to upper management positions. All other tenant employees utilize the employee parking facilities.

Number of Cards: 120

Associated fees: \$280,000

Airlines:

There is no parking fee associated with cards allotted to airlines because these are covered by landed weight.

Number of cards: 320

Associated fees: ZERO dollars.

Note that the large majority of the above cards do not have parking access during peak parking periods.

If you have additional questions, please contact Monica Beltran at (305) 876-7024.

Sonia S. Bridges
Miami Dade Aviation Department
Chief, Risk Management &
Support Services
Phone: 305-876-7937
Fax: 305-876-7162
E-mail: SBridges@miami-airport.com

Miami-Dade Transit (MDT) Fare Change Proposal

June 17, 2008



Financial Challenges

- MDT has a recurring \$20 million operational gap
- Due to unanticipated and soaring fuel costs, MDT experienced a 77% increase in fuel price from the beginning of this fiscal year to date
- MDT uses approximately 11 million gallons of diesel fuel per year
- MDT's labor growth costs have far outpaced inflation, averaging 5 ½ percent annually; 70% of MDT's operating expenses are attributed to labor
- Based on FPL's recent rate increase proposal, MDT's electricity expense will increase by approximately 16%

Financial Challenges

(cont.)

Federal Transit Administration (FTA)

- **FTA expressed concern with MDT's ability to:**
 - **Finance the operations of the existing and future system**
 - **Maintain existing infrastructure while at the same time implement the Orange line**
 - **Implement 4 fare increases as shown in the Pro Forma, with no history or policy of increasing fares**

Snapshot of 2008 Ridership Increases

- Metrobus and Metrorail ridership steadily increasing

Mode	January '08 Actual	April '08 Projected	Difference
Metrobus	7,007,292	7,344,600	337,308 Increase in boardings (est.)
Metrorail	1,417,956	1,613,700	195,744 Increase in boardings (est.)

Note: In 2007, MDT had 101 million boardings on Metrobus and Metrorail
(This is up 1 million boardings since 2006)

- Parking garages and Park and Ride locations are at or near capacity



Efficiencies

- MDT is pursuing hybrid technology in future bus purchases to reduce fuel consumption and maintenance costs
- Trapeze[®] route planning/scheduling tool to reduce overtime
- Organizational restructuring
- Parts / budget streamlining

Operational Improvements

•MDT has shown significant improvement in both On-Time Performance (OTP) and Mean Distance Between Failures (MDBF) for Metrobus and Metrorail

	FY'06 Avg	FY'07 Avg	FY To Date
Metrobus On-Time Performance	70.20%	70.10%	72.90%
Metrobus MDBF	2,377	2,956	3,719
Metrorail On-Time Performance	93.30%	93.40%	95.80%
Metrorail MDBF	42,182	38,599	46,552

FARE DISCUSSION

Fare History

- **In 2005, MDT increased its base fare by 25 cents; the only fare increase in the past 17 years**
- **The Special Transportation Service (STS) rates have not changed in the past 17 years**
- **Fare levels have not kept pace with inflation, causing farebox revenue growth to lag.**

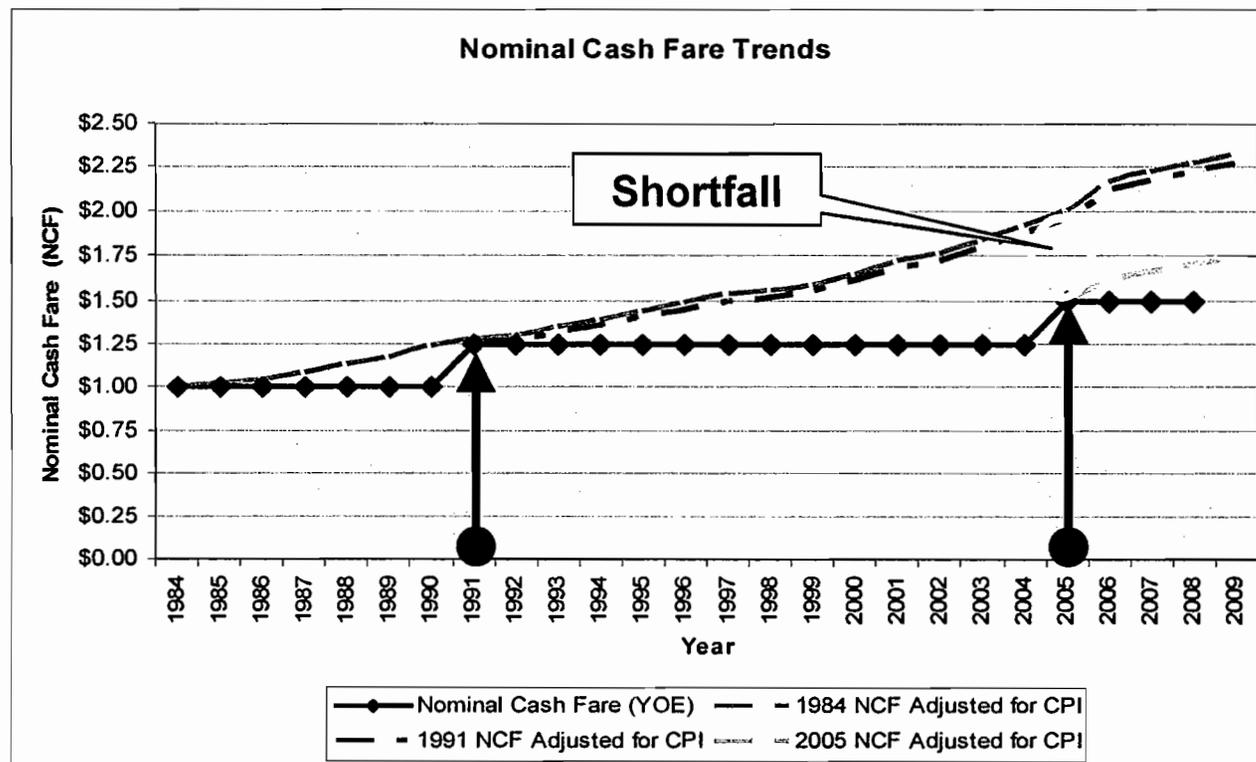
Fare Comparisons

Transit System	Current Full Fare	Full Fare Monthly Pass
Wash. DC - WMATA	\$1.65 - \$4.50	\$156.00
San Diego - MTS	\$2.25	\$64.00
Portland, OR	\$2.05	\$76.00
New York - MTA	\$2.00	\$81.00
Chicago - CTA	\$2.00	\$75.00
Seattle - Metro	\$1.75	\$81.00
Denver - RTD	\$1.75	\$60.00
Atlanta - MARTA	\$1.75	\$52.50
Miami - MDT	\$1.50	\$75.00
Dallas - DART	\$1.50	\$50.00
Los Angeles - MTA	\$1.25	\$62.00

Fares Lagging Behind Inflation

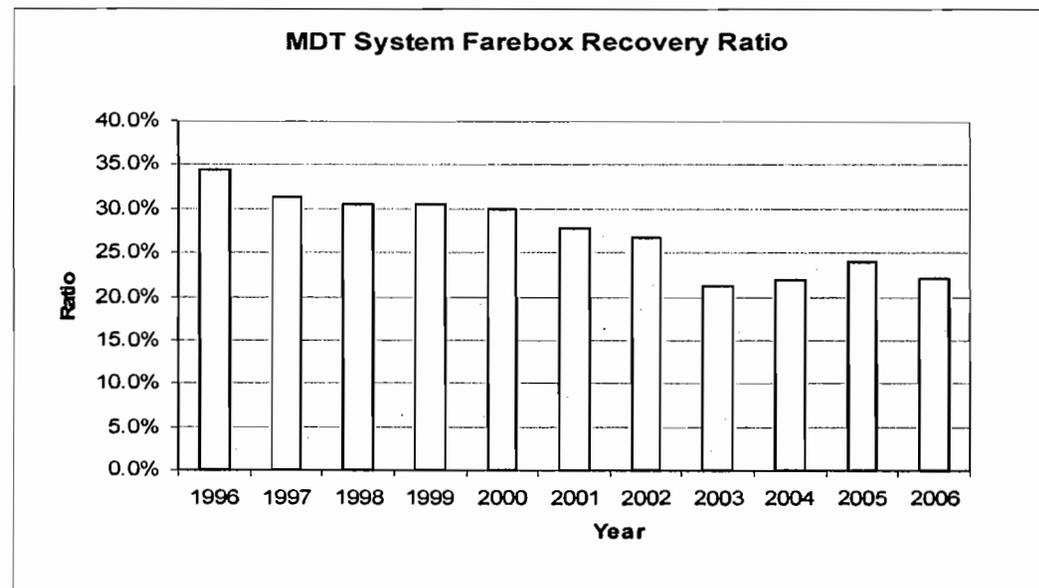
Dashed lines in the chart show how the base cash fare level has lagged behind inflation:

- 25-cent fare increase in 1991 matched inflation.
- 25-cent fare increase in 2005 did not make up lost ground since the 1991 increase.



Farebox Recovery Ratio

- MDT system farebox recovery ratio has declined over the last decade. Reasons include:
 - Limited and infrequent fare increases.
 - Average fare paid has grown considerably below inflation, in part due to new fare-free services.
 - Cost of service has grown faster than revenue sources.



Assumptions

- For every 10% *increase* in a given fare rate for any transit mode, there results an estimated 3.6% *decrease* in ridership – provided all variables remain constant (Source: APTA)
- Despite this, MDT will realize a net increase in revenue due to the increased fares

Projected Annual Revenue and Elasticity

	<u>Current Fare Structure</u>			<u>Proposed Fare Structure</u>		
	Current Fares	Projected Boardings	Projected Revenue	Proposed Fares	Projected Boardings After Proposed Fares	Projected Revenues After Proposed Fares
Full Fare	\$1.50	36,216,939	\$54,325,409	\$2.00	34,515,203	\$69,030,407
Full Fare Passes	\$75.00	5,946,857	\$15,470,323	\$100.00	5,519,650	\$19,204,571
Express Full Fare	\$1.85	465,973	\$862,050	\$2.35	439,994	\$1,033,986
Express Discount Fare	\$0.90	32,629	\$29,366	\$1.15	30,746	\$35,357
Discount Full Fare	\$0.75	4,204,936	\$3,153,702	\$1.00	3,902,864	\$3,902,864
Transfers Full	\$0.50	12,895,822	\$6,447,911	\$0.70	11,765,348	\$8,235,744
Transfers Discount	\$0.25	2,758,760	\$689,690	\$0.50	2,230,038	\$1,115,019
Tokens	\$1.45	2,148,100	\$3,114,745	\$1.95	1,987,747	\$3,876,107
STS Fares	\$2.50	1,764,680	\$4,411,700	\$3.00	1,700,447	\$5,101,341
Parking	\$6.25	N/A	\$750,000	\$10.00	N/A	\$1,200,000
Discount Passes	\$37.50	16,576,681	\$3,136,879	\$50.00	15,385,854	\$3,894,063
Total		83,011,377	\$92,391,775		77,477,891	\$116,629,459

Overall Change in Revenue: \$116,629,459
 - \$92,391,775
 = \$ 24,237,684

Overall Change in Ridership: 77,477,891
 - 83,011,377
 = (5,533,486)



Fare Increase Implications

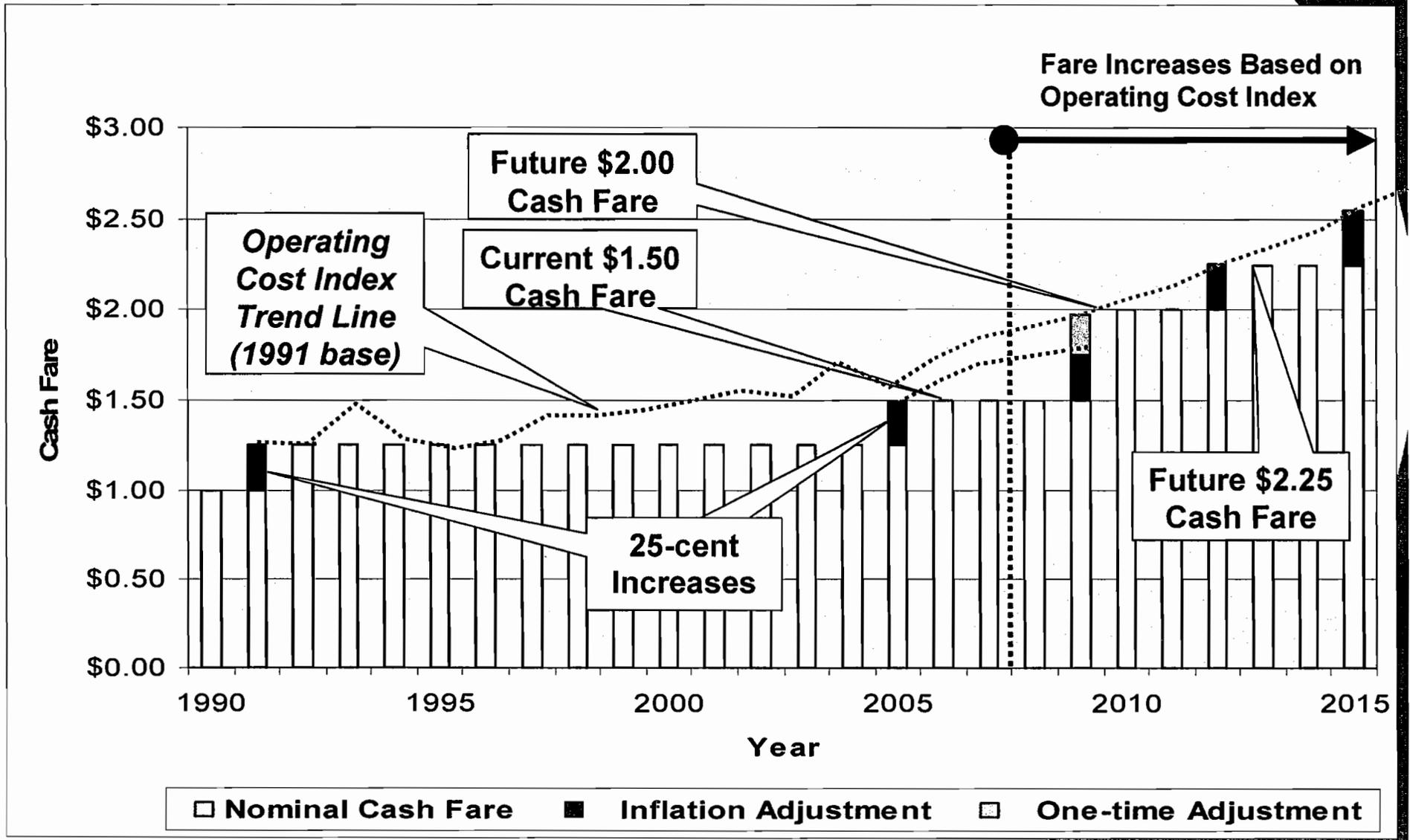
How does it help?

- **A fare increase of \$0.50 provides approximately \$20 million per year to mitigate fuel and operating costs.**
- **Supports the County's efforts to address FTA's concerns with its ability to properly maintain transit operations and maintenance**

Operating Cost Index (OCI)

- An inflationary indicator that measures the price change in a market basket of goods and services used in the operations and maintenance of Transit.
- Captures all cost trends and operational efficiencies affecting MDT's unit cost.
- OCI is proposed to be the basis for future triennial fare increases.
- Annual review of all costs by independent reviewer before any fare increase can be implemented.

Index Fare Policy Based on OCI



Ridership and OCI Revenue Projections

Agenda Item #	In millions	2009 Revenue est.	Cumulative 6 Years Revenue est.		Cumulative 20 Years Revenue est.		Cumulative 30 Years Revenue est.	
			From Ridership Increases	Ridership and OCI Increases	From Ridership Increases	Ridership and OCI Increases	From Ridership Increases	Ridership and OCI Increases
11(a)4	Fare Increases - Metrobus, Metrorail	\$23.1	\$142.6	\$150.6	\$517.9	\$759	\$827.1	\$1,605.7
14(a)1	Parking Passes to \$10.00	0.4	2.7	2.8	9.7	14.2	15.5	30.1
11(a)4	STS to \$3.00*	0.7	4.6	4.9	16.8	24.7	26.9	52.2
11(a)3	Monroe Express to \$2.35	0.2	1	1	3.6	5.2	5.7	11
11(a)2	LOGT 2¢	8	62.6	62.6	222.7	222.7	344.2	344.2
	Total	\$32.4	\$213.5	\$221.9	\$770.7	\$1,025.8	\$1,219.4	\$2,043.2

NOTE: OCI has an annual estimated growth of 4.5%; Ridership has an annual estimated growth of 1.2%, and is the basis for revenue increases.



*Flat fare; per ADA, STS fares can be no more than twice the cost of base transit fares (\$2.00 proposed)

Fares and Fees

Based on OCI Projection

Fares & Fees	3 Years (2011)	6 Years (2014)	9 Years (2017)	20 Years (2028)	30 Years (2038)
Full Base Fare	\$2.20	\$2.50	\$2.85	\$4.60	\$7.15
Parking Passes	\$10.90	\$12.45	\$14.20	\$23.10	\$35.85
STS	\$3.30	\$3.75	\$4.25	\$6.90	\$10.75
Dade-Monroe Express	\$2.55	\$2.95	\$3.35	\$5.40	\$8.40

Fare Increase Implications

What happens if we do not establish a new fare policy?

- **Immediate and aggressive service adjustments will be required to operate within budget:**
 - Reduction of peak service
 - Longer wait times for buses; for example:
 - 6 minutes to 12 minutes
 - 15 minutes to 30-45 minutes
 - Elimination and reduction of productive bus routes
 - Reduction and/or elimination of midday and weekend service
- **Major layoffs will have to be made:**
 - It costs approximately \$10 million to operate a million miles

AGAINST Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: 9/10/08 BCC Mtg. Date: _____ Agenda Item#: 081945

Subject: Against Airport Disabled Parking item

Name: DENNY R. WOOD

Address: 13000 SW 92 Ave #403 33176

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes No

If yes, please list name: _____
Organization Firm Client

Have you registered with the Clerk of the Board? Yes No

Do you require an interpreter?
 ¿Necesita un intérprete? Spanish/Español *Èske w bezwen yon Entèprèt?* Creole/Kreyol