

Sponsored by: The City Manager

**RESOLUTION NO. 15-9048**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF OPA-LOCKA, FLORIDA, AUTHORIZING THE CITY MANAGER TO ACCEPT AND IMPLEMENT THE MIAMI-DADE COUNTY TRANSIT OPA-LOCKA TRANSIT POLICY; PROVIDING FOR INCORPORATION OF RECITALS; PROVIDING FOR AN EFFECTIVE DATE**

**WHEREAS**, The City of Opa-locka currently receives Federal and State Transportation funding; and

**WHEREAS**, the Florida Department of Transportation (FDOT) and Miami-Dade Transit require that all recipient municipalities implement a non-discrimination policy in compliance with Title VI of the Civil Rights Act of 1964; and

**WHEREAS**, attached is the City of Opa-locka policy, which the County has already approved.

**NOW, THEREFORE, BE IT DULY RESOLVED BY THE CITY COMMISSION OF THE CITY OF OPA-LOCKA, FLORIDA:**

**Section 1.** The recitals to the preamble are hereby incorporated by reference.

**Section 2.** The City Commission hereby approves the attached non-discrimination policy in compliance with the Civil Rights Act and authorizes the Manager to implement said policy.

**Section 3.** This Resolution shall be effective immediately upon its adoption.

**PASSED AND ADOPTED** this 30<sup>th</sup> day of July, 2015.



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MYRA TAYLOR  
MAYOR



City of Opa-locka Transit  
System  
OTS  
TITLE VI  
Program Plan

Effective October 1, 2014



City of Opa-locka Transit System  
Title VI Program Plan

Prepared by:

A blue ink handwritten signature, appearing to read 'Delia', written over the printed name.

Delia Rosa Kennedy, Grant Administrator  
City of Opa-locka  
780 Fisherman Street 4<sup>th</sup> Floor  
Opa-locka FL 33054

# INTRODUCTION

## OTS' Commitment to Civil Rights

This update of Opa-locka Transit System's Title VI Program has been prepared to ensure that the level and quality of OTS' fixed route services are provided in a nondiscriminatory manner and that the opportunity for full and fair participation is offered to OTS' riders and residents alike. Additionally, through this program, OTS has examined the need for services and materials for persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English.

While it is a matter of principle that OTS is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or subjects to discrimination in the receipt of any of OTS services on the basis of race, color or national origin, the contents of this program have been prepared in accordance with the Section of Title VI of the Civil Rights Act of 1964.

"Federal agencies are to examine the services they provide, identify any need for services to those with limited English proficiency, and develop and implement a system to provide those services so LEP persons can have meaningful access to them."

----- Executive Order 13166

Under the Civil Rights Act of 1964, and as a recipient of federal funding under the programs of the Federal Transit Administration (FTA) of the U.S. Department of Transportation (US DOT), HTS has an obligation to ensure that:

- The benefits of its bus services are shared equitably throughout the service area;
  - The level and quality of bus services are sufficient to provide equal access to all riders in its service area;
  - No one is precluded from participating in OTS service planning and development process;
  - Decisions regarding service changes are made without regard to race, color or national origin and that development benefitting a community as a whole not be unjustifiably done through the disproportionate allocation of its adverse environmental and health burdens on the community's minority population;
- and

## GENERAL REQUIREMENTS

### Notice to the Public

To make OTS riders aware of its commitment to Title VI compliance, and of their right to file a civil rights complaint, OTS has presented the following language, in both English and Spanish, on decals inside the buses and on its website: [WWW.OPALOCKAFL.GOV](http://WWW.OPALOCKAFL.GOV)

## Your Civil Rights



OTS operates The Opa-locka Express service without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under the Title VI may file a complaint with OTS. For more information on OTS' civil rights program and procedures to file a complaint, please contact transit office by email to [OCarney@opalockafl.gov](mailto:OCarney@opalockafl.gov) or call the office at 305-953-2868 and advised them that you need assistance in obtaining more information on filling out a TITLE VI Complaint form.

## Discrimination Complaint Procedures

OTS has established a process for riders to file a complaint under Title VI. Any person who believes that she or he has been discriminated against on the basis of race, color, or national origin by OTS may file a Title VI complaint by completing and submitting the agency's Title VI Complaint form (appendix A) available on our website [WWW.OPALOCKAFL.GOV](http://WWW.OPALOCKAFL.GOV). Download the form, fill it out completely and print it. Mail the completed form to:

Opa-locka Transit System  
Title VI Complaint – OCarney@opalockafl.gov  
3400 NW 135<sup>th</sup> Street, Building B, Opa-locka, FL 33054

**Note:** The City of Opa-locka encourages all complainants to send the complaint forms via certified mail through the US Postal Service, to ensure that all written correspondence can be easily tracked.

## The Complaint Procedure

The following procedures apply to complaints filed under Title VI of the Civil Rights Act of 1964, relating to any program and/or activity administered by OTS, and/or contractors. Intimidation or retaliation of any kind is prohibited by law.

These procedures do not deny the right of the complainant to file formal complaints with other State or Federal agencies, or to seek private counsel for complaints alleging discrimination. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant.

OTS investigates complaints received no more than 30 days after the alleged incident. OTS will process complaints that are complete. Once the complaint is received, OTS will review it and the complainant will receive an acknowledgement letter (appendix B) informing them whether the complaint will be investigated by OTS. OTS will then notify the Miami-Dade Transit (MDT) Office of Civil Rights and Labor Relations Allison Aristide – Manager of the complaint. ([Allison@miamidade.gov](mailto:Allison@miamidade.gov)) (786-469-5473)

Every effort will be made to obtain early resolution of complaints at the lowest possible level. OTS has up to 60 days to investigate the complaint. If more information is needed to resolve the case, OTS may contact the complainant. The complainant has fifteen days from the date of the letter to send requested information back to OTS. If the information is not received back from the complainant within the fifteen days, OTS can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

After the complaint is investigated and reviewed, one of two letters will be issued to the complainant: a closure letter (appendix C) or a letter of finding (LOF) (appendix D). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed.

A LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur.

If the complainant wishes to appeal the decision, she or he has ten days after the date of the letter or the LOF to do so.

A person may also file a complaint directly with the Federal Transit Administration, at:

Federal Transit Administration  
Office of Civil Rights  
1200 New Jersey Avenue SE  
Washington, DC 20590

Title VI Complaint Form



**Active Complaints or Inquiries alleging Discrimination**

HTS maintains a list of all complaints alleging discrimination. This list is maintained and stored electronically. As of October 1, 2014 there are no Title VI complaints.

**List of TITLE VI Investigations, Lawsuits and Complaints**

Type (Investigation, Lawsuit or Complaint	Date of Complaint (Month/Day/Year)	Summary of Complaint (include basis of Complaint; race, color or national origin)	Status of Complaint	Action(s) Taken

# OTS PUBLIC PARTICIPATION PLAN

## Key Principles

Public Participation Plan (PPP) process is in place. Any changes that greatly affect the users will need City Council approval. The time and date of these meetings are posted at City Hall in the lobby and are also posted online in the city's webpage ([www.opalockafl.gov](http://www.opalockafl.gov)). The residents may review the agenda and participate in the meeting. The postings usually occur 4 days prior to the meeting. Also any changes that affect will also be posted on the inside of the buses in English and Spanish.

- Potentially affected community members will have the appropriate opportunity to express any concerns that they may have regarding the issue at hand.
- The concerns of the participants involved will be considered in the decision-making process.

Through an open public process, OTS follows a public participation plan to provide for public involvement efforts and enhance access to OTS transportation decision-making process by minority and Limited English Proficient (LEP) populations.

### Limited English Proficient (LEP)

LEP refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

OTS will use its Public Participation Plan when considering fare changes, modifications to routes and schedules when:

- A fare increase or significant change in the method of fare payment is being considered;
- A new route is established;

- An existing route is proposed for elimination;
- Considering the total discontinuance of service on any line or group of lines on any given day when service is currently offered;
- Any system-wide change in service hours that exceeds 10% of current total service hours;
- Routing on any given route or routes that affect more than 25% of the riders using the affected route(s).

## OTS' Public Participation Process

### Outreach Efforts – Alerting Riders

OTS' PPP maintains the traditional elements to the outreach program such as seat-drop flyers, driver issued surveys, and by posters and notices on the buses. While there may be minor variations in the outreach process from time -to-time, the outline below provides the general steps for engaging riders in the decision-making process using a fare change as an example;

1. A fare change proposal is developed internally or as a result of public comment;
2. If required, approval from the City Council is sought to proceed to a public comment hearing;
3. Public meetings (City Council) are posted at City Hall in the lobby board and posted online in the city's webpage ([www.opalockaf1.gov](http://www.opalockaf1.gov)) usually 4 days prior.
4. Bilingual (English & Spanish) public outreach is available;

## EXAMPLE OF FARE INCREASE NOTICE PLACED INSIDE BUS.

The City of Opa-locka will not increase any transit rate

There has never been a transit assessment in the City of Opa-locka other than Miami Dade Transit Buses

In response to recent changes made by the Federal Transit Administration (FTA) on Title VI Requirements and Guidelines for FTA Recipients (FTA C4702.1B), the City of Opa-locka is looking for citizens to provide input on a pending fare increase and its impact on fixed-route services. The public can submit comments on the fare increase through December 24, 2013, by e-mailing the City of Opa-locka: [OCarney@opalockafl.gov](mailto:OCarney@opalockafl.gov) Comments can also be submitted in writing at Opa-locka Transit System 3400 NW 135<sup>th</sup> Street, Building B Opa-locka, FL 33054

La Ciudad de Opa-locka nunca ha implementado ninguna tarifa ni aumento de la misma

Este incremento de tarifa ha sido la tercera en los últimos once años.

La respuesta a los cambios recientes por la FTA en TITLE VI Requeridos y con una norma a seguir por los beneficiarios del FTA (FTA c4702.18), la Ciudad de Opa-locka h está buscando comentarios de los usuarios de autobuses al incremento pendiente en las tarifas de autobuses. Los comentarios serán aceptados hasta el día 24 de Diciembre 2013, por email al [OCarney@Opalockafl.gov](mailto:OCarney@Opalockafl.gov) o por carta al 3400 NW 135th Street, Opa-locka FL 33054

## LANGUAGE ASSISTANCE PLAN

### Improving Access for People with Limited English Proficiency

In order to ensure meaningful access to programs and activities, OTS uses the information obtained in a Four Factor Analysis to determine the specific language services that are appropriate. This analysis helps OTS to determine if it communicates effectively with LEP persons and informs language access planning.

The **Four Factor Analysis** is a local assessment that considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by OTS;
2. The frequency with which LEP persons come into contact with OTS services;
3. The nature and importance of OTS' services in people's lives; and
4. The resources available to OTS for LEP outreach, as well as cost associated with that outreach.

## Factor 1 – Number of LEP Persons on Service Region

The first step in determining the appropriate components of a Language Assistance Plan is understanding the proportion of LEP persons who may encounter OTS service, their literacy skills in English and their native language, the location of their community and neighborhoods and, more importantly, if any are underserved as a result of a language barrier.

### City of Opa-locka Overview

Our transportation efforts, although not enough currently serve the City of Opa-locka, located 10 miles north of downtown Miami, in Miami-Dade County, Florida, is 4.265 square miles and is home to 15,623 residents representing a highly vulnerable population. The target community consists of individuals and families with small children living below the poverty line, elderly in poverty, a population that is predominantly minority, with high levels of unemployment, under-educated, living in substandard housing within substandard community infrastructures, battered by seasonal storms and devastated by declared disasters, living with the daily consequences of the high crime rate, who are blighted by environmental justice concern due to their disproportionate risk of health issues stemming from exposure to contaminants from the proximity of their neighborhoods to Brownfield. In 2010 the City violent crime rate in Opa-locka was higher than the violent crime rate in Florida by 354.3% and the City property crime rate was higher than the property crime rate in Florida by 92.8%. The city violent crime rate for Opa-locka in 2010 was higher than the national violent crime rate average by 510.41% and the City property crime rate was higher than the national property crime rate average by 133.21%(2010 Crime Rate Index).

The population is diverse with the percentage of foreign born individuals at a rate of almost 3 times the national percentage. The target population is in great need of greater opportunities for educational advancement. The population has a marked disparity in educational obtainment with 25.81% of citizens not completing high school in comparison to the state and national average of 15%. Health disparities are often linked to school performance with a direct correlation between school attendance levels and academic success.

Lack of a high school diploma exacerbates generational poverty and unemployment. Though the lack of education and skills training as well as the types of industry in the area contribute to a lack of job opportunities, the blight of the community contributes to lack of development and economic stimulation. Of those employed, 16% are employed in low paying retail jobs. (American Community Survey 2006-2010).

The community has seven elementary schools with over 3,028 children, pre-kindergarten to fifth grade level, traveling to and from school each day. The free and reduced lunch eligible children make up 98% of this population, indicating their extreme poverty. All seven of these schools enroll 100% minority (Black and Hispanic). The reading achievement scores for all of the students in these schools falls far below the state average, many by over 50%. (Source: Florida Department of Education, 2012-2013, retrieved from [www.FLDOE.org](http://www.FLDOE.org))

## Factor 2 – Frequency of LEP Use

There are places where OTS riders of the LEP population can come into contact with OTS service such as fixed route buses and informational calls to customer service. It is important for OTS to ensure that the following points of contact are covered in English and Spanish.

- The use of the bus service;
- Communication with OTS customer service staff;
- Bus pass sales
- Printed outreach materials – ex. Brochures
- Web-based materials
- Meetings – City Council meetings
- Service related posters – notices inside buses

## Factor 3 – The Importance of OTS Service to People’s Lives

Access to the services provided by OTS’ fixed route is critical to the many people in the area. Many depend on OTS’ fixed route services for access to jobs and for access to essential community services, shopping and medical appointments. Riders eligible for service under the American’s with Disabilities Act (ADA) require service for the same reasons. Because of the essential nature of the services and the importance of these to the many residents in the area, there is a need to ensure that language is not a barrier to access.

In the passenger survey (above), many of them responded to using the buses for multiple reasons. The percentages given is based on just the number of each individual reason for using the bus by the total number of respondents, 96 (%) reported depending on the service for work related transportation, 41(%) reported using the service for school, 75(%) reported using the service for health care, 58(%) reported using the service for shopping – all essential trip purposes.

## Factor 4 – Resources and Costs for LEP Outreach

OTS is committed to providing resources to improve access to its services for LEP persons. Today, bilingual information (English/Spanish) is distributed in several different manners including:

- The inside of the Shuttles
- On each pick up point of route
- Will be posted on our web site in English and Spanish
- Brochures are placed in the City Hall Main Entrance

## DECISION MAKING BODIES

### Non-Elected Committees and Councils

The City of Opa-locka does not have a non-elected committee and/or council or any advisory board regarding this policy of services

# SERVICE STANDARDS and POLICIES

## Vehicle Capacity

### Vehicle Headway (Frequency)

The shuttle buses operate on weekdays, and Saturdays between hours of 6am and 7pm except holiday(s) within the City and connect residents to the Tri Rail station as well as to MDT bus stops. The shuttle services allow residents to connect to areas of work and school outside of the City. It helps local and regional mobility significantly. Our City Commission advised us for the north route extension along NW 151<sup>st</sup> Street from NW 27<sup>th</sup> Avenue to NW 37<sup>th</sup> Avenue. Currently NW 151 Street has shuttle bus services for the commercial area from NW 22 Avenue to NW 27 Avenue but no services for the residential areas between NW 27 Avenue and NW 37<sup>th</sup> Avenue. The southbound shuttle bus on NW 27<sup>th</sup> Avenue makes left on NW 151 Street goes towards NW 22<sup>nd</sup> Avenue.

We are requesting if the southbound shuttle bus can make right turn on NW 151 Street and extend services between NW 27 Avenue and NW 37 Avenue by routing through NW 37 Avenue, Sultan Avenue, Curtis Drive and then back to NW 151 Street towards 22<sup>nd</sup> Avenue as shown on the attached exhibit-01. This will require about 10 minutes travel time adjustment and will not require any additional bus if this time can be adjusted on the schedule. The schedule for the route on the east side of NW 27<sup>th</sup> Avenue can be adjusted as it serves only the commercial area. The proposed route extension will help the residential community between NW 27 Avenue and NW 37 Avenue. NW 151 Street is the city limit and the route extension will provide services to the Miami Gardens resident on the north side and Opa-locka residents on the south side. It will enhance the shuttle services popularity and will increase the total ridership.

The shuttle buses through grant funding Job Access Reverse Commute (JARC) operate on weekdays between hours of 6am and 7pm except holiday(s) within the City and connect residents to the Tri Rail station, MDT bus stops, Flea Market, Miami-Dade College and other key areas. The current agreement with the Limousines of South Florida (LSF) does allow LSF to a minimum of thirteen (13) hours operation per day for 5 (five) days a week. The amendment will allow LSF to extend their services for Saturday per the attached schedule and route map.

## CONTACT

For additional information on the OTS Title VI Plan please contact;

Owen Carney

Opa-locka Transit System

3400 NW 135<sup>th</sup> Street, Building B

Opa-locka, Florida 33054

Tel. (305) 953-2868

Email: [ocarney@opalockafl.gov](mailto:ocarney@opalockafl.gov)

# Appendix A

## *Complaint Form*



**Opa-locka Transit System  
Title VI Non-Discrimination Program  
Complaint of Discrimination**

Complainant (s) Name. <i>Nombre(s) de(los) Reclamante(s).</i>	Complainant(s) Address. <i>Direccion de(los) Reclamante(s).</i>
Complainant (s) Phone Number. <i>Numero de telefono de(los) Reclamante (s).</i>	
Complainant's Representative's Name, Address, Phone Number and Relationship (e.g. friend, attorney, parent, etc); <i>Nombre del representante del Reclamante, direccion, telefono y relacion (por ejemplo amigo, abogado, padres, etc);</i>	
Name and Address of Agency, Institution, or Department Whom You Allege Discriminated Against You; <i>Nombre y Direccion de la agencia, institucion o departamento que usted alega discrimino en su contra,</i>	

Names of the individual(s) Whom You Allege Discriminated Against You (if known); <i>Nombre(s) de(los) individuo(s) que usted allege discriminaron en su contra (si lo sabe);</i>		
I believe the discrimination I experienced was based on. (check all that apply). <i>Creo que la discriminación que yo experimente fue basado en (marquee todos los que apliquen).</i>	<input type="radio"/> Race <i>Raza</i> <input type="radio"/> Color <i>Color</i> <input type="radio"/> National Origin <i>Origen Nacional</i>	Date of Alleged Discrimination. <i>Fecha de la Supuesta discriminación.</i>

**Mail to. Envíe por correo a** Opa-locka Transit System 3400 NW 135th Street Building B Opa-locka FL 33054

[Ocarney@opalocokaf.gov](mailto:Ocarney@opalocokaf.gov) This form may also be faxed to. *Este formulario tambien se puede enviar por fax a. 305-953-2900*

Attn. Owen Carney

A complaint must be filed no later than 30 days after the date of the alleged discrimination.

Toda queja tiene que ser reportada dentro de los 30 días siguientes al incidente de alegada discriminación.



**Opa-locka Transit System  
Title VI Non-Discrimination Program  
Complaint of Discrimination**

Please list the name(s) and phone number(s) of any person, if known, that Opa-locka Transit System could contact for additional information to support or clarify your allegation(s).

*Por favor enumere el(los) nombre(s) y telefono(s) de cualquier persona, si sabe, que el Transporte de Opa-locka podria contactar para obtener informacion adicional para respaldar o aclarar lo que usted alega.*

Please explain as clearly as possible how, why, when and where you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination. Additional pages may be attached if needed.

*Por favor explique lo más claramente posible como, porque, cuando y donde cree usted que discriminaron en su contra. Incluya la mayor cantidad de informacion de segundo plano posible acerca de los supuestos actos de discriminación. Puede agregar paginas adicionales si es necesario.*

Complainant(s) or Complainant(s) Representatives Signature.

*Firma de(los) Reclamante(s) o de los representates de (los) Reclamante(s).*

Date of Signature.

*Fecha de la Firma.*

# Appendix B

## *Letter Acknowledging Receipt of Complaint*



## Letter Acknowledging Receipt of Complaint

Date

Complainant's Name  
Complainant's Address

Dear (Mr/Ms),

This letter is to acknowledge that a complaint has been received from you alleging

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An investigation will begin shortly. If you have additional information you wish to convey or questions concerning this matter, please contact me at 305-953-2868

Owen Carney  
City of Opa-locka Transit  
3400 NW 135<sup>th</sup> Street, Building B  
Opa-locka, FL 33054

# Appendix C

## *Letter Notifying Complainant that the complaint is Substantiated*



City letter head

Date

Complainant's Name

Complainant's Address

Dear (Mr/Ms):

The matter reference in your letter dated \_\_\_\_\_ against the Opa-locka Transit System alleging of a Title VI violation has been investigated.

The violation of the Title VI of the Civil Rights Act of 1964 mentioned in your letter was identified. Corrective action of this deficiency(s) is being implemented to ensure that this issue does not arise again.

Thank you for bringing this matter to our attention.

Sincerely,

Owen Carney

Opa-locka Transit System

3400 NW 135<sup>th</sup> Street Building B

Opa-locka, FL 33054

# Appendix D

## *Letter Notifying Complainant that the Complaint is Not Substantiated*



Date

Complainant's Name

Complainant's Address

Dear (Mr/Ms):

The matter referenced in your complaint dated \_\_\_\_\_ against the Opa-locka Transit System alleging

\_\_\_\_\_

\_\_\_\_\_ has been investigated.

The results of the investigation did not validate that there was any violation of the Title VI of the Civil Rights Act of 1964. As you know, Title VI prohibits discrimination based on race, color or national origin in any program receiving federal financial assistance.

The city's attorney has reviewed and analyzed the materials and facts pertaining to your case for evidence that a violation to any of the civil rights laws as occurred. There was no evidence found to substantiate your complaint and we are closing this matter in our files.

You have the right to appeal within ten days of receipt of this final written decision and/or file the complaint directly with the FTA Federal Transit Administration at:

Federal Transit Administration Office of Civil Rights  
Attn: Title VI Program Coordinator  
East Building, 5<sup>th</sup> Floor – TCR  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Thank you for taking the time to contact us. If we can be of further assistance please contact us.

Sincerely,

Owen Carney, Supervisor  
City of Opa-locka Transit System  
3400 NW 135<sup>th</sup> Street Building B  
Opa-locka Florida 33054

# Appendix E

## Target Population

The City of Opa-locka is a small community, located 10 miles north of downtown Miami in Miami-Dade County, Florida, and is 4.2 square miles and is home to 15,967 (census 2013) residents. The target community represents a highly vulnerable multi-cultural population of 97% Black and Hispanic that includes: individuals, elderly, and families with small children and women head of households with children living below the poverty line. Opa-locka has high levels of unemployment, under-educated citizens living in poor housing within substandard community infrastructures, battered by seasonal storms and devastated by declared disasters. The community is plagued daily with the consequences of violent crime rates. For twenty years Opa-locka has been leading the state in most violent crimes and in 2003/2004, the FBI ranked Opa-locka the most dangerous City in America relative to size. In 2010, the City violent crime rate in Opa-locka was higher than the violent crime rate in Florida by 354.3% and in the US by 510.41%. The City property crime rate was higher than the property crime rate in Florida by 92.8% and in the US by 133.21% (2010 Crime Rate Index). Opa-locka was founded by aviation pioneer Glenn Curtiss in 1926 in connection with the development of a general aviation airfield, and a naval base was opened at the Opa-locka airport after the 1926 hurricane. In 1937, Amelia Earhart departed on her ill-fated flight from Opa-locka (now called Miami Opa-locka Airport). With the naval base in operation and the airfield acting as part of the US Navy Training Command during World War II, Opa-locka initially attracted middle class population looking to buy homes. When the Naval base closed in the 1950s, many of the white residents moved out. Working class black residents employed by the rail companies moved in, and by the 1980s, the City had a predominately minority population which remains today at 97%.

In the 1987, a nine-block part of the City repeatedly made the headlines with its abbreviated nickname, "The Triangle." The area was so overrun with crime and cocaine that the City's public works department blocked all but one of its entrances with metallic, security barriers. The area was then hot with heroin; the cocaine trade that developed in the '80s was violent and pervasive.

The city finally removed barriers from the Triangle in 2012. The neighborhood was renamed “Magnolia North” as part of a rebranding effort to bring about the first visible change beginning with GOB Funding to Restore Old City Hall, CDBG Funding to demolish and rebuild Helen Miller at Segal park Community Center and many other CDBG funding for infrastructure and pump station projects.

However, despite the current potential for growth and revitalization, Opa-locka has many challenges to overcome. Threads of corruption and crime still taunt a City who is desperate for change. The City is blighted by scrap yards whose inventories of metals are piled as high as to the sky. Additionally, business owners have been plagued with Cairo Lane 135<sup>th</sup> Street and 127<sup>th</sup> Street which was once an abandoned landfill (Minton’s), recently caught on fire burning over a hundred cars, tires and automotive paraphernalia that warranted the service of 75+ fire fighters and over 120,000 gallons of water to get under control. Firefighters main concern was access, as the conditions were deplorable to maneuver equipment to the engulfed flames (Local 10 News Miami September 29, 2014). Mixed fluids and contaminants filtrated back onto the land and into surface and groundwater sources. Our geographic footprint, within Miami-Dade County, has been ranked by the Department of Environmental Protection and the State of Florida at 100<sup>th</sup> percentile for the dirtiest/worst counties for clean water with impaired or threatened uses of surface waters and water bodies ([scorecard.goodguide.com](http://scorecard.goodguide.com)). Due to the City’s small geographic size, the target area is community-wide; within the city boundaries. The target vulnerable populations, our elderly, pregnant women and children, and female single head of households with children reside within crime-ridden areas interspersed among recycling businesses and within a dilapidated and dangerous infrastructure. Industrial property uses account for more than 34% of the City’s land. In 2011, vacant land of any type (commercial, residential, etc.) composed 22.63% of the City’s area. The industry in Opa-locka is dominated by engine suppliers and repair shops for cars, boats and airplanes. The City is also a center for junkyard and recycling businesses. Active CSX freight train tracks run through the Opa-locka dividing neighborhoods, frequently ceasing the flow of traffic and contributing to greenhouse gas emissions. Additionally, when the trains block traffic, it represents significant health and safety concerns do the community residents as it restricts access for medial and police personnel. Brownfield sites within our community have been identified as 67 sites having contamination issues from hazardous and/or petroleum substances. Brownfield properties within our community include old dry cleaner sites, landfills, former military properties, gas stations, properties with illicit dumping, as well as drug-related activities such as Meth Labs. The Florida Department of Environmental Protection (FDEP) Petroleum database

(2014) indicates 29 properties with active or pending petroleum cleanup. Five sites are listed in the Superfund database as having prior cleanup activities. Last October, the State of Florida Department of Environmental Protection Clean Water State Revolving Fund awarded a priority funding in excess of \$40 million to the City of Opa-locka which has made the national headlines. Using CDBG Funding also as leverage for funded needed and not part of the State Revolving such as the renovation and rehabilitation of the Opa-locka Community Care and Resource Center. This will be the most ambitious and project of this magnitude in the City's 89 year old history.

### Demographic Information

The major disparities facing this community (target area) are poverty levels, minority isolation, reduced educational opportunities, low employment rates and an unhealthy environment. The population of the City in 2013 was 15,967, an increase of 6.8% from the 2000 population of 14,951 (US Census Bureau). Over the next 20 years, the population in Opa-locka is expected to grow 11% with an estimated population of 16,817 by 2030 (Shimberg Center, Florida Housing Data Clearinghouse, 2009).

<b>Table 1. Demographic Information</b>	<b>City of Opa-locka</b>	<b>County</b>	<b>State</b>	<b>National</b>
Population	15,219	2,496,435	18,801,310	308,745,538
Population born outside of the United States	34.3%	51.2%	19.3%	12.9%
Poverty Rate	31.85%	27.30%	13.80%	13.80%
Percent Minority	72.3%	26.2%	25%	27.6%
Median Household Income	\$20,379	\$44,299	\$47,661	\$51,914
Percent Not in Workforce	48.5%	37.1%	39.3%	35.3%
Families below Poverty Level	37.6%	15.7%	11.4%	10.9%
Persons under 5	9.3%	5.9%	5.7%	6.3%
Female Head of Household with Children under 18	24.5%	9%	7.1%	7.2%

65 Years+ Below Poverty Level	40.0%	21.7%	10.1%	9.4%
Unemployment	13.51%	8.9%	8.9%	7.9%
Food Stamps Benefits	48.2%	20.2%	11.7%	11.4%
High School Graduate or Higher	60.4%	78%	85.8%	85.7%
Language other than English spoken at home	45.9%	72.3%	27.3%	20.5%

2008–2013 American Community Survey, 5–Year Estimates; available at <http://factfinder2census.gov>.

The population is culturally diverse with the percentage of foreign-born individuals at a rate of almost three times the national percentage. The minority population is about three times greater than the county, state, and national average. The major racial groups in the community consist of African American (64.2%), Hispanic (36.16%), and Caucasian (23%). Within this multi-cultural community, subgroups include Cubans (34.53%), Puerto Ricans (11.67%), and other Hispanic or Latino groups representing Dominican Republic, Central and South America, West Indies and Spain (35.67%).