



**Fiscal Year 2010 & 2011
5316 Job Access Reverse Commute and
5317 New Freedom
Programs Guide and Application Package**

**Miami Urbanized Area (Broward, Miami-Dade, and
Palm Beach Counties)**

June 2011

Revised August 4, 2011

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Notice of Federal Grant Requirements

Potential applicants should review the FTA's regulations at http://www.fta.dot.gov/laws/leg_reg_808.html and required Certifications and Assurances at http://www.fta.dot.gov/funding/grants_financing_93.html prior to applying. Selected recipients will be required to comply with all applicable FTA regulations and agree to applicable Certifications and Assurances in order to be eligible for a grant award.

JARC AND NF PROGRAM OVERVIEW

The Safe, Accountable, Flexible, Efficient Transportation Act, a Legacy for Users (SAFETEA-LU) was enacted in August 2005 and provides funding for Federal surface transportation programs, including the Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom (NF) programs.

The Job Access and Reverse Commute (JARC) program is intended to provide funding for local programs that offer job access and reverse commute services which provide transportation for low income individuals who may live in the city core and work in suburban locations. The program also is intended to improve access to transportation services to employment, job training and support activities for welfare recipients and eligible low-income individuals.

The New Freedom Program (NF) is intended to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA).

The South Florida Regional Transportation Authority (SFRTA) as the designated recipient is responsible for overseeing and administering the JARC/NF programs in the Miami Urbanized Area (urbanized areas of Broward, Miami-Dade, and Palm Beach Counties). Through a competitive selection process, the SFRTA will select projects for FY 2010 & 2011 funding and carryover funds from FY 2007. SFRTA will submit the selected projects to the Federal Transit Administration (FTA) for final determination. Once FTA's concurrence is received, a sub-recipient agreement will be executed by the applicants and SFRTA authorizing the initiation of scope of the projects.

The potential for sustainability and self-sufficiency beyond the grant period will be a major determining factor for operating projects. In order to achieve the most benefit with available resources, project readiness will be considered for all project types.

ESTIMATED FUNDING AVAILABILITY

Indicated below are the estimated JARC and New Freedom funds available for this application cycle. This estimate of available funding is subject to revision as previously programmed funds or additional Federal appropriations become available.

| Program | FY2010 | FY2011 | Carryover Funds | Total |
|--------------|--------------------|--------------------|--------------------|---------------------|
| JARC | \$3,586,567 | \$3,581,172 | \$167,758 | \$7,335,497 |
| New Freedom | \$2,050,227 | \$2,060,816 | \$840,700 | \$4,951,743 |
| Total | \$5,636,794 | \$5,641,988 | \$1,008,458 | \$12,287,240 |

Note: SFRTA, the Designated Recipient for JARC and New Freedom programs in the Miami UZA, may use up to 10 percent of the yearly apportionment of funding for administration, planning, and technical assistance.

ELIGIBLE APPLICANTS

The following organizations are eligible to submit applications for JARC/New Freedom funding:

- Private nonprofit organizations;
- State or local governmental authorities, and
- Operators of public transportation services, including private, for-profit operators of public transportation services

Only organizations whose proposed public transportation projects serve the Miami Urbanized Area are eligible to apply.

IMPORTANT PROGRAM DATES

| Date(s) | Action |
|-------------------|--|
| June 15, 2011 | Call for Projects |
| June 28, 2011 | Pre-application Teleconference |
| September 9, 2011 | Applications due before 12:00 noon EST |
| October 25, 2011 | PTAC Board Meeting – Presentation of preliminary Program of Projects (POP) |
| December, 2011 | POP presented to SFRTA Board for Approval |

IMPORTANT INSTRUCTIONS FOR APPLICANTS

All applicants must strictly adhere to the following procedures:

- All applicants must use the application provided in Appendix A of this document. Any alterations to the application or the use of a non-standard application will result in rejection.
- All application responses must be type written. Hand written applications will be rejected.
- Incomplete applications (technically and administratively) will be rejected. The applicant must submit all necessary information to evaluate the application.
- Project cost and revenue data must be clearly provided using the forms provided in the application. Non use of the budget sheets provided in Appendix A will result in rejection. Additional information may be provided as an appendix to the application. The applicant must provide all the information used to estimate the proposed project cost, local match, revenues, etc. Inadequate information may result in the rejection of application.
- Applications are due to the SFRTA before 12:00 noon EST on September 9, 2011. This is a competitive process. Therefore, late or incomplete applications will be rejected regardless of the circumstances.

TECHNICAL ASSISTANCE AND CONTACT INFORMATION

The SFRTA will provide technical assistance to prospective applicants to assist them with questions they may have with regard to the Program and Application. All applicants are strongly encouraged to participate in the pre-application teleconference. Applicants may refer to the program website or contact the SFRTA directly by phone or email. Please submit all questions in writing.

SFRTA Contact Information:

Ms. Natalie Yesbeck Pustizzi
 South Florida Regional Transportation Authority (SFRTA)
 Phone: (954) 788-7957
 Email: JARC-NF@sfrta.fl.gov
 Fax: (954) 942-3325

Program Website: www.sfrta.fl.gov/grants

DIRECT RECIPIENT AND SUB-RECIPIENT RESPONSIBILITIES

The competitive selection process may result in JARC and/or NF funds being allocated to a transit authority that is a designated recipient of Section 5307 funds, and thus, typically receives funds directly from FTA. Such agencies will be required to become a direct recipient of JARC and/or NF funds from FTA. If this occurs, the SFRTA and the direct recipient will enter into a supplemental agreement to release the SFRTA from any liability under the grant agreement. All other recipients (i.e., sub-recipients) will be required to enter into a sub-recipient agreement with SFRTA in order to receive funding and implement the project.

The applicants must submit a resolution adopted by their governing body specifying the applicant has the authority to file a grant application to the SFRTA, indicating who has the authority to act on behalf of the applicant, and that the applicant will provide local share. The local match certification is provided in Appendix A.

All applicants are encouraged to work with other interested parties that may be affected by the proposed project. Projects are evaluated, in part, on an applicant's demonstrated efforts to coordinate with other parties. Evidence of such coordination may be demonstrated through letters of support or through other appropriate documentation.

PROJECT ELIGIBILITY AND EXPENSES

The JARC projects should comply with program objectives outlined in FTA Circular C. 9050.1, and the NF projects should comply with the program objectives outlined in FTA Circular C. 9045.1. For a detailed list of eligible projects, please refer to Appendix B: JARC and NF Eligible Projects. Furthermore, to be eligible for funding, projects must be consistent with and derived from a locally developed, coordinated public transit-human services transportation plan (HSTP/"Coordinated Plan"). Broward, Miami-Dade, Palm Beach Counties have developed Transportation Disadvantaged Service Plans (TDSPs) that are considered as Coordinated Plans. Applicants are encouraged to familiarize themselves with the local HSTP/TDSP. The Coordinated Plans of Broward, Miami-Dade, and Palm Beach Counties are available online in the SFRTA website www.sfrta.fl.gov/grants.

The proposed JARC and NF projects must be confined to the geographic boundaries of the Miami Urbanized Area (Broward, Miami-Dade, and Palm Beach counties).

Operating, capital, and mobility management/planning projects are eligible under both the JARC and NF programs. General administrative expenses are not considered as an eligible expense.

For JARC, operating, capital and mobility management/planning expenses are eligible that support the development and maintenance of transportation services designed to transport low-income individuals and welfare recipients to and from jobs and activities related to their employment and to support reverse commute projects.

For New Freedom, operating, capital and mobility management/planning expenses are eligible that support new public transportation services and alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) designed to assist individuals with accessing transportation services, including to and from jobs and employment services.

For the purpose of the New Freedom Program, "new" service is any service or activity that was not operational on August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan

(TIP) or the State Transportation Improvement Plan (STIP). In other words, if not for the New Freedom Program, these projects would not have consideration for funding and proposed service enhancements would not be available for individuals with disabilities. Recipients or sub-recipients may not terminate ADA paratransit enhancement or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.

Projects currently receiving JARC/NF funds may be eligible for continued funds. If the funding request is for expanding an existing service that currently does not receive JARC/NF funding, only the expansion portion of the project may be eligible for JARC/NF funding.

PURCHASE OF VEHICLES

All vehicle purchases must comply with procurement requirements outlined in FTA Circular 4220.1 or latest version. The applicants are responsible for the procurement process and will be reimbursed only after the purchase invoices are submitted. No advance payments will be made by SFRTA to applicants toward purchasing of vehicles under any circumstances.

LOCAL MATCH REQUIREMENTS

JARC and New Freedom funds may be used to finance capital, mobility management/planning and operating expenses. The federal share of eligible capital and mobility management expenses may not exceed 80 percent of project costs. The federal share of eligible operating expenses may not exceed 50 percent of project costs.

| <i>Type of Funding</i> | <i>Match Requirements</i> | |
|------------------------------|------------------------------|----------------------------|
| | <i>Maximum Federal Share</i> | <i>Minimum Local Share</i> |
| Capital | 80% | 20% |
| Operating | 50% | 50% |
| Mobility Management/Planning | 80% | 20% |

Consistent with FTA guidance, the local share must be provided from sources other than U.S. Department of Transportation (USDOT) funds. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service. Examples of sources of local match that may be used include the following:

- State or local appropriations
- Other non-DOT Federal funds
- Dedicated tax revenues
- Private donations
- Net income generated from advertising and concessions
- Toll Revenue Credit (Capital Projects only)

Fare box revenue is considered an income and is deducted from the total operating cost to determine the net cost of the activity. However, it is important to note that fare box revenue may not be used as local match. A sample calculation to determine local cash match for two projects is provided below.

| Steps to Calculate Local Match | Operating Projects (50% Local Match Required) | All Other Projects (20% Local Match Required) |
|---|---|---|
| 1) Start with Total Project Budget: | \$100,000 | \$100,000 |
| 2) Deduct Project Income (e.g., fare box revenue for operating projects): | (\$10,000) | (\$0) |
| 3) Deducting the revenue or project income produces the net project cost: | \$90,000 | \$100,000 |
| 4) Multiply the net project cost by the required percentage match: | x 50% | x 20% |
| 5) The resultant figure is the minimum amount of local match required: | \$45,000 | \$20,000 |

APPLICATION REVIEW AND SELECTION PROCESS

The SFRTA is conducting this call for projects as part of a competitive selection process. After initial screening by SFRTA staff to determine eligibility, the SFRTA’s Planning Technical Advisory Committee (PTAC), which consists of representatives from two Florida DOT districts, as well as three local transit operators, two Regional Planning Councils, and three MPOs, will evaluate and score the applications. The evaluation will be strictly based on the content of the written application. The ranked Program of Projects (POP) will then be submitted to the SFRTA Governing Board for approval at its regularly scheduled meeting in December 2011. Once approved, the POP will be submitted to FTA for final determination of funding.

The criteria and methods for ranking project applications can be found in Appendix C: Selection Criteria. The criteria are designed to affirm project eligibility of the submitted projects and to gauge the relative strengths of the projects with respect to:

- Eligibility
- Coordination and Consistency with the HSTP/TDSP
- Project readiness/ability to implement
- Sustainability
- Need
- Efficiency

FUNDING LIMITATIONS

Applicants may request for project funding of up to two years in any funding cycle. However, projects may be limited to one year of funding at the discretion of the PTAC. The PTAC may recommend project approval at an amount and scope less than originally requested. Grant contract budgets may be lower than amounts originally awarded based on refined cost estimates.

Funds should be expended three years from the date of award.

FINANCIAL MANAGEMENT

Applicants whose projects are selected for JARC and/or New Freedom Program funds will be required to comply with all FTA requirements and are subject to audits and monitoring reviews.

REPORTING REQUIREMENTS

Successful applicants will be required to comply with FTA reporting requirements. Quarterly reports and performance measures should be submitted directly to the SFRTA.

APPLICATION DEADLINE

The application deadline is 12 noon (EST), September 9, 2011. Applications must be received by SFRTA by this time to be eligible for consideration. Applications found to be incomplete or received after the deadline will not be considered for funding. No exceptions will be made.

APPLICATION SUBMITTAL

Six (6) completed hard copy applications and one (1) digital application must be submitted to:

South Florida Regional Transportation Authority
Attn: JARC/NF
800 NW 33rd Street
Pompano Beach, FL 33064

APPENDIX A: APPLICATION PACKAGE

Contents of Grant Application Package

Application Checklist

Section 1: Summary of Application

Section 2: Project Information

Section 3: Additional Information – Operating Projects Only

Section 4: Additional Information – Capital/Mobility Management Projects Only

Section 5: Summary of Project Cost

Section 6: Letters of Support

Exhibits

Exhibit A1: Governing Board Resolution and Local Match Certification

Exhibit A2: Local Match Certification

Exhibit B: Public Hearing

Exhibit C: Single Audit Act

Exhibit C-1: Certification of Exemption

Exhibit D: Federal Certification and Assurances

Exhibit E: Disadvantaged Business Enterprise Program

Application Checklist

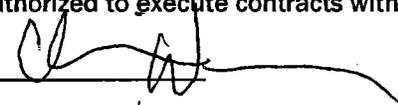
The following information must be included in the final JARC or New Freedom application packet to be considered complete. Incomplete applications will be disqualified after the application deadline has passed. Six (6) copies of the application must be submitted on 8 ½ x 11 inch paper and bounded with a paper clip or black binder clip and in electronic format on a CD. Failure to provide either will disqualify project from consideration.

ALL PROJECT APPLICATIONS MUST BE RECEIVED AT THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY OFFICE BY SEPTEMBER 9, 2011 AT 12:00 NOON EST.

- Signed Application Checklist
- Section 1: Summary of Application
- Section 2: Project Information
- Section 3: Additional Information - Operating Projects Only
- Section 4: Additional Information - Capital/Mobility Management Projects Only
- Section 5: Summary of Project Cost
- Section 6: Letters of Support
- Exhibit A1: Governing Board Resolution and Local Match Certification
- Exhibit A2: Local Match Certification (To be filled by entities without a Governing Board)
- Exhibit B: Public Hearing
- Exhibit C: Single Audit Act
- Exhibit C-1: Certification of Exemption
- Exhibit D: Federal Certification and Assurances
- Exhibit E: Disadvantaged Business Enterprise Program

Name:

(Individual authorized to execute contracts with South Florida Regional Transportation Authority)

Signature: 

Date: 9/2/11

SECTION 1: SUMMARY OF APPLICATION

Application Type

Please indicate whether this is a JARC or New Freedom Application. CHECK ONLY ONE PROGRAM. If both Program boxes below are checked, the application may be deemed ineligible.

- Section 5316 – Job Access and Reverse Commute (JARC)
 Section 5317 – New Freedom

Applicant Name and Contact Information

| | |
|-------------------|--|
| Name of Applicant | Downtown Fort Lauderdale Transportation Management Association |
| Contact Person | Chris Wren |
| Address | 305 S. Andrews Ave Ste 721 Ft Lauderdale Fl 33301 |
| Email | chriswren@ddaftl.org |
| Phone Number | (954) 761-3543 |

Organization Type

- Local Government Authority
 Private Non-Profit Organization (please attach IRS 501(c)(3) documentation of non-profit status)
 Public Operator of Public Transportation Services
 Private Operator of Public Transportation Services

Partnering Organization and Contact Information (Indicate N/A if not applicable)

| | |
|-------------------------|-----|
| Partnering Organization | N/A |
| Contact Person | N/A |
| Address | N/A |
| Email | N/A |
| Phone Number | 0 |

Project Type (place an X in the appropriate box)

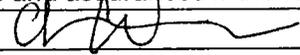
| | |
|--|---|
| Capital Only | X |
| Operating Only | |
| Capital & Operating | |
| Mobility Management/Coordinated Planning | |

Project Information

| | |
|---|---|
| Project Name | Replacement of (2) TMA Trolleys for NW Link |
| Service Area | North West Fort Lauderdale |
| Start Date | 2/8/2012 |
| Total Project Cost | \$650,000.00 |
| JARC/NF Funding Requested | \$650,000.00 |
| Number of Years for Which Funding Requested | 1 |
| Total Local Match | \$162,500.00 |

IMPORTANT: Cost information provided in the above table will be used when the projects are evaluated and funding is requested for successful projects from FTA.

To the best of my knowledge, all information in this application is true and accurate. The document has been duly authorized by the governing body or authorized representative of the applicant and the applicant will comply with any certifications and assurances if the fund is awarded.

| | |
|---|--|
| Signature of Authorized Representative |  |
| Printed Name of Authorized Representative | Chris Wren -Interim Director TMA |
| Date | 9/2/11 |



Department of the Treasury
Internal Revenue Service

P.O. Box 2508
Cincinnati OH 45201

In reply refer to: 0248567568
Nov. 04, 2009 LTR 4168C E0
65-0435161 000000 00

00013148
BODC: TE

DOWNTOWN FORT LAUDERDALE TMA
% PATRICIA ZEILER
305 S ANDREWS AVE STE 721
FT LAUDERDALE FL 33301



06624

Employer Identification Number: 65-0435161
Person to Contact: Bill Bertram
Toll Free Telephone Number: 1-877-829-5500

Dear Taxpayer:

This is in response to your Oct. 26, 2009, request for information regarding your tax-exempt status.

Our records indicate that your organization was recognized as exempt under section 501(c)(3) of the Internal Revenue Code in a determination letter issued in DECEMBER 1993.

Our records also indicate that you are not a private foundation within the meaning of section 509(a) of the Code because you are described in section(s) 509(a)(1) and 170(b)(1)(A)(vi).

Donors may deduct contributions to you as provided in section 170 of the Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for Federal estate and gift tax purposes if they meet the applicable provisions of sections 2055, 2106, and 2522 of the Code.

Beginning with the organization's sixth taxable year and all succeeding years, it must meet one of the public support tests under section 170(b)(1)(A)(vi) or section 509(a)(2) as reported on Schedule A of the Form 990. If your organization does not meet the public support test for two consecutive years, it is required to file Form 990-PF, Return of Private Foundation, for the second tax year that the organization failed to meet the support test and will be reclassified as a private foundation.

If you have any questions, please call us at the telephone number shown in the heading of this letter.

State of Florida



Department of State

I certify the attached is a true and correct copy of the Amended and Restated Articles of Incorporation, filed on May 22, 2001, for DOWNTOWN FORT LAUDERDALE TRANSPORTATION MANAGEMENT ASSOCIATION, INC., a Florida corporation, as shown by the records of this office.

I further certify the document was electronically received under FAX audit number H01000067973. This certificate is issued in accordance with section 15.16, Florida Statutes, and authenticated by the code noted below.

The document number of this corporation is N48840.

Given under my hand and the Great Seal of the State of Florida, at Tallahassee, the Capital, this the Twenty-third day of May, 2001

Authentication Code: 301A00031692-052301-N48840

-1/1



CR2EO22 (1-89)

Katherine Harris
Katherine Harris
Secretary of State



FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State

May 23, 2001

DOWNTOWN FORT LAUDERDALE TRANSPORTATION MANAGEMENT ASSO
305 S ANDREWS AVE
STE 201
FORT LAUDERDALE, FL 33301US

Re: Document Number N48840

The Amended and Restated Articles of Incorporation for DOWNTOWN FORT LAUDERDALE TRANSPORTATION MANAGEMENT ASSOCIATION, INC., a Florida corporation, were filed on May 22, 2001.

The certification you requested is enclosed. To be official, the certificate for a certified copy must be attached to the original document that was electronically submitted under FAX audit number H01000067973.

Should you have any questions concerning this matter, please telephone (850) 487-6050, the Amendment Filing Section.

Darlene Connell
Corporate Specialist
Division of Corporations

Letter Number: 301A00031692

**AMENDED AND RESTATED
ARTICLES OF INCORPORATION
OF
DOWNTOWN FORT LAUDERDALE TRANSPORTATION
MANAGEMENT ASSOCIATION, INC.
(A Florida Corporation Not For Profit)**

We, the undersigned, being the President and Secretary of Downtown Fort Lauderdale Transportation Management Association, Inc., a Florida corporation not for profit ("Corporation"), in accordance with its Articles of Incorporation and Bylaws do hereby certify:

1. The Corporation was originally incorporated on May 8, 1992, Charter Number N48840, under Chapter 617 of the laws of the State of Florida.
2. The original Articles of Incorporation are hereby duly amended in their entirety in accordance with the provisions of Article XII of the original Articles of Incorporation.
4. These Amended and Restated Articles of Incorporation were duly adopted by the Board of Directors on April 24, 2001, in accordance with the provisions of the original Articles of Incorporation. No member approval was required.
5. These Amended and Restated Articles of Incorporation were duly executed by the President and Secretary of the Corporation on the dates hereinafter set forth on the execution page.
6. As so adopted, these Amended and Restated Articles of Incorporation replace the Articles of Incorporation of the Corporation as heretofore filed on May 8, 1992 in their entirety and are substituted therefore.

**ARTICLE
NAME**

The name of this corporation (the "Corporation") shall be DOWNTOWN FORT LAUDERDALE TRANSPORTATION MANAGEMENT ASSOCIATION, INC.

**ARTICLE II
DURATION**

The duration of the Corporation shall be perpetual.

ARTICLE III PURPOSES

The Corporation is organized exclusively for charitable and educational purposes as those terms are defined and limited by Section 501(c)(3) of the Internal Revenue Code of 1986 (the "Code"), or any corresponding provisions of a subsequent federal law. The purpose of the Corporation is to provide a forum for individuals, private employers, businesses, agencies (both public and private), and commercial and retail property owners and other individuals residing, working or located in the Downtown Fort Lauderdale, Florida area, and surrounding neighborhoods, within which to address common transportation concerns, improve accessibility and mobility, provide transportation services, and work cooperatively with local government to mitigate traffic congestion through a transportation management program. The Corporation will advocate and promote transportation demand management strategies for the purpose of, but not limited to, such goals as (1) reducing traffic congestion, (2) reducing air pollution, (3) reducing commuting costs, (4) generating joint public/private sector approaches to solving transportation problems to and from the area served by the Corporation and (5) creating a central information service for rider-sharing, public transportation and other transportation-related subjects. The Corporation shall, engage in activities necessary and proper to accomplish these purposes in accordance with law. The Corporation will attempt to lessen the burdens of government.

ARTICLE IV POWERS

The Corporation shall have the power to receive, acquire, own, maintain and use its assets for the purposes for which it is organized; to obtain and earn funds by any legal means for the encouragement of its purposes; to acquire, hold, own, use and dispose of real or personal property in connection with the purposes of the Corporation; to exercise all powers necessary or convenient to the furtherance of the purposes for which the Corporation is organized; and to exercise all powers granted to a corporation not for profit under Florida law.

In addition to the powers specified above, the Corporation shall have the additional powers specified in its Bylaws.

ARTICLE V LIMITATIONS

(a) The corporate powers shall be exercised so as to maintain the corporate status as a non-private foundation under the provisions of Section 509(a) of the Internal Revenue Code of 1986, as amended (the "Code").

(b) No part of the net earnings of the Corporation shall inure to the benefit of or be distributable to its members, directors, officers or other private persons, except that the Corporation shall be authorized and empowered to pay reasonable compensation for services rendered and to make payments and distributions in furtherance of the purposes set forth in Article III hereof. All income from funds invested by the Corporation (or all principal of such funds, if so specified by the donor of such funds), shall be earned, held and/or distributed solely for the benefit of the Corporation and shall be distributable only to the Corporation as distributions are made.

(c) No part of the corporate activities shall be an attempt to influence legislation by any means, and the Corporation shall not participate in, or intervene in (including the publishing or distributing of statements), any political campaign on behalf of or in opposition to any candidate for public office, or engage in political activities of any kind, except as permitted by the provisions of section 501(h) of the Code.

(d) The Corporation shall not conduct or carry on any activities not permitted to be conducted or carried on by an organization exempt under Section 501(c) (3) of the Code and its regulations as they now exist or as they may hereafter be amended, or by an organization, contributions to which are deductible under Sections 170, 2055, 2106(a)(2) and 2522 of the Code, and regulations as they now exist or as they may hereafter be amended.

ARTICLE VI MEMBERS

The Corporation shall not have members.

ARTICLE VII DISTRIBUTION ON DISSOLUTION

In the event of dissolution of the Corporation, all of the remaining assets and property of the Corporation shall, after necessary expenses thereof, be distributed to one or more organizations located in Broward County, Florida with similar purposes as the Corporation and qualified under Section 501(c) (3) of the Code, and if there are no such organizations, the assets shall be distributed in the discretion of the Board of Directors, to one or more organizations having their principal place of operation in Broward County, Florida and qualified under Section 501(c)(3) of the Code. If, upon such dissolution, any assets of the Corporation are not disposed of pursuant to the foregoing provisions, any such assets not so disposed of shall be disposed of by the Circuit Court of the County in which the principal office of the Corporation is then located, exclusively for such purposes and to such organizations, as said Court shall determine, which are organized and operated exclusively for purposes substantially similar to this Corporation and which are qualified under Section 501(c)(3) of the Code.

**ARTICLE VIII
OFFICES AND REGISTERED AGENT**

The offices of the Corporation shall be located at 305 S. Andrews Avenue, Suite 201, Fort Lauderdale, Florida 33301. The registered agent of the Corporation shall be Paul Carpenter, 305 S. Andrews Avenue, Suite 201, Fort Lauderdale, Florida 33301.

**ARTICLE IX
BOARD OF DIRECTORS**

The management of the Corporation shall be vested in the Board of Directors (the "Board of Directors") . The members ("Directors") of the Board of Directors shall serve without compensation. The number of persons constituting the initial Board of Directors shall be seven (7), but the number of Directors may be increased to no more than twenty-five (25) as determined from time to time by the Board of Directors. The Board of Directors shall at all times have at least seven (7) members. Upon the expiration of each Director's term, or upon majority vote of the Board to expand the number of Directors on the Board of Directors, a new Director will be elected (or a prior Director will be reelected, if applicable) for a full term as provided herein.

A Director's term shall be three (3) years; provided, however, that the Director who is the Chairman of the Board shall serve as director as long as he/she retains such office. Directors may only serve two (2) consecutive terms; provided, however, that any partial term (which shall include (a) a partial term which is served to finish the uncompleted term of another Director, and (b) the terms of the Corporation's initial Directors shall not be counted as one of the permitted two (2) terms, and provided, however, that by a 75% vote of the entire Board of Directors, a Director may be reelected as a Permanent Director in recognition of continuous and extraordinary service. At any given time, there may be a maximum of ten permanent Directors on the Board of Directors.

When a Director completes a term, or when a Director's term is terminated prior to its expiration for any reason, including, without limitation, death or resignation, such Director's replacement (which may be, if permitted, the same individual) shall be selected by the Board of Directors, by majority vote.

**ARTICLE X
INCORPORATOR**

The name and address of the Incorporator of the Corporation is:

Frank Schnidman, Esquire
Downtown Development Authority
200 S. Andrews Avenue
Fort Lauderdale, Florida 33301

**ARTICLE XI
BYLAWS**

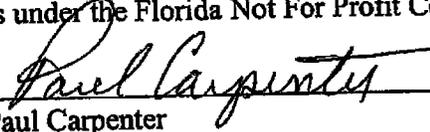
The Bylaws shall be adopted, altered, amended or repealed only by a majority vote of the Board of Directors (such majority being based upon the total number of Directors then on the Board of Directors). The Bylaws may contain any provisions for the regulation and management of the affairs of the Corporation not inconsistent with applicable law or these Articles of Incorporation.

**ARTICLE XII
AMENDMENT TO ARTICLES OF INCORPORATION**

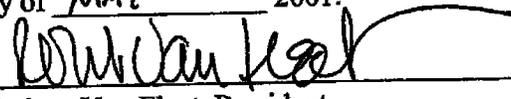
These Articles of Incorporation shall be amended only by a majority vote of the Board of Directors (such majority being based upon the total number of Directors then on the Board of Directors).

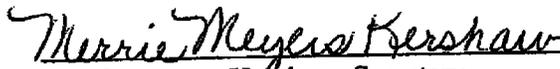
ACCEPTANCE OF DESIGNATION AS REGISTERED AGENT

The undersigned hereby accepts the designation of Registered Agent as set forth in Article VIII of these Articles of Incorporation, and acknowledges that he is familiar with and accepts the obligations imposed upon registered agents under the Florida Not For Profit Corporation Act.


Paul Carpenter

The undersigned, being the President and Secretary of the Corporation, hereby affirm that the foregoing Amended and Restated Articles of Incorporation were duly adopted by the Board of Directors of the Corporation on the 22nd day of MAY 2001.


Robert Van Fleet, President


Merrie Meyers Kershaw, Secretary

STATE OF FLORIDA)
) SS:
COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me this 22nd day of May, 2001, by Robert Van Fleet, the person who executed the foregoing Amended and Restated Articles of Incorporation of DOWNTOWN FORT LAUDERDALE TRANSPORTATION MANAGEMENT ASSOCIATION, INC, on behalf of the corporation. He personally appeared before me, is personally known to me or produced _____ as identification, and did/did not take an oath.

11010000611157

Notary: Mark F Grant
Print Name: MARK F. GRANT
Notary Public, State of Florida
My Commission expires:

[NOTARY SEAL]



Mark F. Grant
MY COMMISSION # DD000426 EXPIRES
February 11, 2005
BONDED THRU TROY FARM INSURANCE, INC.

H010000679727

SECTION 2: PROJECT INFORMATION

- 1) Project Title: Replacement of (2) TMA Trolleys for NW Community Link
- 2) Provide a description of the project. If the project has multiple elements (i.e., operating, mobility management, capital), please include a description of how these elements relate to each other. For all services, please include anticipated hours of operation by day of week. Also, specify what populations the project will serve and how will the project be marketed to those populations. In addition, cite any market studies conducted and the corresponding recommendations that contributed to the development and/or service design of the project.

This is a Capital Project which involves the Replacement of (2) Diesel Trolleys with Hybrid Technology, for the N.W. Community Link for one of the Sun Trolley routes that services the City of Fort Lauderdale since 2006.

The Downtown Fort Lauderdale Transportation Management Association (TMA) has projected that the two (2) Diesel trolleys put in service in year 2006 to implement the N.W. Community Link, as part of the the Sun Trolley Service, will reach their useful life by year July 2013.

The Northwest Community Link provides service within the Lauderdale Manors, Lauderdale Villas, Hillmont Heights communities to the African American Research Library, 7th Avenue Health Center, Mizell Center and Downtown Fort Lauderdale. The N.W. Community Link connects to Tri-Rail, BCT Routes 1, 6, 9, 11, 14, 22, 31, 36, 40, 81, US 1 Breeze, Sun Trolley and Housing Authority Routes; and it serves a Free FDOT Park and Ride Lot. As with other Sun Trolley routes, the "Northwest Community Link" is wheelchair-accessible and features bicycle racks. Service runs from Monday through Friday beginning at 5:30 a.m., and runs until 7:00 p.m., and is free for all patrons.

The TMA, as manager of the Sun Trolley, has accepted that they need to do their part in order to lessen their impact on the environment. Public transportation agencies have a special and unique opportunity to play a lead role in this effort based on the level of service that they operate and the amount of fuel they use by purchasing a replacement alternative fuel vehicle.

Greater Fort Lauderdale is a region on the move with several means of quality transportation to choose from. Regional transportation continues to expand, meeting the needs of the growing Broward County communities. The County offers an integrated system of efficient roads, highways, railways, airports, and passenger and shipping port terminals. The TMA supplements those services with the Sun Trolley Service offering service that provides job access to those working the popular entertainment districts, and those reaching other areas and neighboring Counties.

If the project will serve others in addition to the target population, specify how you will assure that the target population will be given priority on all project activities and how the availability of service to the target population will not be compromised by the provision of services to those other than the target population.

The N.W. Community Link does serve other patrons aside from those reaching their jobs, currently there are no capacity issues with the (2) trolleys providing the service. The timely replacement of the existing vehicles will ensure that service provided will continue to be reliable.

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

The N.W. Community Link service extends to the north to N.W. 20th Street, to the west to N.W. 27th Avenue, to the East to N.W. 1st Avenue and to the South to Broward Blvd.

- 4) Provide the total estimated population of the project service area.

According to the 2010 census, the City of Fort Lauderdale has a population of 165,521.

- 5) Specify which elements your project includes (check all that apply). For a detailed list of eligible projects, please refer to Appendix B: JARC and NF Eligible Projects.

- Capital (80% Federal / 20% Local Match)
- Operating (50% Federal / 50% Local Match)
- Mobility Management / Planning (80% Federal / 20% Local Match)

- 6) Specify the type of project.

- Continuation of an Existing JARC/NF Project
- Expansion of an Existing Project not previously funded through JARC/NF
- Existing fixed route service not previously funded through JARC
- New Project

- 7) Estimate the number of low-income population and individuals with disabilities that will be served by the project and provide an explanation as to how the estimate was determined.

According to the 2010 census, the City of Fort Lauderdale has a population of 165,521. The percentage of poverty level for the City of Fort Lauderdale is 17.5%, the area of service reflects that that the Sun Trolley serves an area in the City where the percentage far exceeds the City average. The TDSP also reports that 98% of the workforce in the county commutes to work by car, the census data reports that in the City of Fort Lauderdale almost 5% of the population uses public transportation to reach work, over double the average of the County. The Sun Trolley provides community bus service that expands the destinations that can be reached through public transit provided by Broward County Transit (BCT). The "Sun Trolley", offers 5 routes that connect to BCT routes and provides public transportation to local retail businesses and leisure

activities. The Sun Trolley provides reliable service to riders, who according to on-board surveys, 57.5% earn less than \$20,000 a year and for 50% it is their only mode of transportation.

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

The TMA is applying for federal funds under the JARC program to replace (2) Diesel Trolleys that will reach their useful life in July 2013. The Diesel vehicles will be replaced with Hybrid Trolleys.

The N.W. Community Link service connects local residents and visitors to the County's transit system BCT and Tri-Rail, and to work destinations in the entertainment districts. The TMA has used all available resources to fund the cost of operating this service and has made it a priority to continue to provide the service. The TMA however does not anticipate additional funds will be available to replace the current trolleys once they reach their useful life. The TMA forecasts that preventive maintenance costs will rise if trolleys are operated beyond their useful life, and with only (1) trolley available as a spare for all the Sun Trolley routes, this would not be a feasible availability of alternative vehicles should multiple failures occur due to aging vehicles.

The current economic conditions are not expected to have a positive outcome in the next couple years, and while the TMA is committed to continue to use all resources to fund operating the service, it cannot set aside \$650,000 dollars for the replacement of the trolleys. The TMA is currently capable and ready to continue providing the Sun Trolley service. Without any current plans for service expansion, the TMA firmly believes that while providing this service helps keep vehicles off the road, it also wants to use this opportunity of funding to reduce the emissions that this service generates. This is the reason of selecting Hybrid Trolleys to replace the current Diesel Trolleys. Initial analysis and consultation with peer agencies indicated that preventive maintenance of the vehicles is not much different from the current fleet, and training for any difference was provided on site by the vehicle manufacturer.

- 9) Please explain how this project will address the unmet needs identified in question 8.

The JARC Grant will provide the funding to replace the (2) trolleys by the time they reach their useful life, ensuring the provision of continuous reliable service.

- 10) Explain how this project will utilize or coordinate with existing public transportation providers. This should include a discussion of anticipated formal agreements, arrangements to coordinate services, joint funding initiatives, the pooling of resources and any other coordination efforts planned or already initiated.

The N.W. Community Link was modified in 2010 in partnership with The South Florida Regional Transportation Authority (SFRTA), this partnership allows the TMA to provide this service free of charge. Since its inception the Sun Trolley has strived to provide connectivity to other modes of transportation, it has been this coordination with existing services that has made the route a success with its riders.

- 11) Explain how this project will utilize or coordinate with human service agency providers and/or other private non-profit/for-profit operators. This should include a discussion of anticipated formal agreements, arrangements to coordinate services, joint funding initiatives or the pooling of resources and any other coordination efforts planned or already initiated.

The TMA is actively looking for other partners, public and private, in order to implement new ideas or raise support for the existing service. The TMA is not anticipating the utilization of Human Service Agency Providers or non-profit/profit organizations in the implementation of this project.

- 12) Please provide the number of months needed upon receipt of award to begin providing services to the project's target population. If your service is dependent upon the purchase of vehicles, use the vehicle anticipated delivery date as your starting point to determine the number of months needed to begin initiation of service.

The N.W. Community Link is in service. The requisition of new trolleys will take two months from notification of the JARC award and delivery of the vehicles would be expected in July of 2013. This represents a total of 19 months from notification of award to completion of the project. (Notification of award is estimated to be December Of 2011).

- 13) How will the project be monitored and evaluated on an ongoing basis? What criteria will be used to establish the success of the project?

The TMA will use on-board surveys to provide accurate data that determines how many of the trips from the N.W. Community Links are used to reach jobs. The TMA uses a survey that collects information regarding demographics, income level, customer satisfaction and origin/destination.

Please note that the FTA requires that the following measures be reported on by program:

JARC

- *Actual or estimated number of jobs that can be accessed as a result of geographic or temporal coverage of JARC projects implemented in the current reporting year.*
- *Actual or estimated number of rides (as measured by one-way trips) provided as a result of the JARC projects implemented in the current reporting year.*

New Freedom

- *Services provided that impact availability of transportation services for individuals with disabilities as a result of the New Freedom projects implemented in the current reporting year. Examples include geographic coverage, service quality and/or service times.*
- *Additions or changes to environmental infrastructure (e.g., transportation facilities, sidewalks, etc), technology, vehicles that impact availability of transportation services as a result of the New Freedom projects implemented in the current reporting year.*
- *Actual or estimated number of rides (as measured by one-way trips) provided for individuals with disabilities as a result of New Freedom projects implemented in the current reporting year.*

- 14) Does your organization or agency provide similar services to the project you are seeking to fund?

Yes, The TMA provides community bus service to increase the number of destinations that can be reached through public transit provided by Broward County Transit (BCT). The community bus service, "Sun Trolley", offers 5 routes that serve the tourist population and provides job access to those working the popular entertainment districts.

Route Galt Ocean Mile: Covering the north east area of the City of Fort Lauderdale and providing service within the Galt, North Beach, Coral Ridge Towers, Coral Ridge Mall, Holy Cross Hospital, Broward County Library and The Palms. Connecting to BCT Routes 10, 11, 20, 36, 55, 72 and U.S. 1 Breeze.

Route Las Olas Blvd: Providing service to parking garages and retail establishments within the Arts & science, Himmarshee, Las Olas and Beach entertainment districts. Connecting to BCT Routes 1, 6, 9, 10, 11, 14, 20, 22, 30, 31, 40, 50, 60 and US 1 Breeze.

Route Downtown Courthouse Loop: Providing service within downtown Fort Lauderdale, connecting the BCT Central Terminal, City Hall, County Governmental Center, Federal Courthouse, and the

Broward County Courthouse and the Broward County School Board. Connecting to BCT Routes 1,6,9,10, 11, 14, 20, 22, 30, 31, 40, 50, 60, 81 and US 1 Breeze.

Route Convention Connection: Providing service to the Broward County Convention Center, Port Everglades Cruise Ships, Hyatt Regency Pier 66, Marriott's Harbor Beach, Courtyard by Marriott, The Atlantic, Galleria Mall, Fort Lauderdale Beach, Intracoastal, International Swimming Hall of Fame, Sheraton, Bahia Cabana, the Renaissance Hotel and the Beach. Connecting to BCT Routes 11 and 40 and to Sun Trolley Las Olas .

And the Route Northwest Community Link which is the focus of this application.

15) Does your organization have experience in administering federal grants?

Not Directly. However the TMA has reviewed the FTA Circular and has become familiar with the requirements for purchasing Rolling Stock. The TMA is identifying existing, FTA approved, consortium agreements for the purchase of Hybrid Trolleys, and looking for those that have an assignability clauses. The TMA is now aware of the required pre-award inspections and post-delivery inspections that are needed for this kind of purchase. The TMA is aware of the restrictions and responsibilities involved in owning assets that have been acquired with Federal Funding. (In the past monies have been pass throughs from the City of FT Lauderdale for Operating and Capital purchases) In addition, the TMA has hired a consultant to assist with grant writing and oversight where applicable.

FORT LAUDERDALE STATION



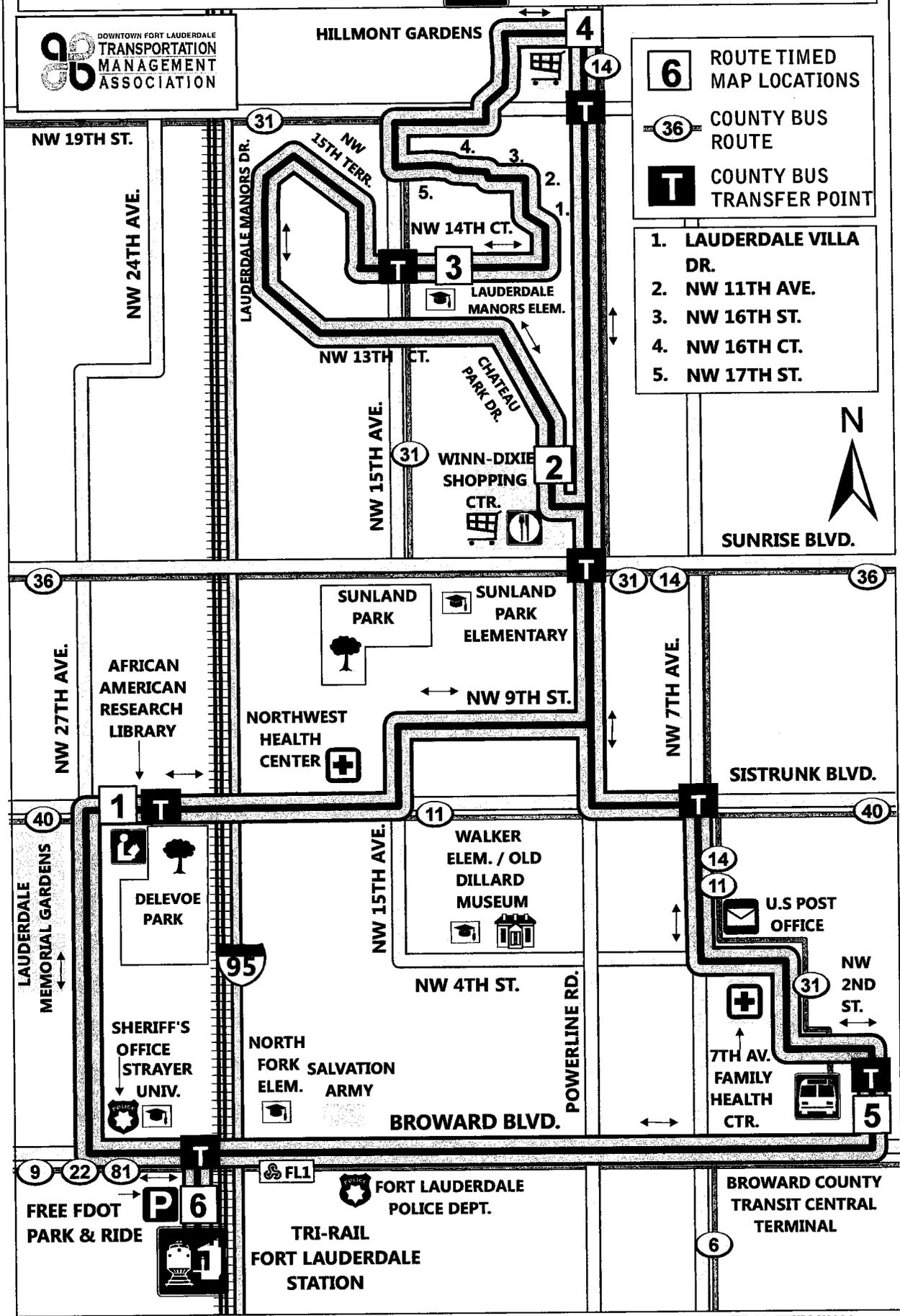
NW COMMUNITY LINK



HILLMONT GARDENS

- 6** ROUTE TIMED MAP LOCATIONS
- 36** COUNTY BUS ROUTE
- T** COUNTY BUS TRANSFER POINT

1. LAUDERDALE VILLA DR.
2. NW 11TH AVE.
3. NW 16TH ST.
4. NW 16TH CT.
5. NW 17TH ST.



*ADDITIONAL TRANSFERS TO BROWARD COUNTY TRANSIT AVAILABLE AT BROWARD CENTRAL TERMINAL

SECTION 3: ADDITIONAL INFORMATION OF OPERATING PROJECTS

Questions 16 - 24 apply to projects that include an operations element. If your project does not include an operations element, please skip to question 25.

- 16) Indicate the proposed operator of the service.
- Applicant will operate service
 - Service will be contracted out (if service is contracted out, please explain how an operator will be selected or if already known, please identify the operator).
- 17) If the proposed project is the continuation of an existing JARC/NF funded project, is the project currently meeting its main objectives including serving target population ridership projections?
- 18) If the proposed project is an expansion of an existing project, explain how the expanded project will differ from the current service with respect to service coverage area, hours of service, trip purpose, or level of service. For instance, will reservations requirements be less restrictive allowing same-day reservations instead of requiring reservations 24 hours in advance?
- 19) Explain how the project you are seeking funding for differs from other services in the area with respect to service coverage area, hours of service, trip purpose, or level of service. For instance, will reservation requirements be less restrictive allowing same-day reservations instead of requiring reservations 24 hours in advance?

20) Explain what connections the project provides to key destinations and activity centers, particularly those destinations that present opportunities for employment assistance or employment. Be as specific as possible in identifying significant destinations.

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

22) Please provide the projected ridership in the table below.

PROJECTED RIDERSHIP (12-month period)

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

| | | | |
|--|-------|--|--|
| | TOTAL | | |
|--|-------|--|--|

Explain how the ridership and cost estimates were determined.

23) Please provide operating funding request in the table below.

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

| | 12-month period | 24-month period (maximum allowable) |
|---|-----------------|-------------------------------------|
| Total Operating Cost (all eligible operating costs) | \$ | \$ |
| Less Project Revenues (Fare box) | \$ () | \$ () |
| Net Project Cost | \$ | \$ |
| Local Share Requirement (50% of Net Project Cost) | \$ | \$ |
| Request for Operating Funding | \$ | \$ |

If the funding request is for any other duration, clearly state the project duration,

Provide supplementary budget sheets to illustrate how the total operating cost was derived. If funding is sought for multiple routes, cost estimates must be provided for individual routes. Failure to provide necessary details to justify the project cost may result in rejection of the application.

If the funding request is for expanding an existing service that currently does not receive JARC/NF funding; only the expansion portion of the project is eligible for JARC/NF funding consideration.

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

SECTION 4: ADDITIONAL INFORMATION OF CAPITAL/MOBILITY MANAGEMENT PROJECTS

Questions 25 - 28 apply to projects that include Capital and/or Mobility Management elements. If your project does not include these elements, please skip to question 29.

25) For each capital project element, please provide the appropriate information in the table below:

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

| Capital Elements | Estimated Cost | Local Share | Federal Request |
|------------------------------------|-------------------|-------------------|-------------------|
| (2) Hybrid Trolleys \$325,000 each | \$ 650,000 | \$ 162,500 | \$ 650,000 |
| | \$ | \$ | \$ |
| | \$ | \$ | \$ |
| | \$ | \$ | \$ |
| TOTALS | \$ 650,000 | \$ 162,500 | \$ 650,000 |

Provide supplementary budget sheets to illustrate how the total capital cost was derived. Failure to provide necessary details to justify the project cost may result in rejection of the application.

26) For each element identified in question #25 (with the exception of vehicles), please explain the major items that are included in the estimated cost and how the estimate was derived.

27) For each Mobility Management/Planning project element, please provide the appropriate information below:

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

| Major Activities | Estimated Cost | Local Share | Federal Request |
|------------------|----------------|-------------|-----------------|
| | \$ | \$ | \$ |
| | \$ | \$ | \$ |
| | \$ | \$ | \$ |
| | \$ | \$ | \$ |

FY 2010 & 2011 Programs Guide and Application
FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

| | | | |
|--------|----|----|----|
| TOTALS | \$ | \$ | \$ |
|--------|----|----|----|

28) For each element identified in question #27, please explain the major items that are included in the cost estimate and how the estimate was derived.

SECTION 5: SUMMARY OF PROJECT COST

Questions 29-31 apply to all projects.

29) Provide the requested information in the following table for the year you are requesting funds. If you are using Toll Credits as match for an allowable activity, please indicate "Toll Credit" in the appropriate box and have the Federal share reflect 100% of the net project cost. Transfer the information from questions 23, 25, and 27 as appropriate for the funding request. If a request is for less than 12 months please note the funding period in terms of months.

| TOTAL FUNDING REQUEST | | | | | | | |
|---|---------------------------|-----------------|----------------------------|----------------|-----------------|-------------|----------------|
| Eligible Project Activities | | Year 1 Request | | | Year 2 Request | | |
| | | Federal Funding | Local Match | Total Net Cost | Federal Funding | Local Match | Total Net Cost |
| Operating - 50% Match Required | | \$ | \$ | \$ | \$ | \$ | \$ |
| | | \$ | \$ | \$ | \$ | \$ | \$ |
| Capital - 20% Match Required | Purchase of Rolling Stock | \$650,000 | \$Toll Revenue Credit FDOT | \$650,000 | \$ | \$ | \$ |
| | | \$ | \$ | \$ | \$ | \$ | \$ |
| | | \$ | \$ | \$ | \$ | \$ | \$ |
| | | \$ | \$ | \$ | \$ | \$ | \$ |
| Mobility Management / Planning - 20% Match Required | | \$ | \$ | \$ | \$ | \$ | \$ |
| TOTAL | | \$650,000 | \$Toll Revenue Credit FDOT | \$650,000 | \$ | \$ | \$ |

30) Indicate the source of local match for each year that funding is requested. If local match funds are being derived from an existing grant, please attach a copy of the grant agreement/contract or supporting documentation.

The TMA will use Toll Revenue credits as the local match for this project. Florida Department of Transportation (FDOT) Toll Revenue Credits are available as match for capital projects. Toll Revenue Credits are not assigned to a project until the project is awarded a grant. While FDOT has confirmed the availability of Toll Revenue Credits for the 2012 fiscal year, FDOT cannot secure a match to the multiple applicants for the current programs that are soliciting proposals. FDOT will provide a match for those projects that are selected for award.

31) Is there a commitment of funds beyond the requested grant period? Yes No
 If yes, please explain the nature of the commitment.
 If no, please explain the steps you will take to attain sustainability.

The TMA is currently capable and ready to continue providing the Sun Trolley service. Without any current plans for service expansion. The TMA is not seeking operating funds, it is only seeking capital funds in order to continue providing the service of the N.W. Community Link with reliable vehicles.

SECTION 6: LETTERS OF SUPPORT

Letters of Support

All letters of support must be submitted with the application. Letters should indicate the nature of support (financial, participation, coordination, etc.).

Indicate if letters of support are included. Yes No

GALLERIA

FORT LAUDERDALE

July 22, 2011

Chris Wren
Interim Executive Director
Downtown Fort Lauderdale Transportation Management Association
305 S. Andrews Avenue, Suite 721
Fort Lauderdale, FL 33301

RE: Downtown Fort Lauderdale Transportation Management Association
Federal Transit Administration NOFA
FY 2012 JARC Grant Program

Dear Mr. Wren:

The Galleria Fort Lauderdale enthusiastically supports the Downtown Fort Lauderdale Transportation Management Association's (TMA) application to the Federal Transit Administration for FY 2012 JARC Grant Program funds in order to replace the two (2) aging trolleys used to transport low-income individuals to and from jobs with commuter service to and from the City's low income northwest neighborhood providing key connecting service to both the Fort Lauderdale Tri-Rail Station and the downtown Fort Lauderdale Bus Station.

The project is currently being added to the unfunded list of the Broward Metropolitan Planning Organization. Once Federal funding is received, it will be immediately added to the 5-Year Transportation Improvement Plan (TIP).

Please do not hesitate to contact me at 954-564-1036 if you require any additional information.

Sincerely,



Mark Trouba
General Manager



SINCE 1910

512 NE 3rd Avenue, Fort Lauderdale, Florida 33301 • 954-462-6000 • Fax: 954-527-8766 • www.ftlchamber.com

August 12, 2011

Chris Wren
Interim Executive Director
Downtown Fort Lauderdale Transportation Management Association
305 S. Andrews Avenue, Suite 721
Fort Lauderdale, FL 33301

RE: Downtown Fort Lauderdale Transportation Management Association
Federal Transit Administration NOFA
FY 2012 JARC Grant Program

Dear Chris:

The Greater Fort Lauderdale Chamber of Commerce enthusiastically supports the Downtown Fort Lauderdale Transportation Management Association's (TMA) application to the Federal Transit Administration for FY 2012 JARC Grant Program funds in order to replace the two (2) aging trolleys used to transport low-income individuals to and from jobs with commuter service to and from the City's low income northwest neighborhood providing key connecting service to both the Fort Lauderdale Tri-Rail Station and the downtown Fort Lauderdale Bus Station.

The project is currently being added to the unfunded list of the Broward Metropolitan Planning Organization. Once Federal funding is received, it will be immediately added to the 5-Year Transportation Improvement Plan (TIP).

Please do not hesitate to contact me if you require any additional information.

Sincerely,

A handwritten signature in cursive script that reads 'Dan Lindblade'.

Daniel H. Lindblade, CAE
President and CEO

APPLICANT SIGNATURE

I certify, to the best of my knowledge, that the information in this application is true and accurate and that this organization has the necessary fiscal, data collection, and managerial capability to implement and manage the projects associated with this application.

Applicant Agency Transportation Management Association

Project Title **Replacement of (2) TMA Trolleys for NW Community Link**

Name of Signatory Alan Hooper

Title of Signatory Chair of Transportation Management Association Board



Authorized Signature

9-2-11
Date

ALAN C. HOOPER

**EXHIBIT A1: GOVERNING BOARD RESOLUTION AND LOCAL MATCH CERTIFICATION
TO BE COMPLETED BY ALL APPLICANTS WITH A GOVERNING BOARD**

Resolution No. 2011-001

Project Title Replacement of (2) TMA Trolleys for NW Community Link

Resolution authorizing applications for and execution of a Job Access Reverse Commute or New Freedom grant agreement under the South Florida Regional Transportation Authority's general authority to make such Grants.

Whereas, the South Florida Regional Transportation Authority ("SFRTA"), is authorized make such grants as the designated recipient of Job Access Reverse Commute and New Freedom programs for Broward, Miami-Dade, and Palm Beach counties; and

Whereas, the SFRTA has the power to expend funds for use in connection with Job Access Reverse Commute or New Freedom projects, and

Whereas, the SFRTA has the power to make and execute all contracts and other instruments necessary or convenient to the exercise of its powers, and

Whereas, approval for said funds will impose certain financial obligations upon the recipient.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE [Transportation Management Association Name of Applicant]:

Section 1. That the [Alan Hooper Authorized Official], {Chair Title } and his/her successor is authorized to execute and file applications on behalf of [Transportation Management Association Name of Applicant] with the South Florida Regional Transportation Authority for a Job Access Reverse Commute or New Freedom grant for [Replacement of (2) TMA Trolleys for NW Community Link Project Title].

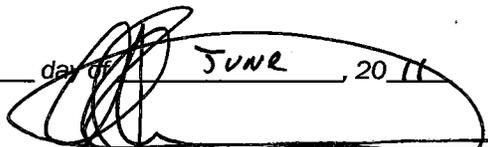
Section 2. That the [Alan Hooper Authorized Official], {Chair Title} and his/her successor is authorized to furnish such additional information, assurances, certifications and amendments as the SFRTA may require in connection with this Job Access Reverse Commute or New Freedom grant agreement application.

Section 3. That the [Alan Hooper Authorized Official], {Chair Title} and his/her successor certify that [Transportation Management Association Name of Applicant] will provide the required local match from [Toll Revenue Credits (FDOT) \$ 162,500 Source of Funds and the Amount of Local Match] funds.

Section 4. That the [Alan Hooper Authorized Official], {Chair Title} and his/her successor is authorized and directed on behalf of the [Transportation Management Association Name of Applicant] to execute and deliver grant agreements and all subsequent amendments thereto between the [Transportation Management Association Name of Applicant] and the SFRTA for Job Access Reverse Commute or New Freedom grant, and the Secretary of the (Transportation Management AssociationName of Applicant) is authorized and directed on behalf of the [Transportation Management Association Name of Applicant] to attest said agreements and all subsequent amendments thereto.

Section 5. That the [Alan Hooper Authorized Official], {Chair Title} and his/her is authorized and directed to take such action as is necessary or appropriate to implement, administer and enforce said agreements and all subsequent amendments thereto on behalf of the [Transportation Management Association Name of Applicant].

PRESENTED and ADOPTED the 29 day of JUNE, 2011

Signature of Authorized Official Alan C. Hooper - Chair

Signature of Attest GREGORY STUART

FY 2010 & 2011 Programs Guide and Application
FTA 5316 Job Access Reverse Commute (JARC) and 5317 New Freedom (NF) Programs

Chair

TREASURER

Title

Title

EXHIBIT A2: LOCAL MATCH CERTIFICATION

TO BE COMPLETED BY ALL APPLICANTS WITHOUT A GOVERNING BOARD

The undersigned hereby certifies that Downtown Fort Lauderdale Transportation Management Association (DFLTMA) is authorized to enter (applicant)

into an Agreement with the South Florida Regional Transportation Authority to receive a Section 5316 (Job Access and Reverse Commute) and/or a Section 5317 (New Freedom) grant for programs and services designed to improve access to transportation for people with disabilities or individuals with lower incomes as noted herein.

The undersigned also certifies that Downtown Fort Lauderdale Transportation Management Association (DFLTMA) agrees to provide the (applicant)

requisite local share of \$162,500 {*Enter the amount*} from Florida Department of Transportation, Toll Revenue Credits {*Enter source(s) of funds*} funds.

Name

Title

Notary: _____

Organization

EXHIBIT B: PUBLIC MEETING

An opportunity for a public hearing is required **ONLY** for Public Agencies requesting capital grants under Sections 5316 and 5317. An application for Section 5316 and/or Section 5317 submitted by a public agency should contain a copy of the notice of public hearing (identified as Exhibit B) and an affidavit of publication. If Exhibit B is not applicable, this should be stated in the application.

A public notice should contain all pertinent information relating to the project (such as number and types of vehicles as well as the estimated cost of the vehicles) and should be published at least one time in a newspaper of general circulation in the applicant's service area, no less than 15 or more than 30 days prior to the submission of an application. The notice should state that persons requesting a hearing must notify the applicant of the request, in writing, and send a copy of the request for a hearing to the SFRTA.

The deadline for hearing requests must be prior to the date applications are due at the SFRTA. If a hearing is requested:

1. A hearing must be conducted;
2. The SFRTA must be notified of the date, time, and location of the hearing; and
3. A copy of the minutes of the hearing (to include a discussion of issues raised and resolution of issues) must be submitted to SFRTA, before a Section 5316 and/or 5317 award can be made.

NOT APPLICABLE

EXHIBIT C: SINGLE AUDIT ACT (as described in OMB Circular A-133)

1. If the applicant receives \$500,000 or more for the current fiscal year from all Federal sources:

A. it is subject to the Single Audit Act. if this requirement applies:

- a. A copy of the applicant's most recent audit report must be submitted with the application if this was not done previously. The report should be marked "Exhibit C."
- b. If the most recent audit report was previously sent to the SFRTA, the date submitted should be shown in "Exhibit C" in the application.
- c. Applicants that received a Section 5316 and/or a Section 5317 award in the last fiscal year should include a copy of the pages from the annual audit that indicates the auditor specifically tested for Section 5316 and/or Section 5317 requirements and certifies compliance.

2. If the applicant does not receive \$500,000 or more in Federal funds for the current fiscal year from all Federal sources combined,

AND/OR

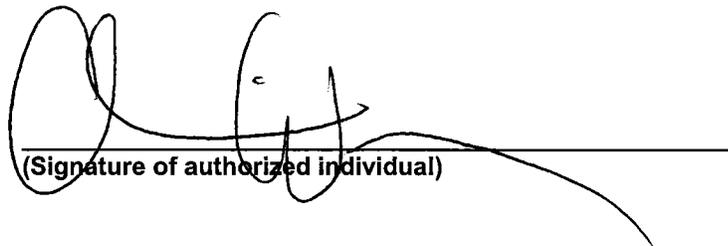
3. If the applicant receives ONLY Section 5316 and/or Section 5317-funded vehicles/equipment,

- a. It is exempt from the Single Audit Act.
- b. Exhibit E, Attachment 1 (below) must be submitted with the Application.

EXHIBIT C-1 - Certification of Exemption from Single Audit Act

IT IS HEREBY CERTIFIED THAT the applicant:

1. Will not receive \$500,000 or more for the current Fiscal Year from all federal sources combined, and is, therefore, exempt from the Single Audit Act as described in OIVIB A-133; and
2. In the event the applicant does receive \$500,000 or more in total from all federal sources during the current fiscal year, the applicant will comply with the Single Audit Act and submit to the SFRTA a copy of its most recent audit conducted in compliance with the Act.


(Signature of authorized individual)

9/2/11
(Date)

EXHIBIT D: FEDERAL CERTIFICATES AND ASSURANCES

The last page (Appendix A) of the annual Federal Register Notice that applies to Federal Certifications and Assurances provides applicants with a single signature page on which an applicant and its attorney must certify compliance with the requirements of the various Federal Transit Administration grants or cooperative agreements. The Federal Register Notice is revised annually and is usually available around January 1 of each year. Applicants may obtain a copy of the current year document through the internet at http://www.fta.dot.gov/funding/grants_financing_93.html (then, follow instructions on where to proceed.) If unable to access the form, applicants may contact their FDOT District Office for assistance. The appropriate signed Federal certification/assurance form must be included in the application when it is submitted to the South Florida Regional Transportation Authority.

The signature page for Federal Certifications and Assurances should be signed by an individual authorized by the applicant's governing board to sign and submit applications, and its attorney. Blue ink is suggested as it distinguishes an original signature from a photocopied signature.

Federal Certifications and Assurances Required of Each Applicant:

- Authority of applicant and its representative
- Standard Assurances
- Debarment, Suspension, and other Responsibility Matters
- Drug Free Workplace Certification
- Intergovernmental Review Assurance
- Federal Transit Administration Master Agreement
- Nondiscrimination Assurance
- Assurance of Nondiscrimination on the Basis of Disability Procurement Compliance.

A. Applicants for Federal Assistance may signify compliance with the above certifications and assurances by placing an "X" at the top of Appendix A next to the statement that reads: "The Applicant agrees to comply with applicable requirements of Categories I-XV". If an applicant chooses to do this, no additional notation is necessary, except for the signature on the reverse.

OR

B. The applicant may signify compliance with certifications and assurances applicable only to the Section 5316 and 5317 programs, specifically, Category XIII, by placing an "X" in Category I, "Certifications and Assurances required of each applicant" (to cover the above-noted items), as well as an "X" in Category XIII.

A description of the certifications required by the Section 5316 and/or Section 5317 Program is provided in the annual Federal Register Notice.

View / Modify Recipient

General | **Contact Persons Cert's & Assurances** | Codes | Payment Codes | Civil Rights

Organization: 6500 CITY OF FORT LAUDERDALE FLORIDA

| Cat | Description | Applicable | N/A | Cert Date | Text |
|-----|--|-------------------------------------|-------------------------------------|------------|--------|
| 01 | ASSURANCES REQUIRED FOR EACH APPLICANT | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 02 | LOBBYING CERTIFICATION | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 03 | PROCUREMENT COMPLIANCE | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 04 | PROTECTIONS FOR PRIVATE TRANSPORTATION | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | [icon] |
| 05 | PUBLIC LEADERSHIP | <input type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |

Affirmation of Certifications and Assurances

FEDERAL FISCAL YEAR 2011 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: CITY OF FORT LAUDERDALE FLORIDA

Official's Name: Kathleen Gunn PIN: [REDACTED]
Attorney's Name: Sharon P Miller

View / Modify Recipient

General | **Contact Persons Cert's & Assurances** | Codes | Payment Codes | Civil Rights

Organization: 6500 CITY OF FORT LAUDERDALE FLORIDA

| Cat | Description | Applicable | N/A | Cert Date | Text |
|-----|--|-------------------------------------|-------------------------------------|------------|--------|
| 05 | PUBLIC HEARING | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 06 | ACQUISITION OF ROLLING STOCK FOR USE IN RE | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 07 | ACQUISITION OF CAPITAL ASSETS BY LEASE | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | [icon] |
| 08 | BUS TESTING | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 09 | QUARTER SERVICE AGREEMENT | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | [icon] |

Affirmation of Certifications and Assurances

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Attorney's Name: Sharon P Miller

PIN: [REDACTED]

View / Modify Recipient

General | **Contact Persons Cert's & Assurances** | Codes | Payment Codes | Civil Rights

Organization: 6500 CITY OF FORT LAUDERDALE FLORIDA

| Cat | Description | Applicable | N/A | Cert Date | Text |
|-----|--|-------------------------------------|-------------------------------------|------------|------|
| 09 | CHARTER SERVICE AGREEMENT | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | [E] |
| 10 | SCHOOL TRANSPORTATION AGREEMENT | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | [E] |
| 11 | DEMAND RESPONSIVE SERVICE | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | [E] |
| 12 | ALCOHOL MISUSE AND PROHIBITED DRUG USE | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [E] |
| 13 | INTEREST AND OTHER FINANCING COSTS | <input type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [E] |

Affirmation of Certifications and Assurances

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AFFIRMATION OF APPLICANT

Name of Applicant: CITY OF FORT LAUDERDALE FLORIDA

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Attorney's Name: Sharon P Miller

View / Modify Recipient

General Contact Persons Cert's & Assurances Codes Payment Codes Civil Rights

Organization: 6500 CITY OF FORT LAUDERDALE FLORIDA

| Cat | Description | Applicable | N/A | Cert Date | Text |
|-----|---|-------------------------------------|--------------------------|------------|--------|
| 13 | INTEREST AND OTHER FINANCING COSTS | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 14 | INTELLIGENT TRANSPORTATION SYSTEMS | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 15 | URBANIZED AREA FORMULA PROGRAM | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 16 | CLEAN FUELS GRANT PROGRAM | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |
| 17 | FEDERALLY INDIVIDUALS AND INDIVIDUALS WITH... | <input type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [icon] |

Affirmation of Certifications and Assurances

FEDERAL FISCAL YEAR 2011 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
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AFFIRMATION OF APPLICANT

Name of Applicant: CITY OF FORT LAUDERDALE FLORIDA

Official's Name: Kathleen Gunn

Attorney's Name: Sharon P Miller

PIN: [REDACTED]

View / Modify Recipient [Print] [Back] [Forward] [Refresh] [Cancel] [OK]

General | **Contact Persons** | Cert's & Assurances | Codes | Payment Codes | Civil Rights

Organization: 6500 CITY OF FORT LAUDERDALE FLORIDA

| Cat | Description | Applicable | N/A | Cert Date | Text |
|-----|---|-------------------------------------|-------------------------------------|------------|--------|
| 18 | NONURBANIZED AREA FORMULA PROGRAM FOR | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | [Icon] |
| 19 | JOB ACCESS AND REVERSE COMMUTE FORMULA | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [Icon] |
| 20 | NEW FREEDOM PROGRAM | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 12/30/2010 | [Icon] |
| 21 | PAUL S. SARBANES TRANSIT IN PARKS PROGRAM | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | [Icon] |
| 22 | TRIAL TRANSIT PROGRAM | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | [Icon] |

Affirmation of Certifications and Assurances

FEDERAL FISCAL YEAR 2011 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
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Name of Applicant: CITY OF FORT LAUDERDALE FLORIDA

Official's Name: Kathleen Gunn
Attorney's Name: Sharon P Miller
PIN: [Redacted]

View / Modify Recipient

General | **Contact Persons Cert's & Assurances** | Codes | Payment Codes | Civil Rights

Organization: 6500 CITY OF FORT LAUDERDALE FLORIDA

| Cat | Description | Applicable | N/A | Cert Date | Text |
|-----|---|--------------------------|-------------------------------------|------------|------|
| 21 | PAUL S. SARBANES TRANSIT IN PARKS PROGRAI | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | |
| 22 | TRIBAL TRANSIT PROGRAM | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | |
| 23 | TIFIA PROJECTS | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | |
| 24 | DEPOSITS OF FEDERAL FINANCIAL ASSISTANCE | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 12/30/2010 | |

Affirmation of Certifications and Assurances

FEDERAL FISCAL YEAR 2011 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: CITY OF FORT LAUDERDALE FLORIDA

Official's Name: Kathleen Gunn **PIN:** [REDACTED]
Attorney's Name: Sharon P Miller

EXHIBIT E: DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

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

Contractors are encouraged to take all necessary and reasonable steps to ensure that DBE's have the maximum opportunity to compete for and perform services on contracts, including participation in any subsequent supplemental contracts. If the Contractors intend to subcontract a portion of the services on the project, Contractor are encouraged to seek out and consider DBE's as potential subcontractors, by soliciting their interest, capability, and qualifications.

APPENDIX B: JARC and NF Eligible Projects

References: FTA Circulars C 9045.1 and C 9050.1

ELIGIBLE SECTION 5316 JOB ACCESS AND REVERSE COMMUTE (JARC) PROJECTS

Eligible projects under JARC may include, but are not limited to:

- late-night and weekend service;
- guaranteed ride home service;
- shuttle service;
- expanding fixed-route mass transit routes;
- demand-responsive van service;
- ridesharing and carpooling activities;
- transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);
- local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides;
- promotion, through marketing efforts, of the:
 - use of transit by workers with nontraditional work schedules;
 - use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals;
 - development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
 - use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986.
- supporting the administration and expenses related to voucher programs;¹
- acquiring Geographic Information System (GIS) tools;
- implementing Intelligent Transportation Systems (ITS), including customer trip information technology;
- integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- deploying vehicle position-monitoring systems;
- subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and non-urbanized areas to suburban work places;
- subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management activities may include:²

¹ This activity is intended to supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The JARC program can provide vouchers to low-income individuals to purchase rides, including (1) mileage reimbursement as part of a volunteer driver program, (2) a taxi trip, or (3) trips provided by a human service agency. Transit passes for use on fixed-route or Americans with Disabilities Act of 1990 (ADA) complementary paratransit service are not eligible. Vouchers are treated as an operational expense which requires a 50/50 (Federal/local) match.

- the promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
- support for short-term management activities to plan and implement coordinated services;
- the support of state and local coordination policy bodies and councils;
- the operation of transportation brokerages to coordinate providers, funding agencies and customers;
- the provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a standalone capital expense).
- otherwise facilitating the provision of public transportation services to suburban employment opportunities.

The labor protection provisions of Section 5333(b) apply to the JARC program.

² SAFETEA-LU specified that mobility management expenses are eligible under all FTA grant programs as a capital cost (e.g., 80 percent Federal participation). Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive JARC funding to support the administrative costs of sharing services it provides to its own clientele with other low-income individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service.

ELIGIBLE SECTION 5317 NEW FREEDOM (NF) PROJECTS

Eligible projects under New Freedom may include, but are not limited to:

1. New Public Transportation Services Beyond the ADA
 - Enhancing paratransit beyond minimum requirements of the ADA. ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of “new.” Eligible projects may include:
 - expansion of paratransit service parameters beyond the ¾-mile required by the ADA;
 - expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
 - the incremental cost of providing same day service;
 - the incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;
 - enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
 - acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with oversized wheelchairs;³ and
 - installation of additional securement locations in public buses beyond what is required by the ADA.
 - Feeder services. New “feeder” service to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
 - Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:
 - building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals or other accessible features;
 - adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA;
 - improving signage, or wayfinding technology; or
 - implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
 - Travel training. New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.

³ This concept would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600 lb design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand-response service.

2. New Public Transportation Alternatives Beyond the ADA

- Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs. New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing and/or van pool programs. The vehicles must be able to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B.
- Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Transit passes for use on existing fixed-route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (federal/local) match.
- Supporting new volunteer driver and aide programs. New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both “new” and “beyond the ADA.”
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. Mobility management activities may include:
 - the promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - support for short term management activities to plan and implement coordinated services;
 - the support of state and local coordination policy bodies and councils;
 - the operation of transportation brokerages to coordinate providers, funding agencies and customers;
 - the provision of coordination services, including employer-oriented Transportation Management Organizations’ and Human Service Organizations’ customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
 - the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
 - operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track

costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a standalone capital expense).

The labor protection provisions of Section 5333(b) do not apply to New Freedom Programs funds.

APPENDIX C: Selection Criteria

The attached series of tables categorize the specific criteria that will be used to assess the applications in accordance to:

- Eligibility (Table 1)
- Coordination and Consistency with the HSTP/TDSP (Table 2)
- Project Readiness/Ability to Implement (Table 3)
- Sustainability (Table 4)
- Need (Table 5)

The Selection Criteria match those questions in the application that are primarily designed to elicit information specific to each criterion. The set of evaluation criteria was developed based on the federal requirements.

TABLE 1:
 Project Eligibility Screening Criteria

| Relevant Application Questions | Relevance to Type of Project | Point Value of Criteria |
|---|--------------------------------|-------------------------|
| 1. Proposed project addresses unmet needs of welfare recipients, eligible low-income persons and other individuals in urbanized areas seeking employment or employment-related activities in suburban areas (JARC) OR addresses unmet transportation needs of persons with disabilities seeking integration into the workforce or full participation in society (New Freedom). | All | Eligible / Not Eligible |
| 2. Project application identifies and addresses an unmet need identified in the Human Services Transportation Plan (HSTP)/Transportation Disadvantaged Service Plan (TDSP). This should include: (1) a description of the project; (2) identification of the unmet needs addressed by the project; (3) how the project will address the unmet need(s), e.g., in terms of serving new riders, a new area, a new day and/or times, a higher frequency, less advance notice, more driver assistance, etc.; and (4) an estimated quantification of benefits. Any additional obligations, e.g., the provision of ADA complementary paratransit as a result of implementing a new fixed bus route in a previously unserved area, should be noted. | All | Eligible / Not Eligible |
| 3. Local match will be supplied. | 30, 31 (Support Documentation) | Eligible / Not Eligible |
| 4. Project is consistent with FTA guidelines on eligible JARC and New Freedom projects and activities. | All | Eligible / Not Eligible |

TABLE 2:
 Coordination and HSTP/TDSP Consistency Criteria (30 points)

| Relevant Application Questions | Relevance to Type of Project | Point Value of Criteria |
|--|------------------------------|-------------------------|
| 5. Project employs one or more strategies that provide: <ul style="list-style-type: none"> • Multi-county service with agency coordination and resource sharing = 10 points • Multi-municipality (but intra-county) service with resource sharing = 5 points • No service or coordination beyond municipality or program = 0 points | All | 0, 5, or 10 |
| 6. Project employs one or more strategies included in the applicable HSTP/TDSP or otherwise demonstrates innovation. | All | 0 or 10 |
| 7. Does the project utilize or coordinate with existing public transportation providers; or existing public and private human service agencies; or reflect partnerships with non-transit entities and/or private non-profit/for-profit organizations? | All | 0, or 10 |

TABLE 3:
 Project Readiness / Ability to Implement Criteria (20 points)

| Relevant Application Questions | Relevance to Type of Project | Point Value of Criteria |
|--|------------------------------|-------------------------|
| 8. Is the project ready to implement? Does the project require additional planning, design and/or engineering before the project can be implemented? <ul style="list-style-type: none"> Evidence provided that clearly demonstrates all project planning is complete = 10 Points Project planning is incomplete, but a clear schedule of milestones and an explanation of how milestones will be met is provided = 5 Points | All | 0, 5, or 10 |
| 9. Agency and/or agency contractor(s) qualifications and experience (including key personnel) demonstrate that they have managed similar projects. <ul style="list-style-type: none"> Have experience with similar projects = 10 Points Have managed projects funded through federal grants = 5 Points | All | 0, 5, or 10 |

TABLE 4:
 Sustainability Criteria (20 points)

| Relevant Application Questions | Relevance to Type of Project | Point Value of Criteria |
|---|------------------------------|-------------------------|
| 10. Project is sustainable beyond identified project period. <ul style="list-style-type: none"> Applicant has identified sources to fund project above and beyond current levels of funding if project is deemed successful = 10 Points | All | 0 or 10 |
| 11. Key stakeholder support is demonstrated for the project. <ul style="list-style-type: none"> Project application include letters of support from key stakeholders that delineate specific nature of participation and local share commitment(s) = 10 Points Project application include letters of support from key stakeholders = 5 Points | All | 0, 5, or 10 |

TABLE 5:
 Need Criteria (30 points)

| Relevant Application Questions | Relevance to Type of Project | Point Value of Criteria |
|---|--------------------------------|-------------------------|
| 12. Project is an existing pilot JARC/NF project. <ul style="list-style-type: none"> Ridership has increased compared to pre-project ridership or has met other significant objectives = 20 points Ridership has not increased or the applicant has not provided before and after ridership information = 0 points | Existing Pilot JARC/NF Project | 0 or 20 |

TABLE 5 (Continued):
 Need Criteria

| Need Criteria | Relevant Application Questions | Relevance to Type of Project | Point Value of Criteria |
|---|--------------------------------|------------------------------|---|
| 13. Severity of need addressed by new, expanded, or existing project (no prior JARC/NF funds). <ul style="list-style-type: none"> • New project designed to accommodate the needs of target populations of JARC/NF programs. No such service/linkage/agency coordination/sharing of resources currently exists in area = 20 points. • Expansion of an existing service to accommodate the needs of target populations of JARC/NF programs. Current service does not accommodate riders requiring high-level of service, specific trip purpose, and/or same-day service = 10 points • Continuation of an existing fixed route service (JARC only). Current service demonstrates compliance with JARC program goals by serving low income population and/or reverse commute = 5 points | 2, 6, 8, 9, 18, 19, 21 | No Prior JARC/NF Funds | 0, 5, 10, or 20 |
| 14. Estimated number of lower income individuals able to access jobs as a result of the project (JARC) OR persons with disabilities served as a result of the project (New Freedom). | 7, 13, 20 | All | 0, 5, or 10 (based on relative ranking) |