

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****

- 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: Tam English, Executive Director
(Individual authorized to execute contracts with South Florida Regional Transportation Authority)

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

Signature: 

Date: September 1, 2011

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	Housing Authority of the City of Fort Lauderdale
Contact Person	Rebecca J. Walter
Address	437 SW 4 th Ave., Fort Lauderdale, FL 33315
Email	rwalter@hacfl.com
Phone Number	(954) 525-6444 x108

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	City of Fort Lauderdale
Contact Person	Kevin Walford
Address	700 NW 19 th Ave., Fort Lauderdale, FL 33311
Email	Kwalford@fortlauderdale.gov
Phone Number	(954) 828-5217

Project Type (place an X in the appropriate box)

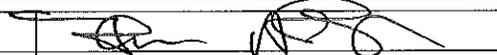
Capital Only	X
Operating Only	
Capital & Operating	
Mobility Management/Coordinated Planning	X

Project Information

Project Name	HACFL Community Bus Service
Service Area	Central Broward County
Start Date	January 2012
Total Project Cost	\$220,000.00
JARC/NF Funding Requested	\$176,000.00
Number of Years for Which Funding Requested	2 years
Total Local Match	\$44,000.00

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	Tam English, Executive Director
Date	September 1, 2011

SECTION 2: PROJECT INFORMATION

- 1) **Project Title:** HACFL Community Bus Service

- 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.

As of October 1, 2009, the Housing Authority of the City of Fort Lauderdale contracted with the City of Fort Lauderdale in partnership with Broward County, to operate a community bus service. The community bus service offers free transportation for public, affordable, and low-income housing residents in Broward County. Since providing transit service was a new endeavor for the Housing Authority, we applied for professional mobility management planning and coordination assistance under the New Freedom program for Fiscal Years 2008 and 2009. The Housing Authority was awarded the New Freedom grant and proceeded to hire a transportation consulting firm for an operational analysis of existing services, an expanded service development plan, and operating plan for the community bus service. These elements have been included in a Mobility Management Plan that was completed in August 2011.

The Mobility Management Plan indicated that the Housing Authority should improve and expand current service by hiring a full-time mobility manager, installing bus stop signs and bus shelters, increasing frequency between stops from 90 minutes to 45 minutes, expanding service to include weekends and evenings, purchasing a new bus, and coordinating efforts with local transit agencies to reduce duplicity. Together, these improvements will enhance mobility for disadvantaged populations in Broward County, including people with disabilities, the elderly, public and affordable housing residents, low-income residents, minorities, and people with limited English proficiency.

The Housing Authority is requesting funding under the New Freedom program for Fiscal Years 2010 and 2011 to expand current services and to begin to implement several of the recommendations provided in the Mobility Management Plan. These elements will together provide a comprehensive transit service for our targeted population, which is in need of adequate public transportation options.

Established in 1937, the Housing Authority has a significant amount of experience in providing the target population with self-sufficiency assistance. The community bus service is only one of the many supportive services that the Housing Authority offers its clients. Through its direct contact with the targeted population, Housing Authority staff not only understands the needs of the community it serves but has been professionally trained and has the expertise required to make programs like the community bus service successful. The recommendations the Housing Authority is seeking to implement will help breakdown additional barriers and expand the geography of opportunity for our residents, target population, and the community at-large.

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 Housing Authority's community bus service is free and open to the public and allows anyone to access and utilize our services. Anyone that is using our community bus service is doing so because they are in need of transportation in our target area so we welcome them to participate in our program. The survey conducted in our Mobility Management Plan indicates almost all of our riders are either people with disabilities, the elderly, public and affordable housing residents, low-income residents, minorities, and/or people with limited English proficiency. In addition, even though our ridership has substantially increased over the last year, we have not yet reached capacity. This information demonstrates that our target population is not currently being compromised; however, we will continue to monitor our service to make sure our targeted population is given priority.

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

The project serves Central Broward County including the City of Fort Lauderdale, City of Lauderhill, and unincorporated Broward County. The census tracts this area encompasses includes 411, 413, 414, 415, 416, and 425. The geographic boundary is depicted as follows: NW 19th Street as the Northern boundary; Andrews Avenue as the Eastern boundary; SE 6th Street as the Southern boundary; and State Road 7 as the Western boundary. A map of the project boundary is attached to this grant application.

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

According to the U.S. Census Bureau, 2005-2009 American Community Survey, the total population within the project service area, which includes census tracts 411, 413, 414, 415, 416, and 425, is 30,901.

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.

The number of low-income population and individuals with disabilities that will be served by the project is approximately 13,506. This estimate was determined by averaging data collected from the Housing Authority's database on housing units and tenants and on poverty, income, and disabilities data from the U.S. Census Bureau, 2005-2009 American Community Survey, for all six census tracts the project directly serves. Out of the 30,901 people who reside within the project area, more than 80%, or 25,648 people, fall within our definition of the targeted population and are either people with disabilities, the elderly, public and affordable housing residents, low-income residents, minorities, and/or people with limited English proficiency.

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

The unmet needs our project is designed to meet were identified by our consultants in the Mobility Management Plan that was completed in August 2011. The transportation consultants gathered this data from the following sources: by conducting a review of plans, studies and policies at the federal, state, and local level that impact our community bus service; identifying baseline conditions by completing a demographic analysis which allowed them to create a community profile; through public involvement which comprised of an on-board survey and several public workshops; and through an in-depth ridership, traditional market, and existing operations analysis.

From this analysis, our transportation consultants concluded it was clear that unmet needs exist for transportation access. The unmet needs identified from the analyses performed indicated that our passengers are requesting longer service hours and weekend service, would

like the frequency of the service to be improved, and often have a difficult time using the service or understanding exactly where to wait for the bus. There is no staff dedicated entirely to the management and operations of the service; therefore, the service is not always the most efficiently operated. Customer education to access and fully use the service is also limited. In addition, overlap between other service providers exist and could be streamlined; the Sun Trolley NW Community Link Shuttle Bus is a good example of this. The recommendations identified in the plan to address these unmet needs include: later evening service; weekend service; increase the frequency from 90 minutes to 45 minutes; existing route modifications; improve marketing, education and outreach efforts; improve conditions at the bus stops (signs and shelters); add additional stops; create an on-demand service; and travel training and mobility coordination assistance.

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

Although the Housing Authority would like to address all the unmet needs identified in the Mobility Management Plan immediately, it was recommended by the consultants and decided by our management staff that the best approach is to prioritize the improvements and address the recommendations in stages.

Travel training and mobility coordination assistance was identified as one of the most pressing needs and listed as the first priority. The Housing Authority does not have a transportation planner on staff and the activities are currently being handled by the CFO, Senior Accountant, and Director of Grants. It is essential that the Housing Authority hire an individual that has transportation experience to continue the operation of the service. The mobility manager can help enhance our service by providing free on-site education to teach our targeted population how to access the community bus, how to transfer to other modes/systems, and how to access the available transportation resources at the most affordable and convenient rate. The mobility manager will help develop individualized transportation plans for residents while creating partnerships in the community to open up access to jobs and other quality of life activities. The mobility manager will be responsible for collecting information and providing data to the Housing Authority, City of Ft. Lauderdale, and BCT on current operations, demographics, and potential improvements and, conversely, can communicate system changes back to the targeted population. One of the first projects the mobility manager will be responsible for coordinating is the merger of the Sun Trolley NW Community Link Shuttle Bus with our community bus service. Once the Housing Authority has a qualified transportation planner on staff, we will be able to

move forward with some of the long-term recommendations such as existing route modifications, additional stops, creating an on-demand program for the elderly and disabled, and increasing the frequency of the service.

The unmet capital needs that this project will immediately address is bus stop signage and an additional bus. The workshops and survey revealed that current passengers and potential passengers have difficulty locating the bus stop to access the routes because there are no posted signs. This is an easy and minimal cost feature that will allow increase use of the existing service, provide additional visibility, and can be an informational dissemination tool. Providing a signed location for service is also a safety feature. The Housing Authority is requesting funding for an additional bus so it can eventually expand service hours and the frequency of the service. Currently, the Housing Authority leases two buses from Broward County. Both buses are old and frequently have maintenance problems. When this occurs, we have to request a loaner from the County and this often interrupts service. This last year, the maintenance costs for the two buses exceeded \$21,000. Purchasing a new bus will allow the Housing Authority to have one reserve bus when maintenance problems occur, will save money in maintenance costs in the long-run, and will allow the expansion of service hours, location, and frequency.

- 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 Housing Authority works closely with several public transportation providers including: the City of Fort Lauderdale, Broward County, the Downtown Fort Lauderdale Transportation Management Association, and the Broward MPO.

City of Fort Lauderdale - The City of Fort Lauderdale has a designated liaison that works closely with the Housing Authority. The City of Fort Lauderdale assists with oversight, scheduling, designating routes, collecting and retaining ridership and mileage data, coordination with the bus drivers, budgeting and invoice processing, compliance with federal regulations, and the day-to-day operating issues with the community bus service.

Broward County - Broward County leases two vehicles for \$10 per year to the Housing Authority, supplies loaner buses when needed, provides technical assistance to the Housing Authority, and provides funding at \$15 per operational hour.

Downtown Fort Lauderdale Transportation Management Association - The Housing Authority has recently partnered with the Downtown Fort Lauderdale Transportation Management Association and is working with the Association to merge the community bus service with their NW Community Link Shuttle Bus. The NW Community Link encompasses a large portion of the area that is serviced by the Housing Authority's community bus. By streamlining these routes, both agencies will be able to deliver services more effectively and will be able to minimize duplicity.

Broward MPO - The Housing Authority of the City of Fort Lauderdale has recently reached out to the Broward MPO for support and technical assistance. The Broward MPO is committed to working with the Housing Authority to expand transportation choices for the economically disadvantaged, elderly, disabled, and English proficiency limited residents.

- 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 Housing Authority works closely with many social service and local government agencies on various projects and has developed strong relationships with these partners over the last several decades. Organizations such as Housing Enterprises of Fort Lauderdale, Florida, Inc., the Urban League of Broward County, the Honey Project, the Broward County School Board, the Broward County Library System, Youth Empowerment for a Better Tomorrow, Inc., and Sunland Park Elementary School, collaborate efforts to provide the best range of services possible to our cliental. This project will utilize these partners by providing a means to distribute information to our targeted population about the expansion of services and to help residents understand and effectively utilize transit services. This project in turn benefits our partners by providing their clients with access to services that they may not have otherwise been able to access. The on-board survey completed as part of the Mobility Management Plan also showed that many of the community bus shuttle users are accessing feeding centers, homeless shelters, and libraries. With the addition of a mobility manager additional coordination can occur with these facilities to identify programs to assist the targeted populations with self-sufficiency.

- 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 timeline for the first few start-up months are as follows:

Month 1: Immediately upon receipt of grant funding, the Housing Authority can post a job announcement for the mobility manager and begin the search for a qualified candidate. The Housing Authority has already started to meet with the Downtown Fort Lauderdale Transportation Management Association to discuss the merger of the community bus service and NW Community Link Shuttle Bus. Once funding is awarded, we will be able to immediately move forward with designing the new routes and publishing the new schedule.

Month 2: Once the mobility manager is hired, we will proceed with the installation of the new bus stop signs. We will also be in position to begin outreach and education efforts to our targeted population.

Month 3: By month three, or upon receipt of the new bus, the new mobility manager can begin to prioritize, outline, and implement the additional recommendations provided in the plan. This will include the possible expansion of service hours, increasing service frequency, additional stops, and the modification of the existing routes.

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 Housing Authority has consistently been rated as a high performer by HUD and has never been sanctioned. As a public agency, the Housing Authority has strict fiscal and administrative controls in place. The Housing Authority's reporting entity is comprised of an enterprise fund, which includes the activities of several housing programs and component units, has quality assurance procedures in place, and an internal audit function that analyzes potentially risky areas of program operations and management. The internal audit function provides continuous feedback that allows program managers to identify ineffective controls. This same system is currently being used to monitor and evaluate the community bus service on an ongoing basis and will be used for this project as well.

The mobility manager will be responsible for complying with the requirements of the FTA and will closely track the impact of the expansion of the services on our targeted population, specifically those individuals with disabilities. Any changes to environmental infrastructure will be reported, as well as the actual number of rides provided for individuals with disabilities. Goals and objectives will be established for the mobility manager position to ensure effectiveness and achievement of grant application and locally coordinated human services transportation plan requirements. Through bi-annual and annual performance evaluations, the return on investment and impact of this position can be evaluated. In addition, the number of persons trained, educational programs conducted and informational pieces developed will be reported on a regular basis.

Tools and data utilized to monitor and measure success will include the following:

- An increase in ridership on the community bus will demonstrate program effectiveness. This ridership increase can indicate the benefit of the mobility manager's outreach and corresponding activities, bus stop signage, and integrated service with the Sun Trolley NW Community Link;
- An annual survey of residents to determine increases in their knowledge of the transportation services will be an indicator of success;
- Reduced maintenance costs due to the additional vehicle will be monitored as a performance measure;
- Coordination with BCT to monitor para-transit service requests from the area to determine if the bus service not requiring reservations reduces the more expensive demand responsive service because of increased mobility and access;
- Less service interruptions because of an additional vehicle; and
- Route effectiveness can be evaluated more closely because bus stop activity can be monitored.

The procedures documented above will be reviewed periodically according to the needs of the program and any weaknesses will be identified and corrected.

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?

Although the administration of a transit program is new to Housing Authority staff, they have years of experience and expertise in administering a wide-variety of programs and a tremendous amount of experience in providing services to the targeted population in the proposed project area. This knowledge can be transferred and utilized for the transit program. The Housing Authority recognizes its limitations in the transportation sector and this is one of the reasons why the hiring of a mobility manager is the first priority of this project. The expertise of the mobility manager will allow Housing Authority staff to make informed decisions regarding transit expansions and opportunities for the community bus service. Also, the Housing Authority has successfully provided the community bus shuttle service since 2009, increasing usage of the service.

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

The Housing Authority has an impressive track record administering Federal, State, and local grants and typically administers \$25 - \$35 million of federal grants per year. Provided below is a list of the grants the Housing Authority successfully administered in the last year:

New Freedom Grant - \$65,000

CDBG Step-Up Apprenticeship Program - \$175,000

CDBG Community Bus Service - \$25,000

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Public Housing Capital Fund - \$2,334,040

Housing Choice Vouchers - \$24,944,086

Public Housing Operating Fund - \$2,537,430

Our total expenditures of federal awards for fiscal year 2010 was \$32,293,376.

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?

The information provided in questions 17 - 24 provide additional information on how the capital and mobility management request support the operations element of community bus service currently funded through Broward County and the Housing Authority.

Yes, the project is currently meeting its main objectives and target population ridership projections have increased. In February 2010 when the first New Freedom grant application was submitted for the community bus service, ridership for the target population was 3,547 passengers for the month. One year later, in February 2011, ridership had increased to 5,139, which is a 45% increase in ridership. In July 2011, ridership was 6,276. The Mobility Management Plan was completed and through its public involvement activities residents were provided additional information on the existing service. The plan identified next steps to be completed to increase mobility and reduce barriers to transportation access. This grant application seeks to continue implementing improvements consistent with the recommendations of the Plan and improve operational efficiencies.

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?

The proposed project is different from the existing project because we originally applied for mobility management planning assistance. Now that the Mobility Management Plan has been completed, we are beginning to implement the recommendations included in the plan. The

funding requested for this grant application is to assist us in implementing these recommendations. Funding this grant application will increase level of service by eliminating down time related to vehicle breakdowns, increase geographic coverage by consolidating service offered by the Housing Authority with the Sun Trolley NW Community Link service, and is planned to go a step further after the mobility manager is employed to increase service frequency and span. The education elements undertaken by the mobility manager may also increase use of the community shuttle by those who are only aware of the para-transit service and thereby can reduce the need for reservations for transportation access. These additional projects will increase the effectiveness and efficiency of service operations.

- 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?

Operating funding is not requested at this time to support the community bus shuttle project; however, the community bus service is unique in the fact that it is the only transit option in the area that is free. This is extremely important given the targeted population is very low-income and most of our clients are on fixed incomes (the elderly and disabled). The community bus service has more stops within the targeted area than other transit providers making the distance our targeted population has to walk to a stop shorter. Since many of our riders are older and frail, use of the BCT routes is difficult. The dwell times for patrons waiting for buses in the Florida heat or during afternoon thunderstorms is too much for many older residents. Also, the inability to understand or retain schedule information is another barrier to use of the larger bus network. These individuals represent the most vulnerable of the community, and safety is an additional concern; therefore, the community bus service is more practical for our target population than other services. Operators for the Housing Authority shuttle are typically residents from the Housing Authority, so residents are more comfortable with utilizing the service. Knowing the operator is especially important to disabled residents as this added knowledge reduces their fear of trying public transit. The Broward County Annual Operating Report indicated over 17,000 denied trips in 2010, the community bus service offers an alternative for transportation disadvantaged patrons, many of which might be Housing Authority residents.

- 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.

The significant destinations for our target population that our bus service accesses are as follows: Broward Central Terminal; 7th Ave Health Center; Winn-Dixie Plaza at Sunrise & Powerline; African American Research Library; Swap Shop; Lauderhill Mall; County Courthouse; Cooperative Feeding; and the Department of Children and Families. While the primary focus of the grant application is to assist the disabled with additional access to transportation, there are many opportunities through this service to access employment opportunities. The connectivity with the Broward Central Terminal allows access to other public bus options thereby giving users access to employment throughout Broward County and the supporting jurisdictions. With the employment of a mobility manager, schedules for transportation service can be coordinated with residents to ensure access to employment. Having these schedules will also give employers confidence in hiring employees without private auto access.

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

This project provides access to the following services that go beyond the project boundaries: BCT routes, Broward Central Terminal, and the Fort Lauderdale Transportation Management Association Sun Trolley. In addition, BCT has express routes that provide service to Miami-Dade County that will allow users of the Housing Authority service greater geographic access through the connections available between these two services. There are also route modifications recommended in the Housing Authority Mobility Management Plan that the mobility manager will review to provide increased connectivity to the Tri-Rail commuter rail service. Access to Tri-Rail will provide regional connectivity through Broward, Miami-Dade, and Palm Beach counties. Also, through our service the targeted populations have access from their homes to their connection points to other services or directly to their destinations. With the mobility manager, residents will also be given assistance in creating vanpools and carpools as feasible. The mobility manager can work with the South Florida Commuter Services program to establish vanpools or carpools for residents, these services extend to the Martin and St. Lucie County as well as the tri-county area.

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	6276	14134
	Other		
	TOTAL	6276	14134

Explain how the ridership and cost estimates were determined.

The current ridership data is collected by our bus drivers and tabulated by our City liaison who tracks the data. This total is for our targeted population which includes people with disabilities, the elderly, public and affordable housing residents, low-income residents, minorities, and people with limited English proficiency. Not all of the existing ridership is disabled, but the ridership is made up of the targeted population mentioned previously. The disabled receives the greatest benefit of our service because of access directly from the home. While ridership has increased significantly since 2009 when the Housing Authority began providing the service, there are saturation levels that must be considered if service is not improved. Based on the request being made through this grant application to add a mobility manager, enhance the service by identifying bus stop locations, and consolidating the Housing Authority service with the Sun Trolley NW Community Link, ridership increases are anticipated for the disabled and the overall usage of the service. To provide a target for the mobility manager it is anticipated that ridership will increase at a rate of 7 percent per month, leading to an annual increase that more than doubles existing ridership. This is a high goal to increase ridership 7 percent each month, but it is consistent with average ridership increases since service began in 2009 to the current monthly ridership. Setting 7 percent as the monthly goal, if attained, will lead to an annual ridership of 14,134 on the community bus service in the first year. These trips do not include increases to BCT and Tri-Rail service through the Housing Authority service connections or increased carpooling and vanpooling by residents.

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)	\$(0)	\$(0)
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.

While no operating funding is being requested in this grant the cost per trip for operational purposes is identified below:

When the trip goal is met this would equate to a capital / mobility management cost from this grant of \$15.56 per trip, which is the \$220,000 total request divided by the total trips. The increased trips over the current ridership would represent \$27.99 of the total grant requests. It is important to note that the actual operating costs for the community bus service is reimbursed at a rate of \$15.00 per hour, with any additional operating funding needs supplied through the Housing Authority's Affordable Housing Fund. The local investment for the Housing Authority service is \$15.00 per hour and \$67,500 per year for operations. If the ridership goal is reached, this would equate to \$4.78 per 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
New Bus	\$ 75,000	\$ 15,000	\$ 60,000
32 Bus Stop Signs	\$ 9,000	\$ 1,800	\$ 7,200
	\$	\$	\$
	\$	\$	\$
TOTALS	\$ 84,000	\$ 16,800	\$ 67,200

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.

The cost for the new bus was derived from an estimate provided by Broward County and our transportation consultants. For the type of bus we are interested in, our research demonstrated the cost of the bus would be approximately \$75,000. The vehicle cost is consistent with costs for similar style vehicles from the State of Florida vehicle procurement prices available on Transit Research Inspection Procurement Services (TRIPS). The cost for the bus stop signs was provided by our transportation consultants in the Mobility Management Plan and is based on a sign and pole being installed. Bus stops will be located on Housing Authority property or in locations approved for use at no cost to the Housing Authority.

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
Mobility Manager	\$ 130,000	\$ 26,000	\$ 104,000
Operating Plan to Merge Sun Trolley NW Link	\$ 6,000	\$ 1,200	\$ 4,800
	\$	\$	\$
	\$	\$	\$
TOTALS	\$ 136,000	\$ 27,200	\$ 108,800

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.

In reviewing the Housing Authority's budget for creating a new position for a mobility manager and evaluating average salary figures, the Housing Authority determined we could hire a qualified mobility manager for approximately \$50,000 per year. Our benefits are calculated as 30% of the total salary which would result in a total cost of \$65,000 per year or \$130,000 for the total of two years.

Since the revision to the routes and new scheduling for the merger between the community bus service and the NW Community Link Sun Trolley is minimal, the Housing Authority would not have to go out to bid to hire a consultant for this activity. The Housing Authority obtained a quote from our current transportation consultant for this cost since it would be most efficient to hire a firm that already has knowledge of both routes.

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.

Eligible Project Activities		TOTAL FUNDING REQUEST					
		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	Bus	\$60000	\$15000	\$75000	\$	\$	\$
	Bus Stop Signs	\$7200	\$1800	\$9000	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Mobility Management / Planning – 20% Match Required		\$56800	\$14200	\$71000	\$52000	\$13000	\$65000
TOTAL		\$124000	\$31000	\$155,000	\$52000	\$13000	\$65000

- 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 source of the Housing Authority's total match of \$44,000 is the affordable housing fund. This fund generates revenue from the affordable housing stock the Housing Authority owns and manages.

- 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.

Yes, the Housing Authority can continue to pay for any funding gaps in the community bus service as it has done in the past with affordable housing funds. The affordable housing fund generated \$2,362,005 in total revenue for 2010.

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

Chair

Richard Blatner

Vice Chair

Charlotte Redstrom

Members/ Alternates

George Brummie

Bryan Calista

Anne Castro

Burne A. Clotney

Joy Cooper

Harry Dressler

Fredrick Fiskell

Gary Frankel

Foby Fouse

Bob Gantz

Marlyn Garber

Lore Green

Douglas Hodgson

Gate V. C. Holmes

Don Jacobs

Krista D. Jacobs

Sandy Johnson

Eric H. Jones, Jr.

Richard J. Kaplan

Marie McCarney

Ahmed A. Mohammed

Frank Ortiz

Bruce G. Roberts

Dawn Rosemond

Tracy Samuels

Barbara Scharf

John Sans

Layman A. Sattell

Joseph Wallace

Larry Vignola

Rhea Wong

Tom Wester

Benjamin L. Williams

Louise Williams

Executive Director

Gregory Scott

General Counsel

Alan Gairini

September 6, 2011

Mr. Joseph Giuliatti, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

RE: The Housing Authority of the City of Fort Lauderdale
New Freedom Grant Application – Letter of Support

Dear Mr. Giuliatti:

Broward Metropolitan Planning Organization would like to formally express supporting the Housing Authority of the City of Fort Lauderdale's grant application and being named as a recipient for the Federal Transit Administration's New Freedom grant.

The Housing Authority of the City of Fort Lauderdale is requesting funds for their existing Community Bus Service to improve and expand current services by hiring a full-time mobility manager, installing bus stop signs and bus shelters, increasing frequency between stops, expanding service to include weekends and evenings, and purchasing a new bus. Broward Metropolitan Planning Organization supports the efforts of the Housing Authority in breaking down transit barriers and creating additional transportation opportunities for economically disadvantaged, elderly, disabled, and English proficiency limited residents in Central Broward County.

The Broward MPO working collaboratively with the Housing Authority of the City of Fort Lauderdale and the City of Fort Lauderdale Transportation Management Association recognize that the requested grant funds will enhance existing Community Bus Service and improve current services. We know when the grant is awarded both the City of Fort Lauderdale Housing Authority and Transportation Management Association will work together to hiring a full-time mobility manager, install bus stop signs, increasing frequency between stops, expanding service to include weekends and evenings, and purchasing a new bus. It is the Broward Metropolitan Planning Organization core mission to expand transportation choices for the economically disadvantaged, elderly, disabled, and English proficiency limited residents. We believe this grant will help the Housing Authority and the Transportation Management Association in breaking down transit barriers.

Smart Growth Partnership
2823 NE 36th Street
Fort Lauderdale, Fl. 33308
954-801-4915

September 6, 2011

Mr. Joseph Giulletti, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

RE: The Housing Authority of the City of Fort Lauderdale
New Freedom Grant Application – Letter of Support

Dear Mr. Giulletti:

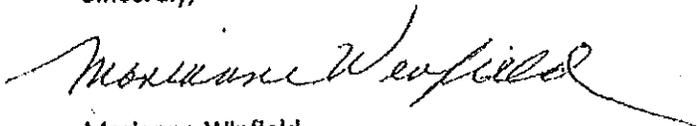
Smart Growth Partnership would like to formally express supporting the Housing Authority of the City of Fort Lauderdale's grant application and being named as a recipient for the Federal Transit Administration's New Freedom grant.

The Housing Authority of the City of Fort Lauderdale is requesting funds for their existing Community Bus Service to improve and expand current services by hiring a full-time mobility manager, installing bus stop signs and bus shelters, increasing frequency between stops, expanding service to include weekends and evenings, purchasing a new bus, and coordinating the Sun Trolley's NW Community Link Shuttle Bus schedule with the Community Bus. Smart Growth Partnership supports the efforts of the Housing Authority in breaking down transit barriers and creating additional transportation opportunities for economically disadvantaged, elderly, disabled, and English proficiency limited residents in Central Broward County.

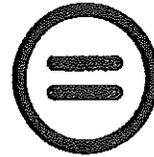
Smart Growth Partnership can provide information to the community, advice and technical support where needed.

Smart Growth Partnership fully supports the Housing Authority of the City of Fort Lauderdale's New Freedom grant request and recommends funding for their proposed project. Please do not hesitate to contact me if you have any questions.

Sincerely,



Marianne Winfield
President



Urban League of
Broward County

11 NW 36th Avenue
Fort Lauderdale, FL 33311

(954) 584-0777 Phone
(954) 584-4413 Fax

www.ulbroward.org

September 6, 2011

Mr. Joseph Giuliatti, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

RE: The Housing Authority of the City of Fort Lauderdale
Letter of Support for the New Freedom Grant Application

Dear Mr. Giuliatti:

The Urban League of Broward County would like to formally express our support of the Housing Authority of the City of Fort Lauderdale's grant application and being named as a recipient for the Federal Transit Administration's New Freedom grant.

The Housing Authority of the City of Fort Lauderdale is requesting funds for their existing Community Bus Service to improve and expand current services by hiring a full-time mobility manager, installing bus stop signs and bus shelters, increasing frequency between stops, expanding service to include weekends and evenings, purchasing a new bus, and coordinating the Sun-Trolley's NW Community Link Shuttle Bus schedule with the Community Bus.

The Urban League of Broward County supports the efforts of the Housing Authority in breaking down transit barriers and creating additional transportation opportunities for economically disadvantaged, elderly, disabled, and English proficiency limited residents in Central Broward County.

We look forward to continuing our partnership with the Housing Authority of the City of Fort Lauderdale and recommends funding for their proposed project. Please do not hesitate to contact me if you have any questions.

Sincerely,

Germaine Smith-Baugh, Ed. D.
President/CEO

Housing Enterprises of Fort Lauderdale, Florida, Inc.

437 SW 4th Avenue ▪ Fort Lauderdale ▪ FL 33315 ▪ Telephone 954-525-6444 ▪ Fax 954-764-4604

August 30, 2011

Mr. Joseph Giuliatti, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

RE: The Housing Authority of the City of Fort Lauderdale
New Freedom Grant Application – Letter of Support

Dear Mr. Giuliatti:

Housing Enterprises of Fort Lauderdale, Florida, Inc. would like to formally express the support of the Housing Authority of the City of Fort Lauderdale being named as a recipient for the Federal Transit Administration's New Freedom grant.

The Housing Authority of the City of Fort Lauderdale is requesting funds for their existing Community Bus Service to improve and expand current services by hiring a full-time mobility manager, installing bus stop signs and bus shelters, increasing frequency between stops, expanding service to include weekends and evenings, and purchasing a new bus. Housing Enterprises supports the efforts of the Housing Authority in breaking down transit barriers and creating additional transportation opportunities for economically disadvantaged, elderly, disabled, and English proficiency limited residents in Central Broward County.

The Community Bus provides service to many of Housing Enterprises of Fort Lauderdale, Florida, Inc.'s affordable housing properties. Housing Enterprises will help the Housing Authority advertise and promote the Community Bus Service to their tenants.

Housing Enterprises of Fort Lauderdale, Florida, Inc. fully supports the Housing Authority of the City of Fort Lauderdale's New Freedom grant request and recommends funding for their proposed project. Please do not hesitate to contact me if you have any questions.

Sincerely,



Nicholas Tranakas, M.D.
President

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 Housing Authority of the City of Fort Lauderdale

Project Title HACFL Community Bus Service

Name of Signatory Tam English

Title of Signatory Executive Director



Authorized Signature

9-7-11
Date

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

Resolution No.

Project Title

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 [Name of Applicant]:

Section 1. That the [Authorized Official], { Title } and his/her successor is authorized to execute and file applications on behalf of [Name of Applicant] with the South Florida Regional Transportation Authority for a Job Access Reverse Commute or New Freedom grant for [Project Title].

Section 2. That the [Authorized Official], { 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 [Authorized Official], { Title} and his/her successor certify that { Name of Applicant} will provide the required local match from { Source of Funds and the Amount of Local Match} funds.

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

Section 5. That the [Authorized Official], { 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 [Name of Applicant].

PRESENTED and ADOPTED the _____ day of _____, 20_____

Signature of Authorized Official

Signature of Attest

Title

Title

EXHIBIT A2: LOCAL MATCH CERTIFICATION

TO BE COMPLETED BY ALL APPLICANTS WITHOUT A GOVERNING BOARD

The undersigned hereby certifies that _____ 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 _____ agrees to provide the
(applicant)
requisite local share of {Enter the amount} from {Enter source(s) of funds} funds.

Name

Title

Notary: _____

Organization

EXTRACT OF THE MINUTES OF THE
REGULAR MEETING OF THE BOARD OF COMMISSIONERS OF THE
HOUSING AUTHORITY OF THE CITY OF FORT LAUDERDALE, FLORIDA
HELD at 6:00 P.M., Thursday, August 18, 2011

The Board of Commissioners of the Housing Authority of the City of Fort Lauderdale, Florida, met in Regular session on Thursday, August 18, 2011 at 437 SW 4 Avenue, Fort Lauderdale, Florida at 5:00 P.M.

The meeting was called to order and the following answered present:

James Camp III, Chair
Shirley Carson
Maria Freeman

Absent: Robert W. Kelley, Vice Chair (schedule conflict); Dr. Nicholas Tranakas (out of town)

A quorum was declared present.

(Herein follows business not pertinent)

RESOLUTION NUMBER 11-13

A 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.

(AS ATTACHED HERETO)

Be it Resolved by the Board of Commissioners of the Housing Authority of the City of Fort Lauderdale, Florida, that Resolution 11-13 is approved.

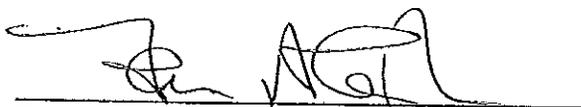
Commissioner Freeman moved approval; Commissioner Carson seconded. Upon roll call the ayes and nays were as follows:

Ayes: Freeman, Carson, Camp.

Nays: None.

The Motion was carried and **Resolution No. 11-13** adopted.

ATTEST:



Tam A. English, Executive Director/Secretary



James D. Camp III, Chair

Adopted: 08/18/2011

HOUSING AUTHORITY OF THE CITY OF FORT LAUDERDALE, FLORIDA

RESOLUTION NO.11-13

A 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.

Project Title: Housing Authority Community Bus

Whereas, the South Florida Regional Transportation Authority ("SFRTA"), is authorized to 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 BOARD OF COMMISSIONERS OF THE HOUSING AUTHORITY OF THE CITY OF FORT LAUDERDALE, FLORIDA:

Section 1. That Tam English, Executive Director, is authorized to execute and file applications on behalf of the Housing Authority of the City of Fort Lauderdale with the South Florida Regional Transportation Authority for a Job Access Reverse Commute or New Freedom grant for the Housing Authority Community Bus Project.

Section 2. That Tam English, Executive Director, 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 Tam English, Executive Director, certify that the Housing Authority of the City of Fort Lauderdale, will provide the required local match in the amount of \$44,000.00 from Affordable Housing funds.

Section 4. That Tam English, Executive Director, is authorized and directed on behalf of the Housing Authority of the City of Fort Lauderdale to execute and deliver grant agreements and all subsequent amendments thereto between the Housing Authority of the City of Fort Lauderdale and the SFRTA-for Job Access Reverse Commute or New Freedom grant, and the Secretary of the Housing Authority of the City of Fort Lauderdale is authorized and directed on behalf of the Housing Authority of the City of Fort Lauderdale to attest said agreements and all subsequent amendments thereto.

Section 5. That Tam English, Executive Director, 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 Housing Authority of the City of Fort Lauderdale.

PRESENTED and ADOPTED the 18th day of August, 2011

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.

SUN SENTINEL
Published Daily

Fort Lauderdale, Broward County, Florida
Boca Raton, Palm Beach County, Florida
Miami, Miami-Dade County, Florida

STATE OF FLORIDA
COUNTY OF BROWARD/PALM BEACH/MIAMI-DADE

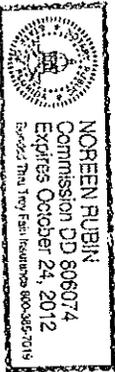
Before the undersigned authority personally appeared Lana L. Reed who on oath says that he/she is a duly authorized representative of the Classified Department of the Sun-Sentinel, daily newspaper published in Broward/Palm Beach/Miami-Dade County, Florida, that the attached copy of advertisement being, a NOTICE in the matter of THE CITY OF FORT LAUDERDALE HOUSING AUTHORITY - NEW FREEDOM CAPITAL appeared in the paper on AUGUST 24, 2011 AD ID 2468625 Affiant further says that the said Sun-Sentinel is a newspaper published in said Broward/Palm Beach/ Miami-Dade County, Florida, and that the said newspaper has heretofore been continuously published in said Broward/Palm Beach/Miami-Dade County, Florida, each day, and has entered as second class matter at the post office in Fort Lauderdale, in said Broward County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant says that he/she has neither paid, nor promised, any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in said newspaper.

Lana L. Reed, Affiant



Sworn to and subscribed before me on 24 August, 2011, A.D.

(Signature of Notary Public)



(Name of Notary typed, printed or stamped)

Personally Known or Produced Identification _____

PLACE COPY OF LEGAL NOTICE HERE

Housing Authority of the City of Fort Lauderdale

The Housing Authority of the City of Fort Lauderdale is applying for a New Freedom capital and operating grant for their existing Community Bus Service. The grant funds will be utilized to improve and expand current services by hiring a full-time mobility manager, installing bus stop signs and bus shelters, increasing frequency between stops, expanding service to include weekends and evenings, and purchasing a new bus. Any persons requesting a hearing for the New Freedom Grant Program must notify the Housing Authority of the City of Fort Lauderdale in writing and send the request to 437 SW 4th Ave., Fort Lauderdale, FL 33315. A copy of the request for a hearing must also be sent to the South Florida Regional Transportation Authority 800 NW 33rd Street, Suite 100 Pompano Beach, FL 33064

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 OMB 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.

Tam English, Executive Director



9-7-11

(Type name and title of authorized individual)

(Signature of authorized individual)

(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.

APPENDIX A

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: Housing Authority of the City of Fort Lauderdale

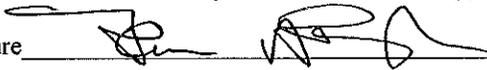
Name and Relationship of Authorized Representative: Tam English, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2011.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2011.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature  Date: 9-7-11

Name TAM A ENGLISH
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Housing Authority of the City of Fort Lauderdale

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature  Date: 9/7/11

Name Thomas R. Tatum
Attorney for Applicant

Each Applicant for FTA financial assistance and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

APPENDIX A

**FEDERAL FISCAL YEAR 2011 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Housing Authority of the City of Fort Lauderdale

The Applicant agrees to comply with applicable provisions of Categories 01 – 24. _____

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	<u>X</u>
02.	Lobbying.	<u>X</u>
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	<u>X</u>
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	TIFIA Projects	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

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.

**Housing Authority of the City of Fort Lauderdale
Disadvantaged Business Enterprise Program Statement**

The Housing Authority of the City of Fort Lauderdale does not discriminate and 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. All minorities, women, and other disenfranchised groups are welcome to participate in our bidding procedures and are free to apply to any of our programs we administer. The Housing Authority prides itself on promoting groups and companies that reside within the City of Fort Lauderdale to succeed and believes that any contract work that needs to be done should be awarded to entities within the community. We believe that in order to build and grow a community you have to increase the livelihood of the people who reside within it, and what better way than to increase the housing stock and employment than to support minority, women and/or other disenfranchised groups.