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 **DECEMBER 21, 2012** AT **12:00 NOON EST.**

- ☒ Signed Application Checklist
- ☒ Section 1: Summary of Application
- ☒ Section 2: Applicant, Existing Services, and Service Area
- ☒ Section 3: Project Information
- ☒ Section 4: Coordination
- ☒ Section 5: Implementation and Scalability
- ☒ Section 6: Project Management and Reporting
- ☒ Section 7: Additional Information - Operating Projects Only
- ☒ Section 8: Additional Information - Capital/Mobility Management Projects Only
- ☒ Section 9: Summary of Project Cost
- ☒ Section 10: Letters of Support
- ☒ Exhibit A1: Resolution by Applicants with a Governing Board
- ☒ Exhibit A2: Certification by Applicants without a Governing Board
- ☒ Exhibit B: Public Hearing
- ☒ Exhibit C: Single Audit Act
- ☒ Exhibit D: Federal Certifications and Assurances
- ☒ Exhibit E: Civil Rights Requirements

☒ Exhibit F: Procurement

☒ Exhibit G: Restrictions on Lobbying

☒ Exhibit H: Milestone Information

Name: Danielle N. Hartman
(Individual authorized to execute contracts with South Florida Regional Transportation Authority)

Signature: _____

Date: 1/31/2013

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	Ruth Rales Jewish Family Service
Contact Person	Victoria A. Giller
Address	21300 Ruth & Baron Coleman Blvd., Boca Raton, FL 33428
Email	victoriag@ruthralesjfs.org
Phone Number	561-852-6083

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	
Address	
Email	
Phone Number	

Project Type (Place an X in the appropriate box). For a detailed list of eligible projects, please refer to Appendix B: JARC and NF Eligible Projects.

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

Project Information

Project Name	Community Center Van Access Program
Service Area	Palm Beach County, FL: Delray Beach, Boca Raton, and Highland Beach
Start Date	Upon approval of New Freedom grant funding
Total Project Cost	$214,135.00
JARC/NF Funding Requested	$148,781.00
Number of Years for Which Funding Requested	2
Total Local Match	$65,354.00

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	Danielle N. Hartman
Printed Name of Authorized Representative	Danielle N. Hartman
Date	1/31/2013

SECTION 2: APPLICANT, EXISTING SERVICES, AND SERVICE AREA

1) Provide a brief description of the applicant and its background with implementing this type of project.

For over thirty years, Ruth Rales Jewish Family Service (JFS) has been providing help, hope and humanity through our comprehensive range of programs and services which support people of all ages and beliefs. JFS is a non-profit, non-sectarian human service organization that serves approximately 15,000 people annually. With locations in Boca Raton and Delray Beach, Florida, JFS programs and services include food and financial assistance, senior services, counseling and mental health services, and many volunteer opportunities. The JFS Shirley & Barton Weisman Delray Community Center, which opened in 2010, provides an ideal venue for seniors to take part in a variety of social opportunities, wellness activities, educational classes and other life-enhancing programs.

JFS has an exemplary service record, recognized through numerous accolades for outstanding services provided to the South Palm Beach County community. In 2006 we were named the Lead Agency for Serving Seniors in South Palm Beach County by the Area Agency on Aging. In 2005, the Area Agency on Aging recognized JFS as the Outstanding Provider of the Year based on our response effort during Hurricane Wilma. Since 2008 we have received local certification from Nonprofits First for effective fiscal and administrative management.

JFS has significant experience in the area of senior transportation. Since 1999, the Director of Volunteer Services has overseen the JFS Kibbitz & Ride volunteer driver program. The program focuses on addressing the continued gap in transportation services for low income seniors. Through the program JFS recruits, trains, and manages a pool of volunteer drivers (with a focus on recruiting senior volunteers) to serve seniors in need of transportation. Every weekday volunteer drivers provide seniors with necessary transportation to buy groceries, attend personal care appointments, participate in educational and social programs, and access medical services. Our part-time Transportation Coordinator currently manages approximately 40 volunteer drivers and coordinates over 200 rides per month. In a one-year period, 1,325 rides were provided to 110 seniors. 100% of participants are linked to JFS case management services to identify the need for other programs such as counseling, food, or financial assistance. In 2011, the program was named one of the 50 "best of the best transportation services" for older adults by the Beverly Foundation. In addition we facilitate a free voucher transportation program to provide local transportation for residents of the Gould and Weinberg low-income senior housing on the Federation campus. Through donor funding, we are able to provide bus service to the Weisman Delray Community Center only 1 day per week for members of our Diamond Club (age 85 and over). Between 100 – 150 Diamond Club members ride the bus to the center weekly. This service is contracted out to Federation Transportation services. While successful, these programs do not address the overwhelming transportation needs of disabled seniors throughout our community. JFS has identified a cost-effective, efficient way to reach

thousands of disabled seniors in the JFS service area and, through a new transportation program, bring them out of isolation and into an active, fulfilling new way of life.

2) Provide a brief description of the applicant's existing services.

Ruth Rales Jewish Family Service
Programs and Services

Food & Financial Services: JFS is a life line to individuals and families in crisis, providing emergency funds for basic necessities such as utility bills, mortgage payments, short-term in-home healthcare, medications and other urgent needs. The Jacobson Family Food Pantry at JFS delivers bi-weekly food packages to qualified low-income, poverty stricken seniors, individuals and families in need of food. The Caring Doctors Project links doctors from the community with uninsured adults between the ages of 18-64 to provide pro-bono medical care on a short-term basis.

Senior Services: Our Senior Services program provides a comprehensive array of services to enhance their quality of life, health and wellbeing. Services include assessment and care coordination, patient advocacy, transportation, companionship, reassurance and many socialization opportunities. Case managers play a crucial role in ensuring the wellbeing of feeble seniors who come to our agency with no where to turn for help. The Shirley and Barton Weisman Delray Community Center provides much needed social, educational, recreational, and health and wellness programs. Transportation services include the Kibbitz & Ride Volunteer Driver Program and a transportation voucher system with local area transit provider(s) for residents of the Gould and Weinberg low-income housing so that they can go shopping and take part in socialization activities. We also provide 1-day of bus service for seniors who are member of the JFS Diamond Club (age 85 +) to visit the Weisman Delray Community Center.

Counseling & Mental Health Services: JFS offers counseling to individuals and families (including children), support groups, workshops, psychiatric assessment and medication management, mentoring programs and a free drop-in center for adults living with persistent mental illness and/or developmental disabilities. Clinicians are located in both Boca Raton and Delray Beach and see a wide range of clients experiencing difficulties with job loss, marital problems, depression, family issues including divorce and relationship troubles. In addition, the Welcome Home Program, a 4-day per week program, that offers group support and therapies to individuals with chronic mental illness including schizophrenia, severe depression and bi-polar disorders.

Volunteer Opportunities: Well trained volunteers enable JFS to reach further into the community and provide a wide scope of vital services and unique programs. Volunteer services include mentoring children and teens, providing transportation for seniors who could otherwise not maintain their independence, reducing the isolation of the homebound through telephone reassurance calls and friendly visits and providing administrative support to the professional staff at JFS. Volunteers at the Shirley & Barton Weisman Delray Community Center teach classes, work in the café, answer phones and greet visitors. The program not only enables us to serve the community, but also provides immeasurable benefits to the volunteers including a sense of purpose, the feeling of being appreciated, the gratification of selflessly giving to others, and the opportunity to use their talents and experience in a meaningful way. A total of 385 volunteers donated more than 25,000 hours of service to the agency last year.

3) **Provide a brief description of the existing service area (provide demographic, economic, and geographic information).**

Palm Beach County, FL, is home to 262,076 seniors, a higher percentage of seniors (22%) than any US county of comparable size. Furthermore, the greatest concentration of seniors age 85 and older live in South Palm Beach County, the JFS service area. The size of the older adult population (60+) in this suburban area is approximately 236,418; representing a high percentage of older seniors (85+), disabled seniors, partial and fully homebound seniors, and low-income seniors with a majority living alone (Source: Assessing the Needs of Elder Floridians for PSA 9, FL; U.S. Census Bureau, Demographic Profiles 2000). The zip codes in the JFS catchment area, 33444, 33445, 33484, were identified by the Area Agency on Aging as a high needs area based on poverty level, disability status, and minority status.

Three of the largest lower income retirement communities in Palm Beach County are within a few miles from the Shirley & Barton Weisman Delray Community Center. Kings Point, located in Delray Beach, has a population of 12,384 seniors. Century Village, located in Boca Raton, has a population of 7,587 seniors and Villages of Oriole which has a population of 4,758. The largest number of households in South Palm Beach County with annual incomes below $10,000 are in these communities. In Palm Beach County, Century Village and Kings Point communities have the second highest numbers of households with no motor vehicles available. Villages of Oriole is ranked third. (Source: Jewish Federation of South Palm Beach County Senior Services Study, February, 2009).

The oldest bracket (75+) deserves special attention due to the tremendous growth in their population over the last ten years and the more numerous problems related to being an "older" senior – widowhood, loneliness, depression, health issues, limited mobility, cognitive decline, fewer transportation options, and diminishing financial resources. JFS serves the senior population in this high-concentration, high-needs areas with a myriad of services that provide them with the care and assistance they require to improve their quality of their life, maintain their independence, and enable them to stay in their home through their elder years.

SECTION 3: PROJECT INFORMATION

4) **Project Title:** Community Center Van Access Program

5) **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

6) **Provide a description of the project.** For projects seeking operating assistance, provide details of proposed routes, schedules, and trip coordination strategies. For capital projects, explain the quantity and type of assets to be procured, use, useful life, and whether assets are expansion or replacement assets. If the project has multiple elements (i.e., operating, mobility management, capital), please include a description of how these elements relate to each other.

The Community Center Van Access program (CCVA) will begin by providing services to the three largest senior communities within the JFS service area, specifically Kings Point, Century Village and Villages of Oriole. Two vans will run from 9:00 am to 4:00 pm Monday

through Friday. Each van will complete 5 round-trip routes per day. Each route will begin and end at the Shirley & Barton Weisman Delray Community Center. Transportation to this central site will enable frail, disabled, low-income seniors to access numerous programs and services at one location. In addition to social, health and wellness, and education opportunities, through available case management services at the center, seniors can be connected to other JFS service as deemed necessary including food and financial assistance, counseling and mental health services (including a drop-in center for adults will persistent mental illness), and volunteer opportunities. There is no other agency in Palm Beach County that provides this full compliment of services at one site.
Through the first project stage, JFS will determine specific routes to include numerous stops within these large communities so that the van ride is easily accessible for as many residents as possible. The majority of riders are disabled and, as such, the vans will be equipped with lift services, ample space to accommodate wheel chairs, and mobility assistance equipment such as walkers. These routes may be modified through the initial implementation period in response to needs of the passengers in terms of number of pick-up and pick-up locations within the communities. There need only be 1 passenger per stop to designate it as a route stop. Pick-up stops may be changed and added according to ridership. The vans provide group trips at gated communities which addresses the need to limit duplication of services in the community. The currently available paratransit services pick up only one passenger at a time even if several are going to the same destination. A Delray Beach route will encompass pick-ups at Kings Point and Villages of Oriole. A Boca Raton route will encompass pick-ups at Century Village. As the project moves forward, additional senior communities may be added to the routes to accommodate an even greater number of seniors in the JFS service area. The communities may include Lakes of Delray, Newport Cove, Whisper Walk, Huntington Lakes, Bonaire, and Huntington Point. The CCVA program goes above and beyond ADA guidelines in that we will implement a volunteer greeters component to help riders on and off the vans and into the center. Volunteers all undergo complete background checks and a comprehensive intake process completed by the JFS Director of Programs. They will be educated and trained to fulfill the "greeter" duties.

The request for capital funds will enable us to purchase two ADA compliant vans with 12 standards seats, 4 foldaway seats, and a lift to accommodate wheelchairs and other mobility assistance equipment for frail, disabled seniors. We also seek operational funds restricted to this project in order to operate the program as delineated in the included operational budget.

The overriding goal of the program is to continually support the elderly so that they are able to remain in their home environment longer, to reduce inpatient hospitalization, delay nursing home placement and enhance their overall quality of life. In their 2012 Senior Services Fact Sheet, the National Council on Aging states that "research shows that older adults who participate in senior center programs can learn to manage and delay the onset of chronic disease and experience measurable improvements in their physical, social, spiritual, emotional, mental, and economic well-being."

7) **Identify target population(s) of the project.** Cite any studies conducted and the corresponding recommendations that contributed to the development of the project. Explain how the project will be marketed to those populations. 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 size of the senior adult population in Palm Beach County (262,076 seniors) not only represents a higher percentage of seniors than any US county of comparable size, it represents an extraordinary percentage of older seniors (85+), disabled seniors, partial and fully homebound seniors, and low-income seniors, with a majority living alone (Source: Assessing the Needs of Elder Floridians for PSA 9, FL; U.S. Census Bureau, Demographic Profiles 2000). As noted in the 2009 Jewish Federation of South Palm Beach County Senior Study, affordable transportation options remain one of the priority unmet needs in our community. In addition, in conjunction with its 2030 Long Range Transportation Plan, The Palm Beach Metropolitan Planning Organization (MPO) compiled data in 2004 and 2005 to illuminate needs and gaps with respect to public transportation. The MPO reported that the highest concentrations of the most elderly seniors in Palm Beach County reside in the JFS services area, specifically Delray Beach and Boca Raton. Two thirds of seniors living in Palm Beach County are within the agency's service area. Delray Beach has a population of 60,555. 23% are seniors age 65 and over. Boca Raton has a population of 84,392. 21% are seniors over age 65. Seniors that visit the Weisman Delray Community Center range in age from 64 to 100. There are approx 5% in their 60's, 45% in their 70's, 45% in their 80's and 5 % over 90 with 2 being 100 years old. The target populations of the JFS Community Center Van Access program (CCVA) are low-income seniors, seniors with compromised mobility and disabilities, and seniors with no personal transportation options in Delray Beach and Boca Raton. A one-time registration process will ensure that the service is limited to this target population. The CCVA program is provided free to registered riders.

The demand for services is increasing as the number of retirees to our county rises and this population ages. We will include CCVA marketing and outreach in our program budget to enable us to advertise the program in various media outlets including the county newspapers, community newsletters, and at community outreach events. Furthermore - special events are advertised and promoted, with the inclusion of the CCVA transportation services printed in these materials. More community members will have the opportunity to attend these events including wellness seminars, socialization events, and holiday celebrations with accessible transportation.

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

Transportation is a big problem for older people who no longer drive. This is particularly acute in suburban areas where housing and community development were planned around the individual car. Available transportation options for seniors are very limited. The result is often that seniors are left in isolation which may lead to a decline in health and mental health status, serious social, psychological, physical and economic ramifications.

The transportation needs of this population continue to grow as the number of aging baby boomers increases rapidly. More than half of all non-drivers age 65 and older stay at home and often become isolated largely because transportation options are limited or the barriers to access these services are high. JFS has responded to the transportation needs of seniors to some extent through our Kibbitz & Ride volunteer driver program, a transportation

voucher system, and 1-day per week bus service for our Diamond Club members (441 members, age 75+) to the Weisman Delray Community Center. However, the growing unmet needs of our community makes it critical for JFS to implement new and increased transportation services in order to meet the critical needs of seniors in our community.

Cutbacks in county transportation and finite resources for existing providers result in a growing unmet need. Public transportation is difficult for seniors to navigate due to confusing and/or changing schedules, limited routes and hours, multiple transfers, onerous applications, minimum call-ahead time, and long waits outdoors in the Florida heat. The door to door public transportation services provided by other human service agencies in the area (Volen Center and Jewish Federation Transportation Services) have similar challenges including long waits and inconsistency. Additionally, funding limitations make it impossible for these providers to meet all of the current demand for expanded services. Many seniors cannot afford to pay even small fees for these services. Private car and paratransit services are available but are quite costly. For these reasons and more, the 2009 Senior Services Study of the Jewish Federation of South Palm Beach County identified transportation as a priority unmet need.

This gap in transportation services can significantly impact the quality of life for older adults without a support network of family/friends to assist them, and who cannot drive themselves. Loneliness, isolation, and depression are common among seniors who do not interact with others due to not being able to leave their home. Without access to transportation mental health needs (e.g. issues related to bereavement, loss of physical abilities, loss of independence) and physical health needs may not be addressed in a timely way, leading to deteriorating health. For many of our seniors whose loved ones live out of the area, JFS has become a surrogate family and provide a much needed safety net against isolation and depression.

The National Council on Aging cites research that shows that older adults who participate in senior center programs can learn to manage and delay the onset of chronic disease and experience measurable improvements in their physical, social, spiritual, emotional, mental, and economic well-being. In order to offer our community seniors the opportunity to benefit from our Weisman Delray Community Center program, we must first provide transportation to get them there.

9) Does the project address at least one (1) strategy identified in the local Coordinated Plan? (The Coordinated Plans of Broward, Miami-Dade, and Palm Beach Counties can be found on the SFRTA website at www.sfrta.fl.gov/grants)

☒ Yes
☐ No

If YES, list the strategies in the local Coordinated Plan that your project conforms with. List the name of the Coordinated Plan, conforming goal, and page number.

As identified in the 2011-2012 Human Service Transportation Plan on page 103 under the heading Breakout for New Freedom Program (NF) 5317, the JFS Community Center Van Access Program (CCVA) specifically addresses 3 Transit Priorities. In order to address the needs indicated under "Where Can Transit Be Improved" CCVA will (1) provide "smaller feeder vehicles to go into gated communities", (2) Purchase/use a variety of vehicles to meet services needs" and (3) Our service will furthermore address the need for increased paratransit serviced through providing the identified priority need for subsidized feeder services. CCVA directly address the inefficiencies in Palm Tran Connection by utilizing van service that goes into communities to pick up groups of riders. This reduces duplication of several transportation providers that pick up single riders in the same community.

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

The Community Center Van Access program will cover communities in Delray Beach and Boca Raton, Florida. See map of service area included with this application.

11) **Estimate the number of low-income population (JARC) and individuals with disabilities (NF) that will be served by the project.** Provide an explanation as to how the estimate was determined.

A report released from Census Bureau presented in the Senior Journal states that of the 35.03 million senior citizens living in the U.S., 52% have a disability. Of this number, 12.9 million (37%) have a severe disability and 5.5 million (15.6%) need assistance with daily living.

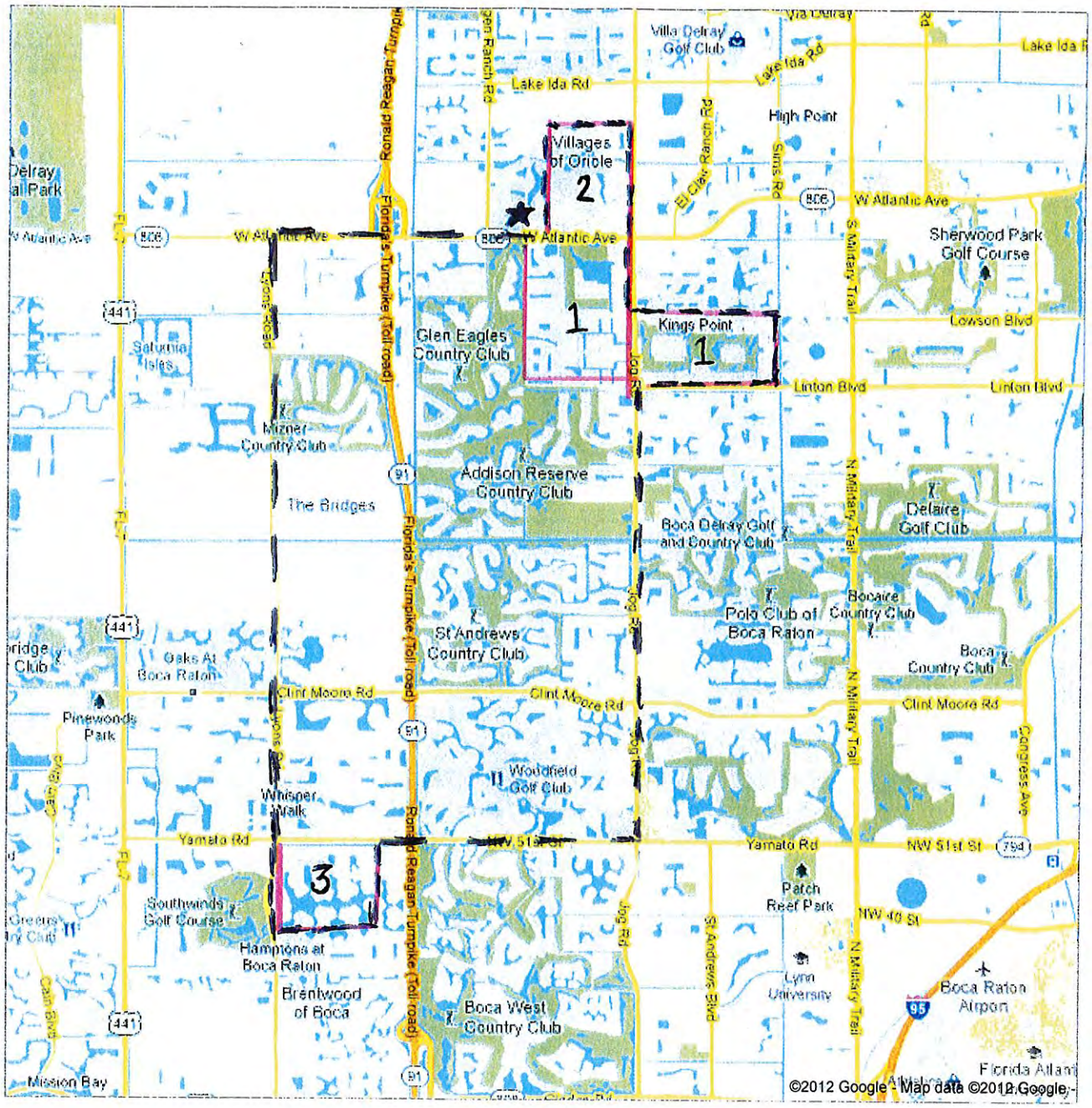
The U.S. National Institute on Disability and Rehabilitation Research states that there is "strong evidence that the chances of becoming disabled increases with age. But, it continues to get worse, in advanced years. For people 80 and older, the disability rate was 71%, with 56% having a severe disability.

JFS can confirm that the overwhelming majority of our clients are classified as disabled. We see this evidenced by the over 350 seniors that visit the Weisman Delray Community Center each day. Beyond those with severe disabilities, virtually all of the seniors we serve have limited mobility or other physical or mental impairments that substantially limits their major life activities. As such, they all fall under definition of disabled according to The Americans with Disabilities Act.

In the communities we intend to serve by the CCAV program, data and commentary presented in CityData website shows the following:

- Century Village is #4 on the Top 100 list of communities with oldest residents in the U.S. with a Median Age 78 and a Median household income $21,448
- Kings Point is #5 on the list of Top 100 list of communities with the oldest residents in the U.S. with a Median Age 78 and a Median household income $23,037
- Villages of Oriole is # 6 on the Top 100 list of communities of the oldest residents in the U.S. with a Median Age 78, Median household income $29,558

Ruth Rales Jewish Family Service
Community Center Van Access Program geographical boundaries



★Weissman Delray Community Center

1. Kings Point
2. Villages of Oriole
3. Century Village of Boca Raton

Other communities in geographical area may be added to route

These statistics confirm that the senior population we serve are well below the medium income level of the state of Florida, therefore defining the majority of these residents as low-income and unable to afford even low-cost transportation. CCVA service is free to residents.

In our first year of service, two ADA compliant vans with 12 standards seats, 4 foldaway seats, and a lift, running from 9:00am to 4:00pm Monday through Friday, we will have the capacity to serve up to 150 low-income and disabled seniors each day (based on round-trip rides).

SECTION 4: COORDINATION

12) Explain how your organization coordinated with existing public transportation providers to develop the project. Identify other transportation providers that currently operate similar services to the target population within the project area. How do you plan to prevent the duplication of services? Discuss anticipated formal agreements, arrangements to coordinate services, joint funding initiatives, the pooling of resources and any other coordination efforts planned or already initiated.

The JFS Community Center Van Access (CCVA) program is unique in that it provides group transportation that eliminates duplication of transportation services for seniors living in the same communities wanting access to senior services, activities and opportunities. The two vans we propose to purchase are ADA compliant with 12 standards seats, 4 foldaway seats, and a lift to accommodate wheelchairs and other mobility assistance equipment for frail, disabled seniors.

We will potentially enter into agreements with the senior communities we intend to serve so that the vans can continually access the communities without incident or delay. Those who are in need of additional transportation assistance within the community for purposes to include medical appointments, personal care appointments, visits to the grocery store and pharmacy, will be referred to the JFS Kibbitz and Ride Volunteer Driver program. We will continue to provide Palm Tran public transportation bus vouchers for residents in our HUD housing for seniors on the Jewish Federation of South Palm Beach County's Boca Raton campus. In addition, we will facilitate connecting seniors with public transportation services for needs outside of the center and the JFS catchment area.

13) Explain how your organization coordinated with human service transportation providers and/or other private non-profit/for-profit operators to develop the project. Identify other human service transportation providers and/or other private non-profit/for-profit operators that currently operate similar services to the target population within the project area. How to you plan to prevent the duplication of services? Discuss anticipated formal agreements, arrangements to coordinate services, joint funding initiatives, the pooling of resources and any other coordination efforts planned or already initiated.

While the Volen Center, located in Boca Raton, is a human service agency that provides parpatransit services, the CCVA program is differentiated in a number of ways: We offer no-cost continuous service with no reservation needed. Our service is specific to large gated communities identified as high-needs areas where disabled low-income seniors reside. Vans will run on a consistent schedule with multiple options for pick-ups throughout the day. The CCVA vehicles will make multiple stops in communities to enable seniors with disabilities and limited mobility to access the vehicles. Riders can choose when they ride to the center and when they want to leave the center. This provides a greater sense of independence and self-sufficiency. The service is destination specific to a premier senior center with unparalleled services, activities and opportunities. Providing disabled seniors with an accessible transportation connection to the JFS Weisman Delray Community Center encourages community building as visitors form relationships, create support networks and friendships, engage in new activities and, ultimately, find freedom from isolation. We will facilitate an easy one-time registration process whereby riders will not have to make a trip to the center to register and those who need assistance with registration due to limitations will be provided with assistance.

SECTION 5: IMPLEMENTATION AND SCALABILITY

14) **Please provide the number of months needed upon receipt of award to begin providing services to the project's target population.** Identify the activities that have been completed thus far to develop the project. Provide a schedule for project implementation and complete the Milestone Information Form provided in Exhibit H. 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.

We expect delivery of vans within 16-18 weeks from contract award date. Within the time period prior to van delivery we expect to accomplish the following:

- Hire drivers, background checks, training
- Route development
- Community agreements
- Create marketing materials and distribute service announcements
- Begin rider registration process

15) **Provide evidence of financial capability to implement the project.** Please note that no advance payments will be made by SFRTA to applicants under any circumstances.

JFS has a line of credit at COMERICA to meet unanticipated expenses. We have included a letter from Comerica attesting to this line of credit. Furthermore, our net assets are 10M+ which shows a strong financial position.

16) **Could the project be implemented on a more limited scope with less funding?**

☒ Yes
☐ No

If YES, please describe in detail how your project could be scaled down with less funding. Please provide specific funding scenarios.

Our proposed CCVA project budget is $75,090 in operational expenses and $139,046 in capital expenses. As such, the request for funding is $37,545 in operating funds and $111,237 in capital funds for a total of $148,782 for the first year. We are requesting only operating funds in year 2 with a total 2nd year request of $37.935. In order to operate a scaled-down service, we would need at least enough funding to purchase and operate one van instead of the proposed two vans. This would cut our budget in half and, as such, our funding request in half. We would also ask for 2nd year operations funding for the scaled-down project. Having only one van would mean reducing the number of hours that the service is provided and limiting the routes, which would result in us having to limit the number of disabled and low-income, homebound seniors we could accommodate. It would potentially cut the number of rides provided from a projected 72,000 to 36,000 (based on 1-way trips).

SECTION 6: PROJECT MANAGEMENT AND REPORTING

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

Ongoing evaluation will be used to determine the success and efficacy of the routes and changes will be made accordingly. Furthermore, marketing and outreach may encourage requests for the van service in other local senior communities. As such, we may modify routes according to need for service. Our expectation is that, after 6-months of implementation, we will have determined regular consistent routes which are most advantageous to the seniors we serve.

The success of the program is evaluated through measuring the number of rides we provide, the number of disabled seniors utilizing the program, and client surveys. We believe that good service delivery has been the key to the success of senior transportation services.

Criteria 1: Up to 48,000 one-way trips will be provided for seniors with disabilities
Anticipated Outcome: 48,000 one-way trips.

Criteria 2: CCVA services will cover senior retirement gated communities in Delray Beach and Boca Raton
Anticipated Outcome: CCVA will pick up passengers in Century Village, Kings Point, and Villages of Oriole. Service may be expanded to other communities in the vicinity according to expressed interest and need

Criteria 3: Surveys will be distributed to riders to evaluate client satisfaction.
Anticipated Outcome: 95% of seniors surveyed will express satisfaction with the CCVA Program.

Criteria 4: Seniors will remain in their home environment longer as a result of receiving transportation to partake in activities and services provided at the Weisman Delray Community Center.
Anticipated Outcome: 95% of seniors served will remain in their homes.

Criteria 5: Approximately 100 per day will be served.
Anticipated Outcome: The number of disabled seniors served based on two vans, each running 5 round-trip routes per day would provide 100 seniors with services each day. The number of riders utilizing CCVA will be recorded and, due to expected growth over time during the first year of the program, we will report the actual number served at quarterly intervals and determine a baseline for the second year of the program and subsequent years. This will enable us to evaluate the impact of the program throughout the communities served and the needs in each community.

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.*

18) Does your organization have experience in administering federal grants? Your response should include the following:

- Details of federally funded grants that your agency has managed.
- Procedures your organization has developed for implementing a Civil Rights Program.

The Area Agency on Aging (AAA) designated JFS as the Lead Agency for Senior Services in the county from 2006-2009 with a total of $4,488,618 in grant funding. Furthermore, since 2006 the AAA has awarded annually funds to JFS through the Local Service Program (LSP). From 2006-2012 the total amount of LSP grant funds equals $878,104. These funds are passed down from the U.S. Department of Health and Human Services, to the Florida Department of Elder Affairs and then to the AAA. Through a competitive grant process, the AAA allocates the funds to nonprofit entities. Management and reporting of these funds is accomplished on a timely and consistent basis at the highest level of managerial excellence. The grants are managed by Audrey Schattner, CPA. Ms Schattner has been with Jewish Family Service since August 2006 and currently holds the position as Fiscal Grant Administrator. Audrey spent over

five years in auditing with Price Waterhouse Coopers and also worked at the University of Miami and JM Family prior to joining Jewish Family Service.

In 2012, JFS received a grant in the amount of $166,520 from the Palm Beach County Workforce Alliance. The purpose of the grant is to trains seniors to re-enter the workforce through a senior companion training program. These funds were allocated by the US Department of Labor/ US Department of Health & Human Service to the State Department of Economic Security and distributed through a competitive process by the Palm Beach County Workforce Alliance. We have successful run, reported on and accomplished the goal of the funded project and are apply for renewal of funds for 2013. This grant is managed by the JFS Director of Grants Management, Victoria Giller. Through her career as a grants professional, Ms. Giller has secured and managed numerous federal grants including grants from the National Endowment for the Arts, National Endowment for the Humanities, Institute of Museum and Library Services, and the Department of Housing & Urban Development.

The JFS Civil Rights Program was developed in accordance with the Civil Right Act of 1964 as detailed in US Equal Employment Opportunity Commission documentation. Our Civil Rights Program principles and procedures are clearly described in the JFS Board Approved Employee Manual distributed to every agency employee. Each employee signs documentation certifying that they have read and understand all contents of the manual including the Civil Rights Program.

In preparation for our application to the New Freedom grant, JFS has taken steps to develop and implement a Federal Transit Administration Title VI Program which is included with this application.

19) **Describe your agency's ability to manage the project, including its financial and human resources, and its institutional capacity.**

JFS prides itself on employing a staff of consummate professionals who are highly educated, experienced and successful in their professional disciplines. Our ability to manage the Community Center Van Access (CCVA) program is based on the excellence of our staff and is confirmed by the ongoing success of our programs, services, grant management, and fiscal responsibility. JFS is certified by NonProfits First as an agency achieving managerial excellence.

Members of the JFS staff involved in the implementation, operations, oversight, reporting and fiscal management of the CCVA program include:

Danielle N. Hartman, President & CEO: Ms. Hartman joined Ruth Rales Jewish Family Service as President and CEO in March 2010. Previously she served as Vice President, Governance and Planning for the Jewish Federation of South Palm Beach County. Prior to joining the Federation, Danielle worked for seven years in the private sector as a Manager of Operations for GE Supply, a division of General Electric, where she participated in the Distribution and Sales Management Training Program. She received her Master's in Non-Profit Management from Florida Atlantic University and holds a B.S. in Marketing from Drexel University in Philadelphia. Danielle currently sits on the National Board of Directors of the Association for Jewish Family and Children Services (AJFCA) as well as Florida Atlantic University School of Social Work Aging Academy Board of Advisors.

Beth Levine, Director of Programs: Beth has served for over 20 years as a staff member at JFS. In that time her position and responsibilities have grown tremendously. Beth was recently promoted from the position Director of Administrative & Volunteer Services to Director of Programs. Beth received her BBA in Marketing and Finance from the University of Miami in 1980. As part of her position, Beth is responsible for the recruitment, interview and background checks of all volunteer drivers for the Senior Transportation Program.

Karina Woodman, Director of Finance: Karina joined the staff at JFS as Director of Finance in 2011. She holds a Masters Degree in International Business. Karina came to JFS after serving as the Controller at the Adolph & Rose Levis JCC. Prior to that, she served as Financial Controller for the Distributor Operations for the Latin American and Caribbean Regions of Unisys Corporation for over 13 years. Ms. Woodman also for 4 years and worked at Unisys Corporation for 13 years. Ms. Woodman has experience in a variety of Financial Systems including Blackbaud Financial Edge, Great Plains/Microsoft Dynamics, Oracle and the full range of Microsoft Office products.

Laurie Intondi, Director of Senior Services: Laurie has been serving as Director of Case Management Services for 5 years. In 2012, she was promoted to Director of Senior Services. Laurie has 37 years experience in social work with the last 20 in senior services. She previously worked for Jewish Family Service in Philadelphia until relocating to Florida in 2007. She received her Bachelor of Arts degree from SUNY at Stony Brook and a Masters in Social Work from Columbia University.

Yvette Camulli, Transportation Coordinator: (Part-time) Yvette Camulli has served as the Transportation Coordinator for 3 years. She has held professional administrative roles in the nonprofit and for-profit sectors for over 25 years. She is integrally involved in initiatives to serve the community as a volunteer for Palm Beach County Sheriff's Office, Caridad Health Center, United Way of Palm Beach County, and as a member of the Community Emergency Response Team.

Victoria Giller, Director of Grants Management: Victoria Giller joined JFS in 2011 as the Director of Grants Management. Victoria has over 15 years experience in grant writing and management through positions at noteworthy organizations in New York and Florida including Carnegie Hall, The Jewish Museum, The Children's Place at Home Safe, and the Legal Aid Society. She received her Bachelor of Arts degree from Bard College and went on to graduate studies at New York University in Arts Administration. She has secured numerous foundation, corporate, and government grants on a local, state and federal level.

20) **Describe your agency's financial management system, including accounting software and accounting system.**

Blackbaud Financial Edge nonprofit accounting software. General ledger accounting.

SECTION 7: ADDITIONAL INFORMATION OF OPERATING PROJECTS

Questions 21 - 29 apply to projects that include an operations element. If your project does not include an operations element, please skip to question 30.

21) Indicate how the proposed service will be operated.
- ☒ Applicant will operate service
- ☐ Service will be contracted out (explain how an operator will be selected).

22) 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?

N/A

23) 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.

N/A

24) 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.

Our CCVA service is unique compared to all other transportation services in our catchment area. We do not require call-ahead or reservations, we will pick up groups of riders in order to reduce duplication of service, the service is cost-free, and the purpose of the trip is specifically to transport seniors to the Weisman Delray Community Center for a comprehensive continuum of services that they cannot access in one location anywhere else in the community. The service coverage areas are specifically targeted to communities that have been identified as high-needs based on number of seniors residents with disabilities, limited mobility and no transportation options who are predominantly low-income. Our level of service will be further enhanced by the unique volunteer greeter service to help riders on and off vans and into the center where they will be further greeted and directed to activities and services. This component goes beyond ADA requirements for transportation services. The coverage areas we have designated have unmet transportation needs. Other intra-community transportation services stop on at designated points that many disabled seniors cannot get to and provide transportation primarily to the community club house, the local shopping center. CCVA is designed to be easily accessible to seniors with disabilities and limited mobility.

25) **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 Shirley and Barton Weisman Delray Community Center is a key destination for seniors in the South Palm Beach County community. Over 350 seniors visit the center daily. Seniors, ages 65 through 100 residing in the 3 largest senior communities in the JFS service areas, namely Century Village, Kings Point, and Villages of Oriole, will be provided with transportation to and from the Weisman Delray Community Center. The vans will make stops throughout the communities to enable seniors who are disabilities and limited mobility to easily access group transportation. The program provides a direct line from home to the center unlike any other transportation service available in the community. As such, the program provides a direct line out of isolation and loneliness into an engaging, vital senior community resource with a comprehensive array of services and activities under one roof.

In their 2012 Senior Services Fact Sheet, the National Council on Aging states that "research shows that older adults who participate in senior center programs can learn to manage and delay the onset of chronic disease and experience measurable improvements in their physical, social, spiritual, emotional, mental, and economic well-being."

The Shirley and Barton Weisman Delray Community Center provides social, educational, recreational, and health and wellness programs in a beautiful 12,000 square foot central location. There is an average of 65 classes and activities per week including music appreciation, chorus, improvisational acting, musical theater, Judaic studies, political topics, card games, medical seminars, movies, support groups, exercise, current events, knitting, senior informational sessions, motivational lectures, meditation, philosophy, historical topics, singles groups, dance and mingle and special entertainment events. There are case management services on-site, and an AARNP available for check-ups, and many volunteer opportunities.

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

The project stays within the indicated geographical boundaries

27) **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	N/A	48,000
	Other		
	TOTAL		48,000

Explain how the ridership was determined.

Expected ridership is based on two vans each with 12 standards seats, 4 foldaway seats, and a lift each providing 10 one-way trips daily (5 round-trip runs per van). This equates to 20 one-way trips 5-days per week. We estimate that there will be at least 10 riders per one-way trip which equals or 200 one-way trips daily. 20 one-way trips x 10 riders = 200 riders per day x 5 days per week = 1,000 riders per week x 48 weeks per year = 48,000 total riders annually.

28) Summarize operating funding request in the table below. Please round all numbers to the nearest dollar.

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

	12-month period	24-month period (maximum allowable)
Total Operating Cost (all eligible operating costs)	$75090	$150960
Less Project Revenues (Fare box)	$(0)	$(0)
Net Project Cost	$75090	$150960
Local Share Requirement (50% of Net Project Cost)	$37545	$75480
Request for Operating Funding	$37545	$75480

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.

N/A

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

28) Supplimentary budget for operating funding request

	12-Month Period	24 Month Period
Total Operating Costs		
Project Manager (15 hours/wk for 50 wks @ 16/per Hour)	$ 11,520.00	$ 11,750.40
Salaries x 2 Drivers (20 hrs/wk for 50 wks @ 12/ per Hour)	$ 23,040.00	$ 23,500.80
SUTA	$ 1,296.00	$ 1,321.92
FICA	$ 2,643.84	$ 2,696.72
Workers Comp	$ 539.14	$ 549.92
Salaries	**$ 39,038.98**	**$ 39,819.76**
Van Operating Costs		
10 MPG for 125 Miles Per day at $3.55/gallon 5 days a week for 48 weeks, 2 Vans	**$ 21,300.00**	**$ 21,300.00**
Maintenance cost per year inc. Oil changes, tires, wear and tear 5% cost of van per year	**$ 6,952.30**	**$ 6,952.30**
Marketing	**$ 250.00**	**$ 250.00**
Telecommunications	**$ 100.00**	**$ 100.00**
Insurance for 2 Vans as per Insurance agent	**$ 7,000.00**	**$ 7,000.00**
Background checks, Licenses & Permits	**$ 448.50**	**$ 448.50**
NET PROJECT COST	**$ 75,089.78**	**$ 75,870.56**
Local Share Requirement (50%)	**$ 37,544.89**	**$ 37,935.28**
Request for Operating Funding	**$ 37,544.89**	**$ 37,935.28**
Estimated Ridership per year	48000	48000
One way trip	$ 1.56	$ 1.58

2 vans averaging 10 people for 5 round trips per day
48 weeks in a year.

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

1.56

SECTION 8: ADDITIONAL INFORMATION OF CAPITAL/MOBILITY MANAGEMENT PROJECTS

Questions 30 - 33 apply to projects that include Capital and/or Mobility Management elements. If your project does not include these elements, please skip to question 34.

30) For each capital project element, provide the appropriate information in the table below. Please round all numbers to the nearest dollar.

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

Capital Elements	Estimated Cost	Local Share	Federal Request
2 vans each with 12 standard seats and 4 fold up seats to accommodate wheelchars and a wheelchair lift	$ 139,046	$ 27,809	$ 111,237
	$	$	$
	$	$	$
	$	$	$
	$	$	$
TOTALS	$ 139,046	$ 27,809	$ 111,237

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.

The total capital cost is derived from the attached bid. Inclusion of this bid is intended only to demonstrate how the capital cost was derived and is not intended to indicate that this vendor has, will or will not be chosen to provide the vehicles we are seeking to purchase.

31) For each element identified in question #30, please explain the major items that are included in the estimated cost and how the estimate was derived.

Capital funds are based on vendor bids for 2 vans each with 12 standards seats, 4 fold-up seats and a lift to accommodate wheelchairs

32) For each Mobility Management/Planning project element, please provide the appropriate information below. Please round all numbers to the nearest dollar.

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

Major Activities	Estimated Cost	Local Share	Federal Request
N/A	$	$	$
	$	$	$
	$	$	$

30) Supplimentary budget for capital funding request

Ruth Rales Jewish Family Service

Cost of Van Purchase: 12 Standard Seats, 4 foldaway seats, wheelchair lift
GLAVAL CUTAWAY TRANSIT VEHICLES
GETAWAY BUS, LLC

Item					Unit Cost	Qty	Total Cost
Base Vehicle Type							
Ford	11500 GVWR	21'	5.4 Gas		$55,487		$0
Ford	11500 GVWR	21'	6.8 V10 Gas		$56,127		$0
Chevrolet SPT	12300 GVWR	21'	6.0 Gas		$57,217		$0
			22' Option	*add*	$300		$0
Chevrolet TTN	12300 GVWR	22'	6.0 Gas		$57,512		$0
			23' Option	*add*	$425		$0
Ford	12500 GVWR	22'	6.8 Gas		$56,893		$0
			23' Option	*add*	$525		$0
Chevrolet	14200 GVWR	22'	6.0 Gas		$58,982		$0
			23' Option	*add*	$425		$0
			24' Option	*add*	$850		$0
Ford	14500 GVWR	22'	6.8 V10 Gas		$58,421	1	$58,421
			23' Option	*add*	$525	1	$525
			24' Option	*add*	$1,050		$0
Ford	16500 GVWR	25'	6.8 V10 Gas		$70,938		$0
			26' Option	*add*	$150		$0
			27' Option	*add*	$5,517		$0
Ford	18000 GVWR	25'	6.8 V10 Gas		$71,699		$0
			26' Option	*add*	$150		$0
			27' Option	*add*	$5,517		$0
			28' Option	*add*	$5,667		$0
			29' Option	*add*	$5,817		$0
Ford	19500 GVWR	25'	6.8 V10 Gas		$73,203		$0
			26' Option	*add*	$150		$0
			27' Option	*add*	$5,517		$0
			28' Option	*add*	$5,667		$0
			29' Option	*add*	$5,817		$0
Freightliner	26000 GVWR	30'	6.7 ISB Diesel		$115,332		$0
			31' Option	*add*	$250		$0
			32' Option	*add*	$500		$0
			33' Option	*add*	$750		$0
			34' Option	*add*	$2,035		$0
			35' Option	*add*	$2,285		$0
			36' Option	*add*	$2,535		$0
			37' Option	*add*	$2,785		$0
			38' Option	*add*	$3,035		$0
			40' Option	*add*	$3,285		$0
PAGE ONE SUB-TOTAL					**----**	**----**	**$58,946.00**

Item	Unit Cost	Qty	Total Cost
Paint Scheme Choices			
Scheme #1 11,500 to 14,500 = ($700); 16,500 to 26,000 = ($800)	See Item	1	700
Scheme #2 11,500 to 14,500 = ($465); 16,500 to 26,000 = ($565)	See Item		
Scheme #3 11,500 to 14,500 = ($400); 16,500 to 26,000 = ($500)	See Item		
Base Seating (Freedman)			$0
Standard Seat *(per person)*	$225	12	$2,700
Foldaway Seat *(per person)*	$384	4	$1,536
Children's Seat *(per person)*	$450		$0
			$0
			$0
Securement Systems			$0
Q'Straint QRTMAX securement *(per position)*	$510	2	$1,020
Sure-Lok Titan securement *(per position)*	$575		$0
Seat belt extensions *(2-sets standard)*	$18	2	$36
			$0
Side Wheelchair Lift Choices			
Braun Model NCL919IB-2 (or latest)	$3,455		$0
Maxon Model WL-6A3353 (or latest)	$3,455		$0
Ricon Model S5510 (or latest)	$3,455	1	$3,455
			$0
Rear Wheelchair Lift Choices			
Ricon Klear-View lift **(prior approval from FDOT required)**	$3,455		$0
Braun model NVL917IB lift **(prior approval from FDOT required)**	$3,455		$0
			$0
Optional Engines			
Diesel engine meeting current EPA requirements			
12300, 14200 Chevy diesel option 6.6 Duramax	$11,220		$0
F450-550 Ford diesel option 6.7 PS Diesel	$5,866		$0
Compressed Natural Gas (CNG) Engine meeting current EPA requirements Size:_____Make:_____Manufacturer:__GAS_____	$25,500		$0
Aluminum wheels (Excluding Chevrolet) E350/450 = ($1,540); (F450/550=$1,936); Freightliner = ($2,024)	See Item		
Stainless steel wheel liners / inserts, front and rear wheels E350/450 and Chevy 3500/4500 = ($132); (F450/550=$176); Freightliner = ($352)	See Item	1	$132
			$0
PAGE TWO SUB-TOTAL	----	----	**$9,579.00**

Item	Unit Cost	Qty	Total Cost
Fire Suppression			
Amerex Small Vehicle Automatic Fire Suppression System: 14,500 and lower(Add $494) 16,500-19,500 (Add $230) 26,000 (Add $98)	See Item		
Kidde Automatic Fire Detection and Suppression System: 14,500 and lower (Deduct $22) 16,500-19,500 (Add $264) 26,000 (Add $418)	See Item		
			$0
Route/Head Signs			
Transign manually operated roller curtain type sign	$900		$0
TwinVision *"Elyse"* software electronic destination system	$4,900		$0
TwinVision *"Mobi-Lite"* electronic destination sign	$2,700		$0
Transign "Vista Star" electronic destination sign	$1,850		$0
Transign LLC 2-digit Block / Run Number box unit	$285		$0
Transign LLC3-digit Block / Run Number box unit	$300		$0
Transign LLC passenger ***"STOP REQUESTED"*** sign	$175		$0
			$0
			$0
Camera Systems			
SEON 2 camera security system	$1,725		$0
REI 2 camera security system	$1,310		$0
Gatekeeper 2 camera security system	$1,595		$0
AngelTrax 2 camera security system	$1,965		$0
Apollo 2 camera security system	$3,696		$0
247 2 camera security system	$1,440		$0
Price for single replacement camera	$278		$0
			$0
			$0
Other Options Available			
Altro Transflor slip resistant vinyl flooring E350/450 and Chevy 3500/4500 = ($235); F450/550 and Freightliner = ($365)	See Item	1	$235
Driver Safety Partition	$145		$0
Bentec Powder-Coated handrails and stanchions *(yellow)*	$132		$0
Exterior remote controlled mirrors E350/450 and Chevy 3500/4500 = ($205); F450/550 = ($278)	See Item	1	$205
Romeo Rim HELP rear bumper E350/450 and Chevy 3500/4500 = ($568); F550 and Freightliner = ($1,170)	See Item		
HawKEye Reverse Assistance System	$400		$0
PAGE THREE SUB-TOTAL	**----**	**----**	**$440.00**

Item	Unit Cost	Qty	Total Cost
Reverse camera and monitor backing system: *Manufacturer*_____Systems One_____	$308	1	$308
Air purification system	$3,080		$0
"Mentor Ranger" in vehicle computer	$3,916		$0
REI Public Address System	$352		$0
Upgrade the standard vehicle AM/FM Radio	Standard		
			$0
			$0
Optional Seating			
Freedman Featherweight High Back standard seats (per seat)	$255		$0
Dimensions vinyl line of coated transit bus seating fabric with antimicrobial Nanocide	$10		$0
Upgrade interior side wall panels with Nanocide E350/450 and Chevy 3500/4500 = ($924); F450/F550 and Freightliner = ($1,540)	See Item		
USSC Evolution G2E with pedestal	$980		$0
Freedman Sport Driver seat with Relaxor	$540		$0
Stretcher Securement System	$895		$0
Replacement Stretcher bed (only)	$12,375		$0
			$0
Angled Right Hand Entry Assist Handrail along with std. RH rail	$250	1	$250
			$0
Low Floor Option			
Base 14200 GVWR Chevrolet Chassis to Low Floor model 26'	$42,247		$0
Base 14200 GVWR Chevrolet Chassis to Low Floor model 28'	$43,047		$0
			$0
PAGE FOUR SUB-TOTAL	----	----	**$558.00**
PAGE FOUR SUB-TOTAL *(sub-total of fourth page)*			**$558.00**
PAGE THREE SUB-TOTAL *(sub-total of third page)*			**$440.00**
PAGE TWO SUB-TOTAL *(sub-total of second page)*			**$9,579.00**
PAGE ONE SUB-TOTAL *(sub-total of first page)*			**$58,946.00**
GRAND TOTAL *(sum of pages 1, 2, 3, and 4 sub-totals)*			**$69,523.00**

TOTALS	$	$	$

33) For each element identified in question #32, please explain the major items that are included in the cost estimate and how the estimate was derived.

N/A

SECTION 9: SUMMARY OF PROJECT COST

Questions 34-36 apply to all projects.

34) Provide the requested information in the following table for the year you are requesting funds. Transfer the information from questions 28, 30, and 32 as appropriate for the funding request. If a request is for less than 12 months please note the funding period in terms of months. Please round all numbers to the nearest dollar.

TOTAL FUNDING REQUEST

Eligible Project Activities		Year 1Request			Year 2 Request		
		Federal Funding	Local Match	Total Net Cost	Federal Funding	Local Match	Total Net Cost
Operating - 50% Match Required		$37,545	$37,545	$75,090	$37,935	$37,935	$75,870
		$	$	$	$	$	$
Capital - 20% Match Required		$111,237	$27,809	$139,046	$	$	$
		$	$	$	$	$	$
		$	$	$	$	$	$
		$	$	$	$	$	$
Mobility Management / Planning - 20% Match Required		$	$	$	$	$	$
	TOTAL	$148,781	$65,353	$214,135	$37,935	$37,935	$75,870

35) 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. Also, explain how stable the local match funding source is.

JFS has already received a private donor commitment of matching New Freedom capital funds for the CCVA program and is appealing to the Jewish Federation of South Palm Beach County, private donors and foundations for operational funds. JFS has a strong base of private donor support. Our expectation of securing matching funds is based on our strong base of private donor support as well as annual foundation funding.

36) 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.

Sustainability for the program will be actively pursued. Private donations and targeted fundraising efforts will be strategized by the President & CEO, the Director of Development and the Director of Grants Management. Our current Kibbitz & Ride Volunteer Driver transportation program has received funding from the Retirement Research Foundation, Quality Family Care, and Boca Raton Regional Hospital Foundation. We will submit further appeals to these sources and additional foundations and private donors to provide support for the ongoing operations of CCVA program.

SECTION 10: 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

United States Senate
WASHINGTON, DC 20510-0905

BILL NELSON
FLORIDA

December 27, 2012

To Whom It May Concern
South Florida Regional Transportation Authority
ATTN: JARC/NF
800 Northwest 33rd Street
Pompano Beach, Florida 33064

RE: South Florida Regional Transportation Authority- 5317 New Freedom Grant

To Whom It May Concern:

I am pleased to provide this letter in support of the Ruth Rales Jewish Family Service's efforts to obtain the above mentioned grant. The goal of their proposed project, The Community Center Van Access Program (CCVA), is to continue to support the elderly. This project will enable them to remain in their home environment longer and enhance their overall quality of life. I respectfully request your consideration of this organization's application for funding.

For over thirty years, Ruth Rales Jewish Family Service (JFS) has been providing help through their comprehensive range of programs and services which support people of all ages and beliefs. If funded, this program will address the continued gap in transportation services for low income seniors. JFS has identified a cost-effective, efficient way to reach thousands of disabled seniors in this area. Furthermore, once funded, CCVA will provide services to the three largest senior communities within the JFS service area, specifically Kings Point, Century Village, and Villages of Oriole.

Again, I encourage your consideration of this worthy cause. If I can be of further assistance in this matter, please do not hesitate to contact me at the address below.

Sincerely,

Bill Nelson

BN/ut

CC: Ms. Michelle McGovern, Regional Director, U. S. Senator Bill Nelson

United States Senator Bill Nelson, Landmark Two, 225 East Robinson Street, Suite 410, Orlando, Florida 32801
Telephone: (407) 872-7161 • Toll-Free *in Florida Only* (888) 671-4091 • Fax: (407) 872-7165
http://billnelson.senate.gov

THEODORE E. DEUTCH
19TH DISTRICT, FLORIDA

COMMITTEE ON FOREIGN AFFAIRS

COMMITTEE ON THE JUDICIARY

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE:
1024 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225 3001
WWW.DEUTCH.HOUSE.GOV

DISTRICT OFFICES:
2500 NORTH MILITARY TRAIL
BOCA RATON, FL 33431
(561) 988-6302

MARGATE CITY HALL
5790 MARGATE BLVD.
MARGATE, FL 33063
(954) 972-6454

TAMARAC CITY HALL
7525 NW 88TH AVENUE
TAMARAC, FL 33321
(954) 597-3990

December 20, 2012

South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

Dear Sir or Madam,

I write this letter on behalf of Ruth Rales Jewish Family Service (JFS), in support of their proposal to the South Florida Regional Transportation Authority New Freedom Grant Program.

Ruth Rales Jewish Family Service (JFS) is a non-profit, non-sectarian human service organization that serves approximately 15,000 people annually. For over thirty years, JFS has been providing help, hope and humanity through a comprehensive range of programs and services which support people of all ages and beliefs. JFS has an exemplary service record, recognized through numerous accolades for outstanding services provided to the South Palm Beach County community. In 2006 they were named the Lead Agency for Serving Seniors in South Palm Beach County by the Area Agency on Aging. In 2005, the Area Agency on Aging recognized JFS as the Outstanding Provider of the Year based on their response effort during Hurricane Wilma. Since 2008 they have received local certification from Nonprofits First for effective fiscal and administrative management.

JFS has significant experience providing transportation services for low-income seniors. While the existing programs have been successful, they do not address the overwhelming transportation needs of disabled seniors throughout the Palm Beach County community. JSF has identified a cost-effective, efficient way to reach thousands of disabled seniors in the JFS service area through a new transportation program, the Community Center Van Access Program.

The Community Center Van Access Program will bring thousands of seniors out of isolation and into an active, fulfilling new way of life. Providing continuous support for the elderly so that they are able to remain in their home environment longer would reduce inpatient hospitalization, delay nursing home placement and enhance their overall quality of life.

Thank you for your consideration of my comments and their request. If you have any questions or require further information about my support for this proposal, I would be more than happy to continue this dialogue.

Sincerely,

Ted Deutch
MEMBER OF CONGRESS

PRINTED ON RECYCLED PAPER

Palm Tran
3201 Electronics Way • West Palm Beach, FL 33407-4618
Phone: (561) 841-4200 • Fax: (561) 841-4291

Palm Beach County
Board of County Commissioners
Steven L. Abrams, Chairman
Priscilla A. Taylor, Vice Chair
Hal R. Valeche
Paulette Burdick
Shelley Vana
Mary Lou Berger
Jess R. Santamaria

County Administrator
Robert Weisman

December 11, 2012

South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

Palm Tran is in support of the Ruth Rales Jewish Family Service (JFS) application to for New Freedom (NF) funding. We are acutely aware of the need for transportation services and the role that transportation plays.

We appreciate the great majority of the 15,000 community members that the Ruth Rales Jewish Family Service Organization serves are seniors who, may or may not qualify as disabled but who like most seniors, have significant mobility challenges, especially as many no longer drive. While Palm Tran Connection and other organizations in Palm Beach County do provide transportation options, especially for seniors and people who qualify under ADA as disabled, there are many challenges and limits to these transportation services for seniors.

Ruth Rales JFS is proposing to purchase and operate two 15-passenger vans in order to provide daily service from the large senior communities in the JFS service areas (Delray Beach, Boynton Beach, and Highland Beach) to the JFS Weisman Delray Community Center. The Center provides numerous socialization opportunities, activities, events, classes, case management services, health screenings, volunteer opportunities, and a program for adults with mental illness. This proposal directly addresses the needs outlines in the 2011-2012 Palm Beach County Transportation Disadvantaged Service Plan & Human Services Coordinated Plan.

Sincerely,

Ron Jones
Director, Palm Tran Connection

Your Aging Resource Center
Area Agency on Aging
Palm Beach / Treasure Coast, Inc.

Serving seniors, adults with disabilities and their caregivers
*Indian River *Martin *Okeechobee *Palm Beach *St. Lucie counties

Elder Helpline 1.866.684.5885
www.YourAgingResourceCenter.org

November 30, 2012

Ms. Natalie Yesbeck Pustizzi
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

Dear Ms. Pustizzi:

On behalf of the Area Agency on Aging of Palm Beach/Treasure Coast, Inc. dba Your Aging Resource Center, I am writing to express our strong support for Ruth Rales Jewish Family Service's proposal to the South Florida Regional Transportation Authority's New Freedom Grant Program to provide transportation services to the disabled, frail, low income seniors in Delray Beach and Boca Raton.

The demand for transportation services is large; however, access to transportation is severely limited. The Florida Commission for the Transportation Disadvantaged 2011 Annual Performance Report indicates that currently only 4.88% of the potential transportation disadvantaged population is served with the transportation system currently in place in Palm Beach County. This is understandable as Palm Beach County has over 288,000 persons 65 years of age and older, and over 45,000 of those have at least one type of disability according to the Florida Department of Elder Affairs 2011 County Profiles. 43,000 of Palm Beach County's 60+ population lives below 125% of the poverty guideline. A significant number of Palm Beach County's seniors are concentrated in South Palm Beach County. Limited transportation capacity impacts the quality of life for those incapable of driving themselves or those who lack family or social support systems to provide transportation. Through this grant, new fixed shuttle routes will enable seniors to access to social service, socialization, and recreational activities.

Our agency has had a productive partnership with Ruth Rales Jewish Family Service for many years. In 2005 Your Aging Resource Center chose Ruth Rales as our outstanding provider of the year. In 2006 Ruth Rales was successful in winning our competitive bid process for lead agency. Currently they provide much needed services for Holocaust Survivors through our Local Service Program contract. I am sure you will find, just as I have, that you will be pleased to work with an agency that is genuinely interested in providing quality, innovative services and programs. I urge you to select Ruth Rales Jewish Family Service to receive this important grant.

Thank you,

Jamie Estremera-Fitzgerald
Chief Executive Officer

Palm Beach Office
4400 North Congress Avenue
West Palm Beach, FL 33407
(561) 684.5885 * Fax (561) 214.8678

DEPARTMENT OF ELDER AFFAIRS STATE OF FLORIDA

Treasure Coast Office
1100 SW St. Lucie West Blvd, Ste 103
Port St. Lucie, FL 34986
(772) 467.0008 * Fax (772) 467.0371

Jewish Federation
OF SOUTH PALM BEACH COUNTY

13 December 2012

South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

2012-2013
FEDERATION OFFICERS

CHAIR
Ellen R. Sarnoff

PVICE CHAIR,
FINANCIAL RESOURCE DEVELOPMENT
Anne L. Jacobson

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Matthew C. Levin

CHIEF OPERATING OFFICER &
CHIEF FINANCIAL OFFICER
Mel Lowell

EXECUTIVE VICE PRESIDENT,
FINANCIAL RESOURCE DEVELOPMENT
Marla Weiss Egers

Re: Ruth Rales Jewish Family Service
Application for Grant-New Freedom Program

Dear Sir or Madam:

Since 1979, the Jewish Federation of South Palm Beach County has been one of the most trusted names in local philanthropy, raising funds to further the welfare of Jewish and other person's right here within our local community, in Israel and in more than 60 countries around the world. Sometimes, that means feeding people and rescuing them from harm's way.

Our South Palm Beach County community consists of Boca Raton, Delray Beach and Highland Beach.

The Ruth Rales Jewish Family Service ("JFS"), our leading beneficial agency servicing seniors and others in need, provides a wide range of services to over 35,000 clients annually and delivers over 10,000 kosher food packages per year to needy families and individuals

I am writing this letter urging you and respectfully requesting that you consider funding JFS's grant request as an urgent need to provide transportation services to elderly seniors. The great majority of the 15,000 community members that JFS serves annually are seniors who, for the most part, are disabled, have significant mobility challenges, and are frail. There is a significant gap in transportation services for seniors who are disabled, unable to drive, isolated, and poverty stricken. The result is often that seniors are left in isolation which may lead declined health and mental health status, serious social, psychological, physical and economic ramifications
JFS is requesting funding to purchase two 15-passenger vans to run daily from the large senior communities in the JFS service areas (Delray Beach, Boynton Beach, and Highland Beach) to the JFS Weisman Delray Community Center. The Center provides numerous socialization opportunities, activities, events, classes, case management services, health screenings, volunteer opportunities, and a program for adults with mental illness. This proposal directly addresses the needs outlines in the 2011-2012 Palm Beach County Transportation Disadvantaged Service Plan & Human Services Coordinated Plan.

Your funding of the JFS grant will materially enhance the life of thousands of elderly individuals that simply cannot receive the transportation services the urgently need.

Sincerely,

Mel Lowell
COO and CFO

RICHARD AND CAROLE SIEMENS JEWISH CAMPUS
9901 Donna Klein Boulevard, Boca Raton, Florida 33428-1788
Phone: 561.852.3100 • Fax: 561.852.3150 • www.jewishboca.org

Toby Weinman Palchik
CENTER FOR JEWISH PHILANTHROPY

P.O. Box 1989
West Palm Beach, FL 33402-1989
(561) 355-2001
FAX: (561) 355-3990
www.pbcgov.com

Palm Beach County Board of County Commissioners

Steven L. Abrams, Chairman

Priscilla A. Taylor, Vice Chair

Hal R. Valeche

Paulette Burdick

Shelley Vana

Mary Lou Berger

Jess R. Santamaria

County Administrator

Robert Weisman

January 10, 2013

South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

I write today to voice my overwhelming support that Ruth Rales Jewish Family Service (JFS) be awarded the New Freedom Program Grant.

The great majority of the 15,000 community members JFS serves annually are seniors, most of which are disabled and have significant mobility challenges. Here in Palm Beach County we have a program called Palm Tran Connection that is a shared ride, door to door, paratransit service providing transportation for disabled residents and visitors. Despite our best intentions and efforts we cannot provide all the transportation services needed by our constituents. Organizations such as JFS help us bridge that gap in our community.

Many of the residents that will benefit most from this opportunity live within my district. I cannot begin to express what an added benefit it will be in this area and as their County Commissioner thought it necessary to voice my support. I appreciate your consideration.

Sincerely,

Mary Lou Berger

Mary Lou Berger
County Commission
District 5

"An Equal Opportunity Affirmative Action Employer"

printed on recycled paper

Comerica

December 10, 2012

To Whom It May Concern:

This letter shall serve to attest that Ruth Rales Jewish Family Service of Palm Beach County, inc. (JFS) has a line of credit through Comerica Wealth Management that is accessible in the event of any unforeseen expense. We hold JFS in the highest regard.

Sincerely,

Michelle Folgate

Personal Banker

1675 N Military Trail

Boca Raton, FL 33486

PH: 561-961-6229

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	Ruth Rales Jewish Family Service
Project Title	Community Center Van Access Program
Name of Signatory	Danielle N. Hartman
Title of Signatory	President & CEO

Authorized Signature

Date 1/29/13

EXHIBIT A1: RESOLUTION BY APPLICANTS WITH A GOVERNING BOARD

Exhibit A1 (see next page) must be completed by all applicants with a Governing Board. The resolution must clearly identify the person who is authorized to enter into an agreement with SFRTA if the proposed project is awarded a JARC/NF grant. Further, the resolution must certify the availability and source of local match. Failure to provide an executed resolution along with the completed application will result in rejection.

Resolution No.

Project Title **Community Center Van Access Program**

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 *[***Ruth Rales Jewish Family Service** *Name of Applicant]*:

Section 1. That the [**Danielle N. Hartman** *Authorized Official],* *(***President & CEO** *Title) and his/her successor* is authorized to execute and file applications on behalf of *(***Ruth Rales Jewish Family Service** *Name of Applicant)* with the South Florida Regional Transportation Authority for a Job Access Reverse Commute or New Freedom grant for [**Community Center Van Access Program** *Project Title].*

Section 2. That the [**Danielle N. Hartman** *Authorized Official],* *(***President & CEO** *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 [**Danielle N. Hartman** *Authorized Official],* *(***President & CEO** *Title) and his/her successor certify that (***Ruth Rales Jewish Family Service** *Name of Applicant) will provide the required local match from (***private donors for $65,354** *Source of Funds and the Amount of Local Match) funds.*

Section 4. That the [**Danielle N. Hartman** *Authorized Official],* *(***President & CEO** *Title) and his/her successor* is authorized and directed on behalf of *the [***Ruth Rales Jewish Family Service** *Name of Applicant]* to execute and deliver grant agreements and all subsequent amendments thereto between the *[***Ruth Rales Jewish Family Service** *Name of Applicant)* and the SFRTA for Job Access Reverse Commute or New Freedom grant, and the Secretary of the (**Ruth Rales Jewish Family Service**Name of Applicant) is authorized and directed on behalf of the *[***Ruth Rales Jewish Family Service** *Name of Applicant]* to attest said agreements and all subsequent amendments thereto.

Section 5. That the [**Danielle N. Hartman** *Authorized Official],* *(***President & CEO** *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 *[***Ruth Rales Jewish Family Service** *Name of Applicant].*

PRESENTED and ADOPTED the 15th *day of* November, 20 12

Signature of Authorized Official

Signature of Attest

President & CEO

Director Grants Management & Notary

VICTORIA A. GILLER
Notary Public - State of Florida
My Comm. Expires Feb 10, 2013
Commission # DD 860101
Bonded Through National Notary Assn.

Title	Title

EXHIBIT A2: CERTIFICATION BY APPLICANTS WITHOUT A GOVERNING BOARD

Exhibit A2 (see next page) must be completed by all applicants without a Governing Board. The certification must clearly identify the person who is authorized to enter into an agreement with SFRTA if the proposed project is awarded a JARC/NF grant. Further, the applicant must certify the availability and source of local match. Failure to provide an executed certification along with the completed application will result in rejection.

Project Title **NOT APPLICABLE**

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

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.

EXHIBIT B: Public Meeting

Ruth Rales Jewish Family Service is not a Public Agency and, as such, a public meeting is not required for this applicant.

EXHIBIT C: SINGLE AUDIT ACT

All non-Federal entities that expend $500,000 or more of Federal awards in a year are required to obtain an annual audit in accordance with the Single Audit Act as described in OMB Circular A-133. A single audit is intended to provide a cost-effective audit for non-Federal entities in that one audit is conducted in lieu of multiple audits of individual programs. The Single Audit's objective is to provide assurance to the Federal government as to the management and use of such funds by recipients. A Single Audit encompasses an examination of a recipient's financial records, financial statements, federal award transactions and expenditures, the general management of its operations, internal control systems, and federal assistance it received during the audit period.

To determine if your agency is subject to the Single Audit Act, please select the appropriate statement(s) below regarding your agency's current use of Federal funds.

A. ☐ Receives $500,000 or more for the current fiscal year from all Federal sources.
B. ☒ Does not receive $500,000 or more in Federal funds for the current fiscal year from all Federal sources combined.
C. ☐ Receives ONLY Section 5316 and/or Section 5317-funded vehicles/equipment.

If you checked option A, then your agency is subject to the Single Audit Act and the following requirements must be satisfied:

1. 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."
2. If the most recent audit report was previously sent to the SFRTA, the date submitted should be shown in "Exhibit C" in the application.
3. 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.

(Type name and title of authorized individual) (Signature of authorized individual) (Date)

If you checked option B and/or C, then your agency is not subjected to the Single Audit Act. The applicant must certify the following:

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.

Danielle N. Hartman, President & CEO 1/29/13

(Type name and title of authorized individual) (Signature of authorized individual) (Date)

EXHIBIT D: FEDERAL CERTIFICATIONS AND ASSURANCES

To ensure compliance with various federal requirements, sub-recipients of JARC and New Freedom funds are required to sign Federal Certifications and Assurances for FTA Assistance Programs as part of the application, and these are reviewed as part of the overall application review process. 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 http://www.fta.dot.gov/documents/2012_Certs_Appendix_A.pdf. If unable to access the form, applicants may contact SFRTA for assistance.

The last page (Appendix A) of the annual Federal Register Notice that applies to Federal Certifications and Assurances provides applicants with a signature page. An individual authorized by the applicant's governing board and its attorney must certify compliance with the requirements of the various Federal Transit Administration grants or cooperative agreements. The appropriate signed Federal certification/assurance form must be included in the application when it is submitted to the South Florida Regional Transportation Authority. Blue ink is suggested as it distinguishes an original signature from a photocopied signature.

The FY 2012 Certifications and Assurances for FTA Assistance Programs list 24 Groups. To make a single selection of certifications and assurances, place an "X" at the top of Appendix A next to the statement that reads: "The Applicant agrees to comply with applicable provisions of Groups 1-24."

APPENDIX A

FEDERAL FISCAL YEAR 2012 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

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

Name of Applicant: RUTH RALES JEWISH FAMILY SERVICE

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

OR

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

Group	Description	
01.	Assurances Required For Each Applicant.	
02.	Lobbying.	
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 (JARC) Program.	
20.	New Freedom Program.	X
21.	Paul S. Sarbanes Transit in Parks Program.	
22.	Tribal Transit Program.	
23.	TIFIA Projects	
24.	Deposits of Federal Financial Funding to a State Infrastructure Banks.	

APPENDIX A

FEDERAL FISCAL YEAR 2012 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for FTA funding and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: RUTH RALES JEWISH FAMILY SERVICE

Name and Relationship of Authorized Representative: DANIELLE N. HARTMAN, President + CEO

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 2012.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances, should apply, as provided, to each project for which the Applicant seeks now, or may later seek FTA funding during Federal Fiscal Year 2012.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted 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 accurate.

Signature _____ Date: 1/28/13

Name DANIELLE N. HARTMAN
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): RUTH RALES JEWISH FAMILY SERVICE

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: 1/29/13

Name LAURENCE I. BLAIR
Attorney for Applicant

Each Applicant for FTA funding 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.

EXHIBIT E: CIVIL RIGHTS REQUIREMENTS

As a condition of receiving Federal Transit Administration Section 5316 or 5317 program funds through the South Florida Regional Transportation Authority (SFRTA), sub-recipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Sub-recipients are also responsible for ensuring compliance of each third party contractor at any tier of the project.

REQUIREMENT TO DEVELOP TITLE VI PROGRAM

All successful sub-recipients must submit a Title VI program to the SFRTA. Please refer to the Title VI circular that can be found at http://www.fta.dot.gov/documents/FTA_Title_VI_FINAL.pdf for specific information on developing a Title VI program. Below are some of the elements that should be included in your TITLE VI program.

REQUIREMENT TO DEVELOP TITLE VI COMPLAINT PROCEDURES

Sub-recipients must develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request.

REQUIREMENT TO RECORD TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

Sub-recipients must prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the sub-recipient that allege discrimination on the basis of race, color, or national origin.

REQUIREMENT TO PROVIDE MEANINGFUL ACCESS TO LIMITED ENGLISH PROFICIENCY PERSONS

Sub-recipients must take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP). To this end sub-recipients may develop and carry out a language implementation plan. Certain sub-recipients, such as those serving very few LEP persons or those with very limited resources may choose not to develop a written LEP plan. However, the absence of a written LEP plan does not obviate the underlying obligation to ensure meaningful access by LEP persons to a recipient's program or activities. Sub-recipients electing not to prepare a written language implantation plan should consider other ways to reasonably provide meaningful access.

REQUIREMENT TO NOTIFY BENEFICIARIES OF PROTECTION UNDER TITLE VI

Sub-recipients must provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Sub-recipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's Web site.

DISADVANTAGED BUSINESS ENTERPRISE REQUIREMENTS

It is the policy of SFRTA that Disadvantaged Business Enterprises (DBE), 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.

Sub-recipients 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 sub-recipient intends to subcontract a portion of the services on the project, sub-recipient is encouraged to seek out and consider DBE's as potential subcontractors, by soliciting their interest, capability, and qualifications.

EXHIBIT F: PROCUREMENT

FTA has developed Circular 4220.1F "Third Party Contracting Guidance" to assist its recipients and their sub-recipients in complying with the various Federal laws and regulations that affect their FTA-assisted procurements. This document is located at www.fta.dot.gov/documents/FTA_Circular_4220.1F.pdf.

FTA C 4220.1F sets forth the requirements a sub-recipient must adhere to in the solicitation, award and administration of its third party contracts. FTA encourages sub-recipients to review their written procurement policies to ensure that they are in compliance with FTA C 4220.1F.

Applicants should also reference FTA's Best Practices Manual located at www.fta.dot.gov/grants/13054_6037.html.

EXHIBIT G: RESTRICTIONS ON LOBBYING

Pursuant to the Byrd Anti-Lobbying Amendment, 31 U.S.C. 1352, as amended by the Lobbying Disclosure Act of 1995, P.L. 104-65 [to be codified at 2 U.S.C. § 1601, et seq.] - Contractors who apply or bid for an award of $100,000 or more shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

The applicants with project value exceeding $100,000 must submit the certification regarding lobbying (see next page).

CERTIFICATION REGARDING LOBBYING
Certification for Contracts, Grants, Loans, and Cooperative Agreements
(To be submitted with each bid or offer exceeding $100,000)

The undersigned Ruth Rales Jewish Family Service [*Firm*] certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, et seq.)]

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.]

The Firm, Ruth Rales Jewish Family Service, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Firm understands and agrees that the provisions of 31 U.S.C. A 3801, et seq., apply to this certification and disclosure, if any.

_____ Signature of Firm's Authorized Official

Danielle Hartman Name and Title of Firm's Authorized Official

1/29/13 Date

EXHIBIT H: MILESTONE INFORMATION

Use the Milestone format below for bus (vehicle) purchases. This is the required FTA format for this activity and you should not change Milestone descriptions.

Item Description or Purpose	Total Budget Amount
Bus Purchase	$
Milestone Description	*Milestone Dates*
RFP/IFB Issued	10/16/2012
Contract Award Date	4-6 weeks after receiving contract agreement from SFRTA
First Vehicle Delivery	16-18 weeks from date of contract award
All Vehicles Delivered	16-18 weeks from date of contract award
Contract Complete Date	2016

Use the format below to develop Milestones for all other budget items.

Item Description or Purpose	Total Budget Amount
	$
Milestone Description	*Milestone Dates*
RFP/IFB Issued	10/16/2012
Contract Award Date	Upon receiving contract agreement from SFRTA
Contract Complete Date	2016
Program Initiated	At time of contract award
Program Review	Quarterly
Program Completed	Ongoing
Route Initiated	Upon delivery of vehicles (16-18 after contract award date)

Route Review	Quarterly
Route Determination	Quarterly

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: NOV 22 2005

RUTH RALES JEWISH FAMILY SERVICE OF
SOUTH PALM BEACH COUNTY INC
21300 RUTH & BARON COLEMAN BLVD
BOCA RATON, FL 33428-0000

Employer Identification Number:
65-1115689
DLN:
17053295704035
Contact Person:
THOMAS C KOESTER
ID# 31116
Contact Telephone Number:
(877) 829-5500
Public Charity Status:
170(b)(1)(A)(vi)

Dear Applicant:

Our letter dated OCTOBER 2001, stated you would be exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code, and you would be treated as a public charity, rather than as a private foundation, during an advance ruling period.

Based on the information you submitted, you are classified as a public charity under the Code section listed in the heading of this letter. Since your exempt status was not under consideration, you continue to be classified as an organization exempt from Federal income tax under section 501(c)(3) of the Code.

Publication 557, Tax-Exempt Status for Your Organization, provides detailed information about your rights and responsibilities as an exempt organization. You may request a copy by calling the toll-free number for forms, (800) 829-3676. Information is also available on our Internet Web Site at www.irs.gov.

If you have general questions about exempt organizations, please call our toll-free number shown in the heading between 8:30 a.m. - 5:30 p.m. Eastern time.

Please keep this letter in your permanent records.

Sincerely yours,

Lois G. Lerner
Director, Exempt Organizations
Rulings and Agreements

Letter 1050 (DO/CG)