



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

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

June 2011

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Notice of Federal Grant Requirements

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

JARC AND NF PROGRAM OVERVIEW

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

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

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

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

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

ESTIMATED FUNDING AVAILABILITY

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

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

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

ELIGIBLE APPLICANTS

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

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

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

IMPORTANT PROGRAM DATES

Date(s)	Action
June 15, 2011	Call for Projects
June 28, 2011	Pre-application Teleconference
September 9, 2011	Applications due before 12:00 noon EST
October 25, 2011	PTAC Board Meeting – Presentation of preliminary Program of Projects (POP)
December 2, 2011	POP presented to SFRTA Board for Approval

IMPORTANT INSTRUCTIONS FOR APPLICANTS

All applicants must strictly adhere to the following procedures:

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

TECHNICAL ASSISTANCE AND CONTACT INFORMATION

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

SFRTA Contact Information:

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

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

DIRECT RECIPIENT AND SUB-RECIPIENT RESPONSIBILITIES

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

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

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

PROJECT ELIGIBILITY AND EXPENSES

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

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

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

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

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

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

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

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

PURCHASE OF VEHICLES

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

LOCAL MATCH REQUIREMENTS

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

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

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

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

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

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

APPLICATION REVIEW AND SELECTION PROCESS

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

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

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

FUNDING LIMITATIONS

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

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

FINANCIAL MANAGEMENT

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

REPORTING REQUIREMENTS

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

APPLICATION DEADLINE

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

APPLICATION SUBMITTAL

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

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

APPENDIX A: APPLICATION PACKAGE

Contents of Grant Application Package

Application Checklist

Section 1: Summary of Application

Section 2: Project Information

Section 3: Additional Information – Operating Projects Only

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

Section 5: Summary of Project Cost

Section 6: Letters of Support

Exhibits

Exhibit A1: Governing Board Resolution and Local Match Certification

Exhibit A2: Local Match Certification

Exhibit B: Public Hearing

Exhibit C: Single Audit Act

Exhibit C-1: Certification of Exemption

Exhibit D: Federal Certification and Assurances

Exhibit E: Disadvantaged Business Enterprise Program

Application Checklist

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

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

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

Name: City of Miramar _____

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

Signature: _____

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

Date: 8/31/11

SECTION 1: SUMMARY OF APPLICATION

Application Type

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

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

Applicant Name and Contact Information

Name of Applicant	City of Miramar
Contact Person	Kim Morrow-Lopez
Address	2300 Civic Center Place Miramar FL 33025
Email	kmmorrow@ci.miramar.fl.us
Phone Number	954-889-2744

Organization Type

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

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

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

Project Type (place an X in the appropriate box)

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

Project Information

Project Name	Access to Health
Service Area	Miramar, Pembroke Pines, Hollywood, Hallandale, Miami Gardens. Note that the service area is simply a guideline for general purposes and that situational accommodations can be made.
Start Date	7 weeks after funds are received
Total Project Cost	61680
JARC/NF Funding Requested	48,981
Number of Years for Which Funding Requested	1
Total Local Match	12699

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

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

Signature of Authorized Representative	
Printed Name of Authorized Representative	Marva Graham
Date	8/23/11

SECTION 2: PROJECT INFORMATION

- 1) **Project Title:** Access to Health

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

Access to Health will operate Monday through Friday 7:30 a.m.- 5:30 p.m. The service will consist of seniors being transported from their own front door, or their senior center to medical and dental appointments. Special requests to destinations such as the DMV or Social Security Office can also be accomodated. When the participant has finished their business, they will call the dispatcher who will arrange for them to be picked up immediatley. The vehicle that will be utilized will be a wheelchair accessible minivan that will be easily maneuvered by both ambulatory and non ambulatory participants. The vehicle is state of the art and is designed with people with disabilities in mind. Access to Health includes an added human aspect in that participants will have access to a live dispatcher who will assist them with all of their questions, and scheduling needs. The dispatcher will be available to participants both in person and over the phone and is knowlegable about all transportation services in the area. The dispatcher is key to the success of the program, as understanding the service and the available options is fundamental to the seniors access to the transportation services available to them.

Funds from the New Freedom grant will be used specifically for the purchase of the wheelchair accessible van. Often times, seniors qualify for services but do not use them because they are unaware that they exist. Therefore a many tiered marketing approach will be utilized as well. One component of this marketing strategy will be to identify the vehicle with information and advertising for Access to Health. This method of advertising will be quite effective in that the vehicle will not only be transporting the participants, but also functioning as a mobile marketing campaign meeting the target population where they are. Additionally, we will do press releases, TV and radio advertising, flyers, internet and e mail marketing. In the end our quality services will speak for themselves and users will tell their friends about the usefulness, convenience and helpfulness that is Access to Health

Currently, we operate this service between the morning pick up of the seniors and the afternoon drop off of the seniors attending our two senior centers. Our current hours are Monday through Friday from 10 a.m.-12 p.m. Further, if a senior is not finished with their appointment before 1 p.m., when the drivers must prepare to take the seniors home, they must wait until the entire afternoon route is completed before they can be picked up from their appointment. Unfortunately, this can cause seniors to have to wait hours after their

appointment is finished. With the purchase of the new van, we will extend our services to 7:30 a.m.- 5:30 p.m. The new wheelchair accessible mini van will be used solely for appointments and will therefore not be affected by the current morning and afternoon senior center routes. The limited hours also confine our services to the general Miramar area, as there is not enough time to transport various seniors to an expansive geographic area and pick them up in the available amount of time. This expansion will allow us to assist more seniors each day and in general. This expansion will allow us to eliminate the need for seniors to wait excessive amounts of time to be picked up from their appointments. This expansion will allow us to meet the needs of seniors who have appointments in much of Broward County and even Miami-Dade County. This expansion will allow us to have more availability and will allow us to accommodate seniors who may not be able to reserve their space 24 hours in advance. In addition to the myriad of benefits to the seniors using our service, there are still more. Currently, we must use our buses for taking seniors to their appointments. These 24 passenger buses being used to transport a handful of people at a time is not in line with our commitment to making conscientious use of fuel and maintenance resources. A minivan would be both more cost effective and responsible in our operations.

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.

This program will absolutely serve more than simply the seniors who will use our program, though they will be the only ones directly participating in the Access to Health program. Participants in our senior centers will be the only ones who will be taken to medical, dental and some other necessary appointments, but the benefit to their caregivers and families is immense. In these difficult times, it is often an added strain for families and caregivers to bear the the burden of loss of time from work and the cost of fuel to take their aging family members to necessary appointments.

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

For pragmatic purposes, we must set some general boundaries in an effort to plan for scheduling and estimated fuel costs. With this in mind, our boundaries are Miami Gardens, Miramar, Hallandale, Pembroke Pines and Hollywood. However, these boundaries are most certainly guidelines for planning and are not set in stone. If an individual who uses our services has infrequent appointments outside of our general service area, we will do all that we can to accommodate their request. It is not uncommon for us to go throughout Broward County and even into Miami Dade County when assisting our participants.

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

Currently, we have 2,861 members. Though participation in the Access to Health program would be limited to participants in our senior services, participation is free and open to any person over the age of fifty-five. Therefore, the potential population that could benefit from this program is immeasurable as it would include any senior in the South Florida area.

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

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

6) Specify the type of project.

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

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

Our program does not discriminate based on income levels. Access to Health is primarily focused on making medical services more accessible to vulnerable adults who might find transportation issues to be a barrier in receiving consistent medical attention. Access to Health is designed for vulnerable adults and therefore could feasibly include any senior in the Broward County area. At this time, we serve 2,861 individuals over the age of sixty in our two senior centers. All of our current members will have immediate access to this expanded service.

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

Though access to medical treatment is imperative to the well being and quality of life for the senior population, care is severely limited by lack of access to transportation. Though public transportation does exist, it is often times not a reasonable option for many seniors living in our community, due to age related disabilities. Many are unable to walk long distances to a bus stop and then stand unassisted for long periods of time, often in inclement weather,

waiting for the bus. A key component in medical treatment/care is dependable access to that care.

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

The Access to Health program is designed specifically for the ease and convenience of frail, aging and/or disabled individuals who are not receiving consistent or reliable access to healthcare based on a gap in transportation. Some of our participants use the TOPS paratransit service but cannot always abide by the rules regarding advance notice, do not have the funds to cover the cost, or do not find it reliable as far as time related issues. Our service is free. The extended time will allow us to be more flexible regarding advance notice and as our services are on a smaller scale, we will absolutely focus on keeping wait times to a minimum. In the event that the Access to Health minivan is unavailable at a specific time and an extended wait is foreseen, we will dispatch one of our regular buses to do the pick up. Some participants have tried to use the regular bus for transportation to appointments. As mentioned earlier, this is not a good option for many of our more vulnerable adults, though our city buses do have wheelchair accessibility. Just walking to the bus stop, in the often inclement weather, and waiting is not a viable option. Most bus stops do not have seating nor shade. Age related physical ailments such as arthritis, high blood pressure, and cognitive issues are obstacles in getting to and waiting for the bus, even with good training on how to use the buses. Our service is a door to door pick up and would never require a person to be waiting outside or to walk at length. Our program offers individuals an in person, face to face dispatcher who can provide personalized assistance and guidance regarding how Access to Health can benefit each individual as well as explain other available services that could be beneficial. In the event that a participant has a concern, question about the service or simply are ready for pick up they will always have access to a live person who they can call for assistance.

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

The City of Miramar is already an active partner with various transportation agencies. We currently operate three transportation hubs which provide services to both City of Miramar Community Shuttle Routes and Broward County Transit routes. This being said, if a senior does not live in the Miramar area they are still able to take a county bus to our transportation hubs and ride one of our frequent Community Shuttles to either of our two senior centers, which are both stops on the routes. In this case, the individual could choose one of the senior centers as their pick up point, in essence opening this service up to any senior in Broward County. Additionally, we will have an onsite dispatcher who will provide face to face or over the phone guidance and assistance to individuals. This effort will include assistance with understanding, finding and utilizing both City of Miramar Community Shuttle buses, Broward County Transit buses and other public transportation options, as necessary. This coordination of seamless services is in the best interest of both the residents and the public transportation providers. Everyone benefits as residents find public transportation easier and more convenient to use. We currently, partner with Broward County Transit to provide Community Shuttle Services and Allied Medical to provide our TOPS Paratransit services. Future plans to partner and collaborate with Miami Dade County transit are in the works.

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

Fortunately, the City of Miramar does not only offer senior services and transportation services, but also operates a Youth and Family Outreach Center which houses various community partners. This one stop shop of human service agencies was created for the sole purpose of ease and convenience of receiving various human services in one location, including referrals to a myriad of organizations. This partnership includes offices for the Department of Children and Families, Healthy Mothers Healthy Babies, Department of Juvenile Justice, Family Central, Harmony Outreach, a food pantry, and a Memorial Primary Care Clinic on site. This one stop shop is also the home of one of our senior centers, a congregate meal site, a transit hub, and the main office for the City of Miramar's transportation services. Therefore the senior center, where many participants will be picked up, is also the physical office of the dispatcher where they can sign up for Access to Health services and a myriad of other human services. In addition to being the main office for Access to Health, the Multi-Service Complex also houses

an onstaff Social Worker and an Outreach Specialist who can provide one on one assistance in applying for benefits such as Workforce One, Medicaid, Medicare, Food Stamps, Housing etc. Frequent and varying free classes are also offered on subjects such as "Resume Writing", "Interview Skills", life skills, and computers. Volunteer opportunities are also available at the Multi-Service Complex as we have a partnership with Workforce One. In a further effort to offer the highest quality of service, all of these divisions exist under one department. This simple fact creates an ability to streamline the experience for the individual and maximize financial and human resources for each agency.

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

Two weeks are estimated to order and purchase the vehicle. The vehicle is estimated to take 4 weeks for delivery and one week to stripe the vehicle for marketing purposes.

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

Being a government agency ourselves, as well as being funded by other government agencies, we are well versed in monitoring and evaluating projects in an evidence based format. We will track Access to Health transportation services based on how many individuals were served. We will track Access to Health transportation based on how many one way trips were made. We will track Access to Health transportation based on the quality of service through quarterly satisfaction surveys. All of these measurements will be compared to past years before the implementation of the extended hours and vehicle availability. Specific focus will measure services provided that impact availability of transportation services for individuals with disabilities, as a result of the Access to Health program. We will measure the specific number of one way trips that have increased since the Access to Health program was implemented. We will measure client satisfaction and perceived access to healthcare services of participants as a result of the funds received from the New Freedom funds.

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

JARC

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

New Freedom

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

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

Our organization is proud to currently offer this exact service two hours a day, five days a week. However, limited funds and vehicle availability do not allow us to offer the service at a frequency or convenience level that would most benefit our disabled and senior population.

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

The City of Miramar has decades of experience managing, administering and implementing federal grants, including grants from the Florida Department of Transportation.

We currently administer the below federal grants.

- HUD - CDBG (various program years)
- HUD - CDBG-ARRA
- HUD - HOME (various program years)
- HUD - Neighborhood Stabilization Program 1
- HUD - Neighborhood Stabilization Program 3
- DOT - Miramar Parkway Landscape Improvements
- DOT - Miramar Bikelane Project
- DOJ - 2009 Bulletproof Vest Partnership Program
- DOJ - 2010 Bulletproof Vest Partnership Program
- DOJ - 2008 Justice Assistance Grant-Equipment
- DOJ - 2009 Justice Assistance Grant-Equipment
- DOJ - 2009 Justice Assistance Grant-ARRA-Equipment
- DOJ - 2009 Justice Assistance Grant-Domestic Violence Victim Advocate
- DOJ - 2010 Justice Assistance Grant-Equipment
- DOJ - COPS Hiring Program-ARRA
- DOJ - 2010/2011 VOCA (Victims of Crime Act)
- FEMA - UASI 2006 through 2010
- DOE - EECBG (Energy Efficiency and Conservation Block Grant)-ARRA
- DHHS - Emergency Home Energy Program
- DHHS - Older Americans Act Grant

SECTION 3: ADDITIONAL INFORMATION OF OPERATING PROJECTS

Questions 16 - 23 apply to projects that include an operations element. If your project does not include an operations element, please skip to question 25.

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

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

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

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

PROJECTED RIDERSHIP (12-month period)

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

TOTAL		
-------	--	--

Explain how the ridership and cost estimates were determined.

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

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

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

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

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

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

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

SECTION 4: ADDITIONAL INFORMATION OF CAPITAL/MOBILITY MANAGEMENT PROJECTS

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

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

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

Capital Elements	Estimated Cost	Local Share	Federal Request
Wheelchair Accessible Mini Van	\$ 45,283	\$ 0	\$ 45,283
Delivery of Vehicle	\$ 1,298	\$ 0	\$ 1,298
Vehicle identification	\$ 2,400	\$ 0	\$ 2,400
Office (including space, phones, and computer)	\$ 12,699	\$ 12,699	\$ 0
TOTALS	\$ 61,680	\$ 12,699	\$ 48,981

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

- 26) For each element identified in question #24 (with the exception of vehicles), please explain the major items that are included in the estimated cost and how the estimate was derived.

Delivery of the vehicle from Salina Kansas, and identification of the vehicle for marketing the service countywide. The cost of the office is actually 12,699.49. However, for the sake of the original table, which does not accept decimals, the number has been rounded to 12,699. Actual Office Space is estimated at \$10,845 compared to comparable office space (size) in the immediate area. The cost of phones include one desk phone and one cellular phone. The cost of the cell phone was estimated by taking the two most recent bills and averaging the monthly cost, as it does vary. The desk phone is a one time cost of \$358.40 and the cellular phone is an estimated cost of \$23.73 per month. The cost of a computer is also included in this figure. The cost of the computer is a yearly lease as all of the City's computers must be a part of a lease plan that is used city wide. For further breakdown of specifics, please see the attached budget sheet.

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

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

Major Activities	Estimated Cost	Local Share	Federal Request
	\$	\$	\$
	\$	\$	\$
	\$	\$	\$
	\$	\$	\$
TOTALS	\$	\$	\$

28) For each element identified in question #26, please explain the major items that are included in the cost estimate and how the estimate was derived.

N/A

SECTION 5: SUMMARY OF PROJECT COST

Questions 29-31 apply to all projects.

- 29) Provide the requested information in the following table for the year you are requesting funds. If you are using Toll Credits as match for an allowable activity, please indicate "Toll Credit" in the appropriate box and have the Federal share reflect 100% of the net project cost. Transfer the information from questions 22, 24, and 26 as appropriate for the funding request. If a request is for less than 12 months please note the funding period in terms of months.

TOTAL FUNDING REQUEST

Eligible Project Activities		Year 1 Request			Year 2 Request		
		Federal Funding	Local Match	Total Net Cost	Federal Funding	Local Match	Total Net Cost
Operating - 50% Match Required	0	\$0	\$0	\$0	\$0	\$0	\$0
	0	\$0	\$0	\$0	\$0	\$0	\$0
Capital - 20% Match Required	vehicle	\$45,283	\$0	\$45,283	\$0	\$0	\$0
	delivery of vehicle	\$1,298	\$0	\$1,298	\$0	\$0	\$0
	vehicle identification	\$2,400	\$0	\$2,400	\$0	\$0	\$0
	Office	\$0	\$12,699	\$12,699	\$0	\$0	\$0
Mobility Management / Planning - 20% Match Required		\$0	\$0	\$0	\$0	\$0	\$0
TOTAL		\$48,981	\$12,699	\$61,680	\$0	\$0	\$0

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

Local match funds are coming from the City of Miramar's General Fund.

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

We are requesting funds only for the vehicle and related costs of attaining the vehicle. The request is only for one year as these costs will not be repeated. However, the City of Miramar has proven its commitment to its vulnerable population and plans to continue to pay the related costs of operating the Access to Health program, indefinitely into the future. The bus driver and Transportation Clerk/Dispatcher are already on staff and the office space is the property of the City of Miramar. Therefore, there is no concern that the city will not continue to fund those portions of the program. In the event that there were any issue in this realm, our commitment to this service is such that the funds would be found through grants, fundraising or any of the other means that we consistently use to attain funds for our many services.

SECTION 6: LETTERS OF SUPPORT

Letters of Support

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

Indicate if letters of support are included. Yes No

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 City of Miramar
Project Title Access to Health
Name of Signatory Marva Graham
Title of Signatory Director of Social Services

Authorized Signature Date

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

Resolution No. **5031**

Project Title **Access to Health**

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

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

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

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

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

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

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

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

Section 3. That the [*Authorized Official*], { *Title*} and his/her successor certify that { *Name of Applicant*} will provide the required local match from { *Source of Funds and the Amount of Local Match*} funds.

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

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

PRESENTED *and* ADOPTED *the* _____ *day of* _____, 20_____

Signature of Authorized Official

Signature of Attest

Title

Title

EXHIBIT A2: LOCAL MATCH CERTIFICATION

TO BE COMPLETED BY ALL APPLICANTS WITHOUT A GOVERNING BOARD.

The undersigned hereby certifies that _____ is authorized to enter
(applicant)

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

The undersigned also certifies that _____ agrees to provide the
(applicant)

requisite local share of {Enter the amount} from {Enter source(s) of funds} funds.

Name

Title

Notary: _____

Organization

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

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

A. It is subject to the Single Audit Act. If this requirement applies:

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

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

AND / OR

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

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

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

IT IS HEREBY CERTIFIED THAT the applicant:

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

(Typed name and title of authorized individual)

(Signature of authorized individual)

(Date)

EXHIBIT D: FEDERAL CERTIFICATES AND ASSURANCES

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

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

Federal Certifications and Assurances Required of Each Applicant:

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

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

OR

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

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

EXHIBIT E: DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

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

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

APPENDIX B: JARC and NF Eligible Projects

References: FTA Circulars C 9045.1 and C 9050.1

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

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

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

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

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

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

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

ELIGIBLE SECTION 5317 NEW FREEDOM (NF) PROJECTS

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

1. New Public Transportation Services Beyond the ADA

- Enhancing paratransit beyond minimum requirements of the ADA. ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of “new.” Eligible projects may include:
 - expansion of paratransit service parameters beyond the 3/4-mile required by the ADA;
 - expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
 - the incremental cost of providing same day service;
 - the incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;
 - enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
 - acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with oversized wheelchairs;³ and
 - installation of additional securement locations in public buses beyond what is required by the ADA.
- Feeder services. New “feeder” service to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
- Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:
 - building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals or other accessible features;
 - adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA;
 - improving signage, or wayfinding technology; or
 - implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
- Travel training. New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.

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

2. New Public Transportation Alternatives Beyond the ADA

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

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

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

APPENDIX C: Selection Criteria

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

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

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

TABLE 1: Project Eligibility Screening Criteria	Relevant Application Questions	Relevance to Type of Project	Point Value of Criteria
1. Proposed project addresses unmet needs of welfare recipients, eligible low-income persons and other individuals in urbanized areas seeking employment or employment-related activities in suburban areas (JARC) OR addresses unmet transportation needs of persons with disabilities seeking integration into the workforce or full participation in society (New Freedom).	2, 3, 4, 7	All	Eligible / Not Eligible
2. Project application identifies and addresses an unmet need identified in the Human Services Transportation Plan (HSTP)/Transportation Disadvantaged Service Plan (TDSP). This should include: (1) a description of the project; (2) identification of the unmet needs addressed by the project; (3) how the project will address the unmet need(s), e.g., in terms of serving new riders, a new area, a new day and/or times, a higher frequency, less advance notice, more driver assistance, etc.; and (4) an estimated quantification of benefits. Any additional obligations, e.g., the provision of ADA complementary paratransit as a result of implementing a new fixed bus route in a previously unserved area, should be noted.	2, 8, 9	All	Eligible / Not Eligible
3. Local match will be supplied.	30, 31 (Support Documentation)	All	Eligible / Not Eligible
4. Project is consistent with FTA guidelines on eligible JARC and New Freedom projects and activities.	All	All	Eligible / Not Eligible

TABLE 2: Coordination and HSTP/TDSP Consistency Criteria (30 points)	Relevant Application Questions	Relevance to Type of Project	Point Value of Criteria
5. Project employs one or more strategies that provide: <ul style="list-style-type: none"> • Multi-county service with agency coordination and resource sharing = 10 points • Multi-municipality (but intra-county) service with resource sharing = 5 points • No service or coordination beyond municipality or program = 0 points 	3, 8, 9, 10, 11,	All	0, 5, or 10
6. Project employs one or more strategies included in the applicable HSTP/TDSP or otherwise demonstrates innovation.	8, 9	All	0 or 10
7. Does the project utilize or coordinate with existing public transportation providers; or existing public and private human service agencies; or reflect partnerships with non-transit entities and/or private non-profit/for-profit organizations?	10, 20, 21,	All	0, or 10

TABLE 3: Project Readiness / Ability to Implement Criteria (20 points)	Relevant Application Questions	Relevance to Type of Project	Point Value of Criteria
8. Is the project ready to implement? Does the project require additional planning, design and/or engineering before the project can be implemented? <ul style="list-style-type: none"> Evidence provided that clearly demonstrates all project planning is complete = 10 Points Project planning is incomplete, but a clear schedule of milestones and an explanation of how milestones will be met is provided = 5 Points 	12	All	0, 5, or 10
9. Agency and/or agency contractor(s) qualifications and experience (including key personnel) demonstrate that they have managed similar projects. <ul style="list-style-type: none"> Have experience with similar projects = 10 Points Have managed projects funded through federal grants = 5 Points 	14, 15, 16	All	0, 5, or 10

TABLE 4: Sustainability Criteria (20 points)	Relevant Application Questions	Relevance to Type of Project	Point Value of Criteria
10. Project is sustainable beyond identified project period. <ul style="list-style-type: none"> Applicant has identified sources to fund project above and beyond current levels of funding if project is deemed successful = 10 Points 	13, 30, 31	All	0 or 10
11. Key stakeholder support is demonstrated for the project. <ul style="list-style-type: none"> Project application include letters of support from key stakeholders that delineate specific nature of participation and local share commitment(s) = 10 Points Project application include letters of support from key stakeholders = 5 Points 	Letters Submitted	All	0, 5, or 10

TABLE 5: Need Criteria (30 points)	Relevant Application Questions	Relevance to Type of Project	Point Value of Criteria
12. Project is an existing pilot JARC/NF project. <ul style="list-style-type: none"> Ridership has increased compared to pre-project ridership or has met other significant objectives = 20 points Ridership has not increased or the applicant has not provided before and after ridership information = 0 points 	2, 6, 17, 22	Existing Pilot JARC/NF Project	0 or 20

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

6151 Miramar Pkwy, 224

Miramar, FL 33023 [Map](#)

Submarket: SE: Hallandale/Hollywood/Dania/FLL



Photo 1 of 1 [click image to enlarge](#)

For Lease

- Rate:

\$15.00/sf/yr

\$1.25/sf/mo \$903.75/mo

- Size Available:

723 SF

- Type of Use:

Office

- Available Space:

651 - 1,440sf

Suite	Size	Base Rent
327	651 sf	\$15.00/sf/yr (\$1.25/sf/mo, \$813.75/mo)
204	692 sf	\$15.00/sf/yr (\$1.25/sf/mo, \$865.00/mo)
205	693 sf	\$15.00/sf/yr (\$1.25/sf/mo, \$866.25/mo)
309	723 sf	\$15.00/sf/yr (\$1.25/sf/mo, \$903.75/mo)
224	723 sf	\$15.00/sf/yr (\$1.25/sf/mo, \$903.75/mo)
223	800 sf	\$15.00/sf/yr (\$1.25/sf/mo, \$1,000.00/mo)
222	907 sf	\$15.00/sf/yr (\$1.25/sf/mo, \$1,133.75/mo)
202	1,174 sf	\$15.33/sf/yr (\$1.28/sf/mo, \$1,500.00/mo)
206	1,440 sf	\$15.00/sf/yr (\$1.25/sf/mo, \$1,800.00/mo)

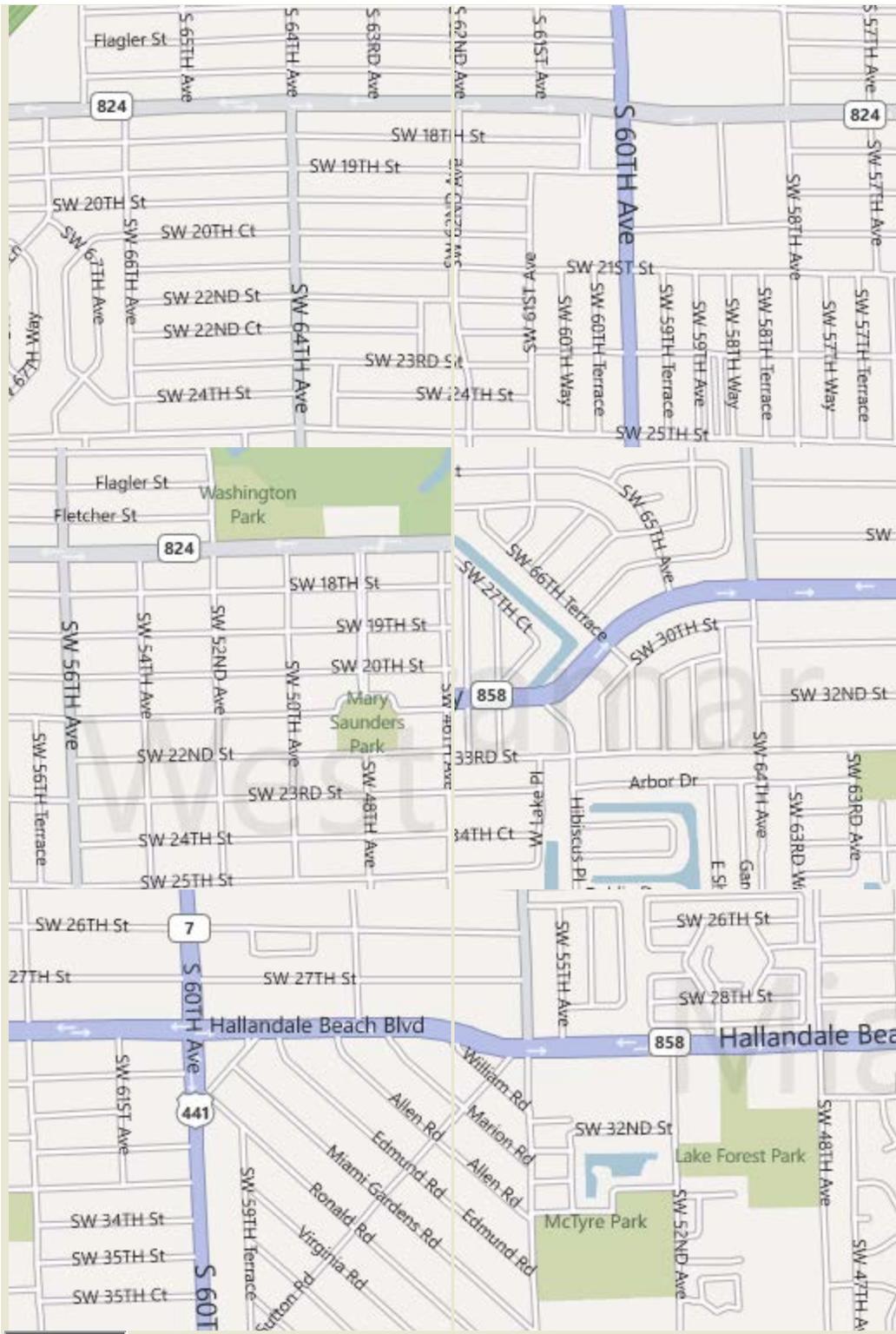
Description

3 story building . 3rd floor space 1064 sf. facing open court yard. Property will be undergoing total renovation. Waiting for plan approval from City. Aggresssive rate. After renovations priced substantially higher. Two large parking lots (ample parking). Common area bathrooms on each floor. Bldg. is Comcast ready.

Building Details

- Building Name
Parkway Professional Building
- Number of Floors
3
- Year Built
1972
- Building Size
40000
- Listing ID
NP15012255
- Link to this Listing
[http://w w w .cityfeet.com/Commercial/ForL](http://www.cityfeet.com/Commercial/ForL)
-





700 yds

700 yds

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Road

Aerial

New Freedom Grant Capital Budget

Item	Monthly Cost	Yearly Cost	Total Cost
Wheelchair Accessible Mini Van	N/A	N/A	\$45,283
Delivery of Vehicle	N/A	N/A	\$1,298
Vehicle Identification	N/A	N/A	\$2,400
Office Space	\$903.75 monthly	\$10,845 yearly	\$10,845
Transportation Manager Cellular Phone	\$23.73 monthly	\$284.70 yearly	\$284.70 yearly
Desk Phone	N/A	N/A	\$358.40 (one time cost)
Computer	N/A	\$1,211.39 yearly lease	\$1,211.39

City of Miramar
MIS Department
Leased Computers (4404) FY 2012 Budget Recommendations

Department /Division Summary

Code Nos.	Department /Division	Account	Computer Services 4605	Leased Computers 4404
040	Administration	(001-04-040-512-4404)		\$1,590.35
080	City Clerk	(001-08-080-519-4404)		\$2,678.09
010	City Commission	(001-01-010-511-4404)		\$3,321.37
050	City Manager's Office	(001-05-050-512-4404)		\$315.31
400	Comm. Dev. Administration	(001-40-400-524-4404)		\$4,114.55
410	Comm. Dev. Planning	(001-40-410-524-4404)		\$4,058.78
420	Comm. Dev. Building Inspection	(001-40-420-524-4404)		\$9,373.83
600	Comm. Serv. Administration	(001-60-600-572-4404)		\$3,850.13
618	Comm. Serv. Athletics	(001-60-618-572-4404)		\$1,331.52
619	Comm. Serv. MYEC	(001-60-619-572-4404)		\$1,484.08
628	Comm. Serv. Managed by Soc. Serv - Fairway	(001-60-628-572-4404)		\$930.42
629	Comm. Serv. Managed by Soc. Serv - Sunset Lakes	(001-60-629-572-4404)		\$1,548.96
660	Comm. Serv. Aquatic Center	(001-60-660-572-4404)		\$1,219.19
665	Comm. Serv. Special Services	(001-60-665-574-4404)		\$648.12
670	Comm. Serv. Miramar Regional Park	(001-60-670-572-4404)		\$1,476.29
675	Comm. Serv. Ansin Sports Complex	(001-60-675-572-4404)		\$298.38
680	Cultural Arts Center	(425-68-680-573-4404)		\$5,589.09
430	ED&R Marketing & Communications	(001-43-430-559-4404)		\$4,244.68
431	ED&R Redevelopment & Housing	(001-43-431-554-4404)		\$588.95
432	ED&R Business Development	(001-43-432-552-4404)		\$648.12
550	Engineering - Development Management	(410-50-550-536-4404)		\$5,809.05
555	Engineering -Construction Management	(410-50-555-536-4404)		\$3,429.33
100	Finance - Administration	(001-10-100-513-4404)		\$4,534.38
120	Finance - Accounting	(001-10-120-513-4404)		\$8,928.22
150	Finance - Budget	(001-10-150-513-4404)		\$3,278.68
140	Finance - Utility Billing	(410-10-140-513-4404)		\$2,408.04

City of Miramar
MIS Department
Leased Computers (4404) FY 2012 Budget Recommendations

300	Fire Rescue - Administration	(001-30-300-522-4404)	\$25,883.21
310	Fire Rescue - Life Safety	(001-30-310-522-4404)	\$7,680.74
320	Fire Rescue - Operations Training	(001-30-320-522-4404)	\$10,548.62
330	Fire Rescue - EMS Emergency Mngmnt Systems	(001-30-330-522-4404)	\$3,840.01
060	Human Resources	(001-06-060-513-4404)	\$7,842.53
061	Human Resources - Risk Management	(001-06-061-513-4404)	\$1,553.47
130	MIS	(001-13-130-513-4404)	\$157,007.22
200	Police - Office of the Chief	(001-20-200-521-4404)	\$5,730.92
210	Police -Support Services Bureau	(001-20-210-521-4404)	\$36,419.66
220	Police- Community Oriented Policing	(001-20-220-521-4404)	\$90,566.10
230	Police - Special Operations	(001-20-230-521-4404)	\$35,241.53
240	Police - Code Compliance	(001-20-240-524-4404)	\$6,448.88
220	Police - Cops Arra Grant	(001-20-220-521-4404)	\$2,226.23
202	Police - UASI	(161-20-202-521-4404)	\$0.00
500	PW - Administration	(001-50-500-539-4404)	\$2,887.30
520	PW - Building Maintenance	(001-50-520-539-4404)	\$1,855.62
530	PW - Field Operations	(001-50-530-541-4404)	\$2,440.79
531	PW - Transit Operations	(001-50-531-544-4404)	\$814.80
510	PW - Fleet Maintenance	(700-50-510-539-4404)	\$913.01
110	Procurement	(001-11-110-513-4404)	\$3,269.19
630	Social Services Administration	(001-63-630-569-4404)	\$1,813.51
632	Social Services Senior Transportation	(001-63-632-544-4404)	\$1,211.39
636	Social Services Programs & Services	(001-63-636-569-4404)	\$4,030.80
905	Social Services Community Outreach	(620-90-905-559-4404)	\$972.19
621	Social Services Early Childhood Civic Center	(415-65-621-569-4404)	\$324.06
623	Social Services Early Childhood Silver Shores	(415-65-623-569-4404)	\$1,498.36
624	Social Services Early Childhood Youth Center	(415-65-624-569-4404)	\$1,224.79
625	Social Services - Early Childhood Sunset Lakes	(415-65-625-569-4404)	\$1,046.56
535	Utilities - Stormwater Maintenance	(410-50-535-538-4404)	\$1,501.97
540	Utilities - Administration Operations	(410-50-540-536-4404)	\$4,060.18

City of Miramar
MIS Department
Leased Computers (4404) FY 2012 Budget Recommendations

545	Utilities - Administration	(410-50-545-536-4404)	\$5,924.30
560	Utilities - East Water Plant	(410-50-560-533-4404)	\$1,296.24
565	Utilities - Electrical Support - Managed by PW	(410-50-565-536-4404)	\$592.86
570	Utilities - Wastewater Reclamations Facilities	(410-50-570-535-4404)	\$916.92
575	Utilities - Plant Maintenance	(410-50-575-536-4404)	\$618.54
580	Utilities - Transmission & Distribution	(410-50-580-533-4404)	\$1,512.76
585	Utilities - Meters	(410-50-585-533-4404)	\$2,657.54
590	Utilities - East Wastewater Collections	(410-50-590-535-4404)	\$3,861.24
700	Utilities - West Water Treatment Plant	(410-50-700-533-4404)	\$618.54
705	Utilities - Water Quality Laboratory	(410-50-705-533-4404)	\$1,837.73



CXtec
5404 South Bay Road
P.O. Box 4799
Syracuse NY 13221-4799
 www.cxtec.com

North American Offices: 315-476-3000
 North American Fax: 315-455-1800
 International Offices: 011-315-476-3100
 International Fax: 011-315-455-1800

ISO 9001 Certified

CXtec (formerly CABLExpress Technologies) is a DBA of Cablexpress Corporation

Kelly Carpenter phone extension 2083, email kcarpenter@cxtec.com

Notes:

Hi Joe!
 Please review and feel free to contact me with any questions.
 Thanks!
 Kelly

City of Miramar
Quote 10608427, , 02/15/2011 12:46 PM
Expires 17-Mar-2011

Requested By:	Ship To:	Bill To:
Joe Castelli Fax:	Joe Castelli 11908 Miramar Pkwy Bldg 8, Unit 4/5 Miramar, FL 33025	Accounts Payable 2300 Civic Center PI Miramar, FL 33025

QTY	Mfr Part No.	Description	Unit Price	Ext Price
1	NTYS05BCE6	267935:equal2new NORTEL 1140E WITH ENG TEXT KEYCAPS WITHOUT POWER These phones are IN STOCK and will ship with our LIFETIME Warranty	\$318.00	\$318.00
1	NTYS17BAE6	246711:equal2new IP PHONE GLOBAL POWER SUPPLY FOR IP PHONE 11XX 12XX 200X These are IN STOCK and will ship with our LIFETIME Warranty	\$25.00	\$25.00
Subtotal				\$343.00

Combined Subtotals	\$343.00
Freight	\$15.40
Tax	\$0.00
TOTAL PURCHASE PRICE (Purchase Order Must Be For This Amount)	\$358.40

FORGET CABLES?
50% OFF
 STOCK LENGTH CAT5E, CAT6, OR PREMISE GRADE FIBER JUMPERS ADDED TO THIS QUOTE.

RAPIDCARE™
GET IT NEXT DAY
UP TO 50% LESS THAN OEM PROGRAMS
 NEXT BUSINESS DAY ADVANCE REPLACEMENT

UP TO 90% OFF LIST

 Certified Pre-owned Networking & Voice Hardware

Shipping Information

Priority GROUND
Carrier UPS
Terms Prepaid & Add
FOB Origin/Shipping

Shipping Information: To accommodate your shipping preferences, CXtec will make every effort to bill your freight carrier account directly. Sometimes we are unable to comply with this request due to limitations based on carrier availability, shipment weight, or other circumstances. When this occurs, CXtec will ensure that the product is shipped to you in the most economical way and will inform you of any associated costs subject to additional billing.

Freight charges are prepaid & add, Syracuse, NY.

Warranty Information: equal2new® Products carry a limited lifetime warranty, with the exception of equal2new Cisco and APC products, which carry a 3 year (1st year advance replacement) and 2 year warranty respectively; all as standard business practice.

CABLExpress® cables carry a limited lifetime replacement warranty. This warranty is limited to the value of the cable and is void if the assembly is subjected to physical damage.

New Equipment and Premise Wiring Product: CXtec warrants that any item will be in compliance with the original manufacturer's warranty from the date of shipment. Alteration, abuse or misuse voids all warranties. Some products have extended warranties available or may have warranties exceeding the standards listed.

Return Information: All returns must be pre-approved, issued a Return Material Authorization # prior to returning, and shipped prepaid to CXtec. Returnable items may be subject to a restocking fee. Opened products, custom cables, bulk cable, connectors, tools, test equipment, configured products, special orders, discontinued items, and items held more than 30 days are not returnable.

Payment Information: CXtec terms are net 30 for customers with approved credit. An account can be established by submitting a completed credit application. Instant credit will be extended for companies favorably rated by D&B. To expedite your order and keep processing costs down, we request orders under \$50 be billed to your credit card.

Buy Backs

Qty	Mfr Part Nbr	Description	Unit Price	Ext Price
		Anticipated Total Credit (Upon Meeting Terms Of This Agreement)		\$(0.00)
		TOTAL Quote Minus Buy Backs		\$358.40

The person signing below is authorized to approve this purchase.

Customer Signature for Quote 10608427

Date

Purchase Order Number

All amounts are in US Dollars.
equal2new prices and product availability are subject to market fluctuations. Prices on new items are subject to manufacturer price variations.

New Customers

Please take a moment to register. You'll receive free access to CXtec services that make doing your job easier, including:

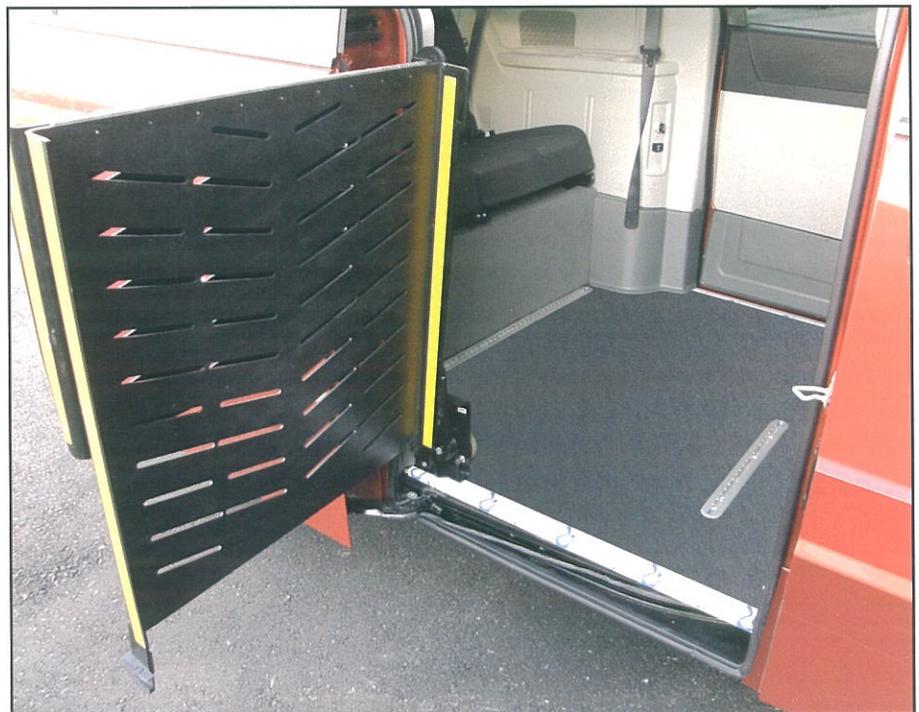
- **Quoting:** Build a quote from our product catalog using a familiar shopping cart interface. Save quotes for later reference.
- **Tool Kit:** Exclusive columns, articles and white papers that provide useful insight into the ever changing world of networking.
- **Account Maintenance:** Add or edit shipping addresses, contact information, etc.
- **Enewsletter:** The Network.

Functional Features



Ramp in position from the interior & removable seat

Amerivan PT features durable vinyl flooring and multiple Q'Straint L-track tie-down locations. Amerivan PT also includes "Quick Release" removable front passenger seating, optional fold-down middle seat and enhanced rear seat capacity for optimum passenger load. Our sturdy manual fold-out ramp has an easy-to-use swing-out gate feature for quick and clear access for all your passengers.



Fold down rear seat with spacious cargo room

Standard Conversion Features

14" Lowered Stainless Steel Floor!

- ADA 56" high entry door and lighting
- ADA 31" wide manual ramp
- 54" long manual fold-out ramp
- 3 passenger rear seat modification
- Permanent driver's seat
- Removable passenger seat
- Four-link style mechanical rear suspension with custom built coil over shock
- Q'Straint wheelchair track (RF/Mid locations)
- 1 set - Q'Straint restraint belts
- Grab handles - A Pillar/B Pillars
- Back-up alarm
- Commercial grade non-slip Altro flooring
- Swing-out ramp feature

DIMENSIONS

- Overall height of van 72³/₄"
- Door opening, usable height 56"
- Interior height at center of van 60"
- Interior height at driver and passenger position 60"
- Ground clearance (loaded) 5¹/₂"
- Overall interior floor length 88"
- Interior width at "B-pillar" 60"

STANDARD CHASSIS SPECIFICATIONS

- 6,050 lb. GVWR
- 3.3 liter V6 engine
- 4-speed automatic transmission
- Driver & passenger front impact air bags
- Front heating/air conditioning
- P225/65 R 16 BSW all season tires
- 20 gallon fuel tank

Popular Optional Equipment

(Note: This is only a partial listing of optional equipment. For more complete information, contact your EIDorado National representative.)

OPTIONAL EQUIPMENT

- Rear air conditioning/heating
- Additional Q'Straint belts
- 2 passenger fold-away Freedman™ seating – vinyl/OEM fabric
- Automatic load leveling air suspension
- Interior mounted spare tire with cover

OPTIONAL DOT PACKAGE

- First aid kit
- Fire extinguisher
- Reflective triangle kit



With our 250,000 sq. ft. state-of-the-art facility, we are able to provide timely delivery in addition to the exceptional quality that sets the standard in our industry.

At EIDorado National, we constantly improve our product; as a result all specifications and dimensions are subject to change without notice.




EIDorado National - Kansas
Thor Industries Mobility Division

1655 Wall Street • Salina, KS 67401 • (866) 392-6300 • (785) 827-1033

www.amerivans.com



Printed on recycled paper as part of EIDorado National's continuous effort to minimize waste and conserve our natural resources.

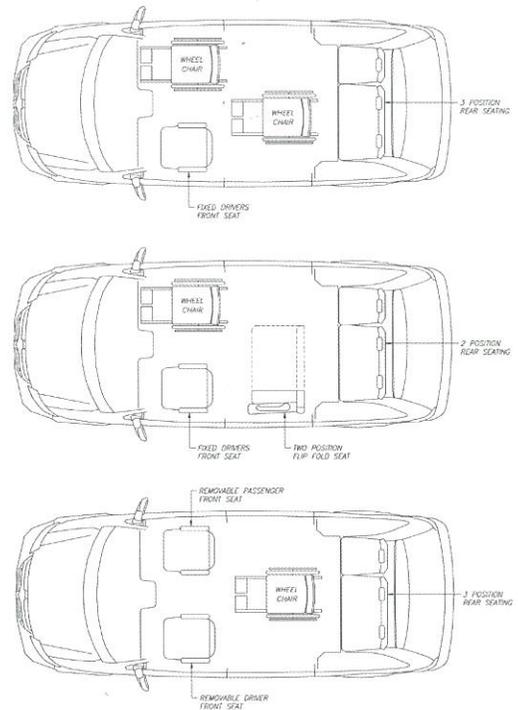


Standard Features

- Safe, commercial grade non-slip flooring made of skid-resistant durable vinyl.
- Easy-to-operate, non-skid manual fold-out ramp.
- Quality tie-down belts – we install the premier tie-down belt system made by Q'Straint – the industry benchmark for safety. You can rest assured that your wheelchair or motorized chair is securely fastened in your van. We also provide two floor tracks so you can determine where to hook the belts.
- The crash-tested Amerivan PT design meets or exceeds all applicable US motor vehicle safety standards.
- The Amerivan PT is built to last . . . all air conditioning, heating and braking lines are constructed in durable stainless steel. In fact, we're the only lowered-floor minivan you can buy with an **all stainless steel floor**.

WARRANTY

- 3-year, 36,000 mile warranty



PREMIUM QUALITY CONVERSION



Reliable workmanship

Every EIDorado National component of your Amerivan has undergone rigid testing for safety and performance. The crash tested Amerivan design meets or exceeds all applicable U.S. vehicle safety standard.

STANDARD FEATURES



"Quick-release" seating



Optional DOT kit

Amerivan PT

EIDorado 
National - Kansas
Thor Industries Mobility Division



Consumer Features . . . Commercial Durability

- The Amerivan PT from EIDorado National represents the best in a premium quality lowered-floor minivan for light transit use.
- All the renowned construction features of the consumer version, including the **standard all stainless steel floor**, in an economical, durable commercial version.



Paratransit Vehicle

AGING & DISABILITY RESOURCE CENTER OF BROWARD COUNTY



5300 Hiatus Road
Sunrise, Florida 33351
Elder Helpline: (954) 745-9779
Administration: (954) 745-9567
Fax: (954) 745-9584
www.adrcbroward.org

Edith Lederberg, Executive Director

AREAWIDE COUNCIL ON AGING September 8, 2011 BOARD OF DIRECTORS

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1st Vice President

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2nd Vice President

Theodora Williams
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Rickey Pine

John Primeau

Kenneth S. Rubin, Esq.

Jack Tobin

To the Grant Review Committee,

The Aging and Disability Resource Center, as the prime planning, coordinating, and funding body for services benefiting over 345,071 year-round senior residents of Broward County, welcomes the opportunity to provide a letter of support for the City of Miramar's application for funding for a handicapped designed van.

As our older residents struggle to age in place, accessible and well designed transportation conveyances are not readily available to take them to, and from their desired locations. The proposed "Access to Health Program" would prove to be an answer to many of their prayers.

For over 35 years, our non-profit 501(c)(3) organization has partnered with Miramar and its outstanding social services department to meet the existent needs of its older constituency. Your positive response, to the municipality's grant request, will enhance, as well as save the lives of many Older Americans who call Miramar "Home".

Thank you for caring.

Very sincerely,


Edith Lederberg
Executive Director

EL:cm



METROSIGNS

SIGNS. GRAPHICS. EVERYTHING.

1501 SOUTH STATE ROAD 7 HOLLYWOOD, FL 33023

P: 954.983.6662 | F: 954.983.2787

Quotation

No: 1707

Date: 07/14/11

Ship To:

< Same as Bill To >

K. Morrow
CITY OF MIRAMAR - City Hall
2300 CIVIC CENTER PLACE

MIRAMAR FL 33025

Acct.No	Ordered by	Phone	P.O. No	Prepared by	Sales Rep	Ship Via
2202	K. Morrow			Frank		We deliver
Quantity	Description				Unit Price	Price
1	Vehicle Wrap <hr/> Vehicle graphics Vehicle wrap On site graphics installation				2400.0000/Ea	2,400.00
					Subtotal	2,400.00
					Shipping	0.00
					Postage	0.00
					Tax	0.00
					TOTAL	2,400.00

All estimates are valid for 30 days.

Metro Signs Inc. · 1501 South State Road 7 · Hollywood FL 33023 · 954-983-6662

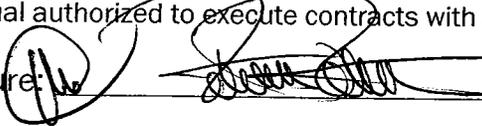
Application Checklist

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

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

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

Name: Robert A. Payton
(Individual authorized to execute contracts with South Florida Regional Transportation Authority)

Signature: 

Date: September 7, 2011

Temp. Reso. No. 5031

7/27/11

8/30/11

**CITY OF MIRAMAR
MIRAMAR, FLORIDA**

RESOLUTION NO. 11-159

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA, APPROVING A GRANT APPLICATION FOR FUNDING FROM THE NEW FREEDOM GRANT PROGRAM THROUGH THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY FOR THE EXPANSION OF SENIOR TRANSPORTATION SERVICES IN THE AMOUNT OF \$48,981.00; AUTHORIZING THE CITY MANAGER TO EXECUTE THE GRANT APPLICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Miramar desires to provide expanded senior transportation services using the New Freedom Grant Program; and

WHEREAS, the South Florida Regional Transportation Authority ("SFRTA") is authorized to make such grants and expend funds as the designated recipient of Job Access Reverse Commute and New Freedom Programs for Broward, Miami-Dade and Palm Beach Counties; and

WHEREAS, the New Freedom Grant Program with SFRTA will provide \$48,981.00 in funding to benefit the participants that use senior transportation services; and

WHEREAS, the SFRTA has the power to make and execute all contracts and other instruments necessary for the exercise of its powers; and

Reso No. 11-159

CERTIFICATION

I CERTIFY THIS TO BE A TRUE & CORRECT COPY OF THE ORIGINAL DOCUMENT ON FILE AT CITY HALL.

WITNESS MY HAND AND OFFICIAL SEAL OF THE CITY OF MIRAMAR THIS 8 DAY OF September, 2011

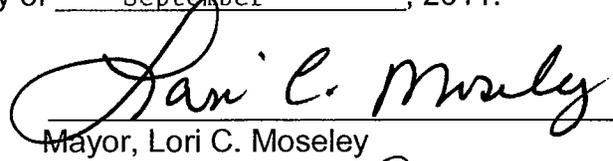
Juette M. McLeary
CITY CLERK

Temp. Reso. No. 5031
7/27/11
8/30/11

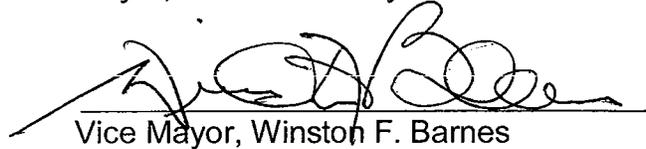
Section 4: That the appropriate City officials are authorized to do all things necessary and expedient in order to effectuate the execution of the grant application, described above, and to carry out the aims of this Resolution.

Section 5: That this Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this 7 day of September, 2011.

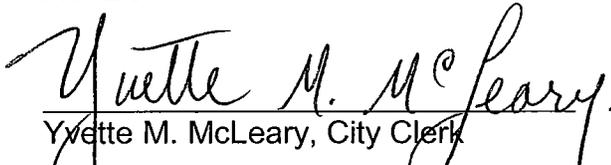


Mayor, Lori C. Moseley



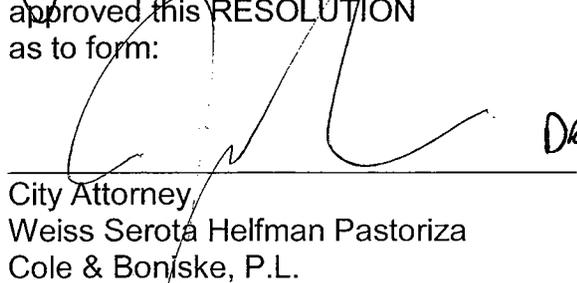
Vice Mayor, Winston F. Barnes

ATTEST:



Yvette M. McLeary, City Clerk

I HEREBY CERTIFY that I have
approved this RESOLUTION
as to form:

 Dec

City Attorney,
Weiss Serota Helfman Pastoriza
Cole & Boniske, P.L.

Requested by Administration

Vice Mayor Winston F. Barnes
Commissioner Alexandra P. Davis
Commissioner Wayne M. Messam
Commissioner Troy R. Samuels
Mayor Lori C. Moseley

Voted

Yes
Yes
Yes
Yes
Yes

**CITY OF MIRAMAR
PROPOSED CITY COMMISSION AGENDA ITEM**

Meeting Date: September 7th, 2011

Second Reading Date:

Presenter's Name and Title: Kim Morrow, Social Services Program Coordinator

Temp Reso Number: 5031

Item Description: TEMP. RESO. NO. 5031, AUTHORIZING THE APPROVAL OF A GRANT APPLICATION FOR FUNDING FROM THE NEW FREEDOM GRANT PROGRAM THROUGH THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY ("SFRTA"), IN THE AMOUNT OF \$48,981, FOR THE EXPANSION OF SENIOR TRANSPORTATION SERVICES; APPROVING AND AUTHORIZING THE APPROPRIATE CITY OFFICIAL TO EXECUTE THE GRANT APPLICATION - (SOCIAL SERVICES PROGRAM COORDINATOR, KIM MORROW-LOPEZ)

Consent Resolution Ordinance Quasi-Judicial Public Hearing

Summary Explanation and Background: The Social Services Department offers door to door transportation to medical and dental appointments to seniors through our Senior Transportation Division. Currently, due to availability of buses, this service may only be offered for two hours a day. The New Freedom Grant Program funds would allow this service to be offered throughout the day.

Instructions for the Office of the City Clerk: City Commission to sign Grant Application & Resolution on the Dias. Please return original applicatons & six certified copies of resolutions to Marva Graham, Director of Social Services, for hand delivery to the South Florida Regional Transportation Authority, before noon on September 8th, 2011.

Public Notice – As Required by Sec. _____ of the City Code and/or Sec. _____, Florida Statutes, public notice for this item was provided as follows: on _____, in a _____ ad in the _____; by posting the property on _____ and/or by sending mailed notice to property owners within _____ feet of the property on _____. (Fill in all that apply)

Special Voting Requirement – As required by Sec. _____, of the City Code and/or Sec. _____ Florida Statutes, approval of this item requires a _____ (unanimous 4/5ths etc. vote of the City Commission).

Fiscal Impact: Yes No

REMARKS: A revenue account will be created in the Federal Grants Fund 162 when the funds become available.

Attachments: EXHIBIT "A": NEW FREEDOM GRANT PROGRAM REQUEST FOR PROPOSAL; NOTE - APPLICATION SECTION, PAGES 3 THRU 21.



**CITY OF MIRAMAR
INTEROFFICE MEMORANDUM**

TO: Robert A. Payton, City Manager

FROM: Marva Graham, Director of Social Services

DATE: July 27th, 2011

RE: Adoption of Temporary Resolution No. 5031 approving a grant application for funding from the New Freedom Grant Program through the South Florida Regional Transportation Authority, in the amount of \$48,981, for the expansion of senior transportation services.

RECOMMENDATION: Adoption of Temporary Resolution No. 5031 approving a grant application for funding from the New Freedom Grant Program through the South Florida Regional Transportation Authority, in the amount of \$48,981, for the expansion of senior transportation services.

ISSUE: City Commission approval is required in order to submit the application for the New Freedom Grant Program funds.

BACKGROUND: The Social Services Department offers door to door transportation to medical and dental appointments to seniors through our Senior Transportation Division. Currently, due to availability of buses, this service may only be offered for two hours a day. New Freedom Grant Program funds would allow this service to be offered throughout the day.

Though access to medical treatment is imperative to the well being and quality of life for the senior population, care is severely limited by lack of access to transportation. Public transportation does exist. But, it is often times not a reasonable option for many seniors living in our community, due to age related disabilities. Many are unable to walk long distances to a bus stop and then stand unassisted for long periods of time, often in inclement weather, waiting for the bus. A key component in medical treatment/care is dependable access to that care. The Social Services Department does offer transportation to medical appointments in an effort to assist seniors with this issue. However, buses used

for senior services are unavailable during the morning and afternoon hours due to transport of our senior center members to and from the senior centers.

We would like to apply for funds from the New Freedom Grant Program so that we may buy one wheelchair accessible minivan that would be used specifically for taking seniors to and from necessary appointments. This would expand the availability of this invaluable service from two hours a day to ten hours a day. The New Freedom Grant Program does require a 20% match from recipients. This has been easily met without requesting any new funds from the City. The entire project budget is \$61,680 with \$48,981 coming from the New Freedom Grant Program. Matched funds of \$12,699 will be derived solely from in kind services, mainly the use of City owned office space and existing office equipment. The use of this van will maximize our financial and human resources while providing an excellence in service that our residents have come to expect. The Director of Social Services recommends approval for the signing of the application form to apply for funds from the New Freedom Grant Program.

Temp. Reso. No. 5031
Date: 07/27/11

**CITY OF MIRAMAR
MIRAMAR, FLORIDA**

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA, AUTHORIZING THE APPROVAL OF A GRANT APPLICATION FOR FUNDING FROM THE NEW FREEDOM GRANT PROGRAM THROUGH THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY ("SFRTA"), IN THE AMOUNT OF \$48,981, FOR THE EXPANSION OF SENIOR TRANSPORTATION SERVICES; APPROVING AND AUTHORIZING THE APPROPRIATE CITY OFFICIAL TO EXECUTE THE GRANT APPLICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Miramar desires to provide expanded senior transportation services through the New Freedom Grant Program Request for Proposal (RFP); and

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

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

WHEREAS, the New Freedom Grant Program RFP with SFRTA will provide \$105,950.00 in funding to benefit the participants that use senior transportation services; 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, the funds to be allocated and appropriated for the purpose and terms as set forth above shall be placed into a revenue account that will be created as the funds become available; and

WHEREAS, the Director of Social Services recommends approval of the attached application for the New Freedom Grant Program; and

WHEREAS, the City Commission of the City of Miramar, Florida, deems it to be in the best interest of the citizens and residents of the City of Miramar to approve the attached application to move forward with the New Freedom Grant program Request for Proposal.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA AS FOLLOWS:

Section 1. That the foregoing “**Whereas**” clauses are ratified and confirmed as being true and correct and made a specific part of this Resolution.

Section 2. That the appropriate City Officials are authorized to accept grant funding from South Florida Regional Transportation Authority in the amount of \$105,950.00, for the provision of expanded senior transportation services.

Section 3. That the application for grant funds between the South Florida Regional Transportation Authority and the City of Miramar, attached as Exhibit “A” is approved.

Section 4. That the appropriate City Officials are authorized to execute the grant application between the South Florida Regional Transportation Authority and the City of Miramar, attached as Exhibit “A”, together with such non-material changes as are

acceptable to the City Manager and approved as to form and legality by the City Attorney.

Section 5. That the appropriate City Officials are authorized to do all things necessary and expedient in order to effectuate the execution of the grant application, described above, and to carry out the aims of this Resolution.

Section 6. That this Resolution shall take effect immediately upon adoption.

Reso. No. _____

Temp. Reso. No.
Date: 7/27/11

PASSED AND ADOPTED this _____ day of _____, _____

Mayor, Lori C. Moseley

Vice Mayor, Winston F. Barnes

ATTEST:

Yvette M. McLeary, City Clerk

I HEREBY CERTIFY that I have
approved this RESOLUTION
as to form:

City Attorney
Weiss Serota Helfman Pastoriza
Cole & Boniske, P.L.

Requested by Administration

Vice Mayor Winston F. Barnes
Commissioner Alexandra P. Davis
Commissioner Wayne M. Messam
Commissioner Troy R. Samuels
Mayor Lori C. Moseley

Voted

Reso. No. _____