

Applicant and Proposal Profile

(Bus and Bus Facilities Program)

Section I. Applicant Information

Organization Legal Name:

FTA Recipient ID Number:

- Applicant Eligibility: State
 Indian Tribe
 Direct recipient of 5307 Urbanized Area Formula Program

- Population served: Urbanized over 200,000
 Urbanized 50,000 - 200,000
 Rural

Description of services provided:

The SFRTA operates Tri-Rail, a commuter rail service, with 18 stations along the 72 mile South Florida Rail Corridor serving Palm Beach, Broward, and Miami-Dade counties in the South Florida region. Tri-Rail currently has an average weekday daily ridership of over 13,000 and operates seven days a week with 50 weekday trains. Tri-Rail currently operates 11 shuttle bus routes (24 total vehicles including spares) serving Tri-Rail stations in the South Florida region.

Description of areas served:

Tri-Rail shuttle bus routes connect commuters with key destinations in the South Florida region. These shuttles directly link Tri-Rail with airports, hospitals, colleges/universities, and other major employment centers. SFRTA/Tri-Rail shuttle ridership has grown tremendously in recent years, as employers and commuters have identified the benefits of having increased transportation choices.

Section II. Evaluation Criteria (This section repeats, per project)

Eligibility Information

Proposal Title:
 (Descriptive Title of this Proposal)

- Project Type: Purchase of replacement or rehabilitation of bases and vans
 Replacement or the modernization of bus maintenance, service, or administrative facilities
 Purchases of vehicles for service expansion

- Bus related equipment (including ITS, fare equipment, communication devices)
- Development and implementation of transit asset management system
- Other

If Other, Specify:

Capital Purchase of New SFRTA Alternative Fuel Shuttle Bus Fleet

BUS ONLY:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No N/A

Planning and Local Prioritization Justification:

*** Note : Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

In order to improve SFRTA operational efficiencies and to provide more environmentally friendly transportation options, the SFRTA is applying for this grant to replace the existing diesel shuttle bus fleet, which is currently owned by SFRTA's shuttle bus contractor, with new alternative fuel busses owned by SFRTA.

The project has received many strong letters of support from local transportation and planning organizations (attached), and among these are letters from local Metropolitan Planning Organizations (MPOs). The MPOs indicated that the local Transportation Improvement Plans (TIPs) could be amended to include this project prior to grant award as specified in the NOFA. The project is not currently identified in the MPOs the long range plans. The local match source will be SFRTA capital funds.

In developing the project, there was extensive regional coordination with Florida Department of Transportation (FDOT) District IV office, local transit operators and planning organizations. FDOT funded two SFRTA shuttle bus studies which identified shuttle bus operating efficiencies and were the impetus for exploring fleet procurement options and potential operational cost savings associated with a new contract. The new contract would include an option to free issue busses to the service provider in order to reduce the hourly operating rate. Both shuttle bus studies were presented at the SFRTA Planning Technical Advisory Committee (PTAC) which consists of members form the three county transit agencies, the three MPOs, the two FDOT Districts, and the two Regional Planning Councils (RPCs). This forum was used to receive feedback and comments which helped guide the study and the ensuing service plan.

In summary, these studies included extensive coordination with all regional partner transportation agencies in an effort to complement all modes of transportation.

This project is also consistent with the Southeast Florida Partnership's regional planning efforts. The partnership was awarded a \$4.25 million Sustainable Communities Initiative grant to create a regional blueprint for growth in the seven county southeast Florida region. This project is located in the region served by the Sustainable Communities Initiative grant, and thus is eligible for special consideration during this grant evaluation. The attached signed documentation has been provided by the South Florida Regional Planning Council stating the project's compliance with the DOT-HUD-EPA Partnership for Sustainable Communities six livability principles. (1) The project will provide more transportation choices and provide a greener alternative to the automobile with the purchase of alternative fuel buses. These new modern style buses will be more appealing to the daily commuter and help promote transit usage, as well as walking and biking, which will reduce roadway congestion and parking demand. (2)The project will promote equitable, affordable housing by connecting areas of low income households with a more efficient and economically viable alternative form of transportation. (3) The project will enhance economic competitiveness by providing more transportation choices, which has shown to be an significant decision factor when companies are considering establishing headquarters or relocation in a

particular area. (4) The project will support existing communities by providing a viable alternative mode of transportation making them less reliant on their automobile for commuting and traveling within the South Florida region. (5) The project strengthens implementation of existing policies which support use of transit and connectivity between transit and employment centers. It will also leverage significant Federal Investment in the South Florida Rail Corridor. (6) The project will value communities and neighborhoods by preserving air quality by newly utilizing vehicles with lower emissions.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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The procurement of an alternative fuel shuttle bus fleet is a direct result of continuing coordination with the MPOs and FDOT District IV office. FDOT funded an SFRTA shuttle bus study which identified shuttle bus operating efficiencies through SFRTA owned shuttles and was the impetus for exploring fleet procurement options. The SFRTA shuttle bus studies led directly to SFRTA efforts to procure an alternative fuel shuttle bus fleet.

Since the project does not involve construction, environmental documentation is not necessary prior to implementation. Project implementation plans and schedule have been completed based on prior experience with major procurement including rail cars and locomotives and are detailed in the project timeline section of this application for the alternative fuel fleet procurement.

As mentioned above, the MPOs expressed support for the project and will be able to work with SFRTA to amend the local TIPs to include the project.

The SFRTA has matching funding available for the purchase of alternative fuel busses.

There are two parts to this project, and SFRTA has the capacity to implement both quickly. The first task is to issue a Request for Proposals (RFP) for a new shuttle bus service contract to be in place when the current contract expires. The new shuttle bus contract will include an option for free issuing busses in exchange for a reduced hourly rate. The current service contract does not have a free issue option, therefore, the contractor is responsible for procuring busses and factors capital depreciation in the hourly operational rate.

The second task is to procure the alternative fuel fleet. SFRTA is fortunate that a State of Florida program can expedite purchase of the alternative fuel shuttle bus fleet. The SFRTA anticipates procuring the alternative fuel busses through the Transit Research Inspection Procurement Service Program (TRIPS), a competitively bid contract currently in place and managed by the Florida Department of Transportation. SFRTA's procurement department is familiar with purchasing through State of Florida contracts, and can work quickly to make the procurement happen.

The local project support and existing procurement framework will ensure that this project is implemented quickly.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

*** Note : Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

SFRTA procurement, finance, legal, and operations staff are well qualified to implement the proposed shuttle bus fleet procurement, request for proposals process, as well as the oversight of the ongoing operations of the shuttle bus program.

Pursuant to FTA Implementation Plan documentation and reporting requirements, if awarded this grant, the SFRTA will

develop an implementation plan for the proposed project. The implementation plan will detail SFRTA's approach as the Project Management Oversight Contractor (PMOC) including the following key elements including the manner, quantity of the services, products, deliverables, etc. It will also demonstrate the readiness to perform oversight activities that meet FTA requirements associated with this project.

SFRTA's procurement and finance departments have won many awards of excellence from their respective statewide industry organizations.

SFRTA's two in-house attorneys routinely work with the entire SFRTA staff to implement many complex, large scale projects including vehicle procurements.

SFRTA Operations staff are the in-house experts on running SFRTA shuttle buses, with years of experience running bus operations for county transit agencies. All SFRTA departments are used to working together on large scale projects, as evidenced by the completion of the South Florida Rail Corridor Double Tracking project and the extensive rail car and locomotive procurements that are currently under way.

There are no outstanding legal, technical, or financial issues with SFRTA that would make this a high risk project to implement quickly.

SFRTA has adequate financial systems in place, and has controls in place, as evidenced by the attached financial audit.

Description of Legal Capacity to Implement Project:

*** Note : Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

SFRTA has a Legal department made up of two full-time attorneys. SFRTA's legal staff knows the goals and objectives of the Agency, and are involved in every phase of a project; from inception to completion. Legal staff will be part of the team working through the RFP process for a new shuttle bus service contract as well as the purchase of vehicles available on the State of Florida's TRIPS contract. SFRTA's legal team is involved in all major SFRTA procurements, reviewing RFP language, participating in the contractor selection process, and reviewing all contractual language.

Description of Financial Capacity to Implement Project:

*** Note : Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

As stated in the matching funds section, the local capital outlay will come from SFRTA capital funds. SFRTA has funds available to cover the local match.

SFRTA's Finance Department manages the Agency's grants, budgets, revenue collection, and accounting. The department has over ten (10) full-time employees, who work closely with the project managers in the agency. SFRTA's audit is attached, and has won industry awards in the past.

Ongoing operations of the current Tri-Rail shuttle bus system is funded by a combination of sources including the SFRTA, FDOT, local agencies, and private developer contributions. During a special session held by the Florida State Legislature in December 2009, a dedicated funding source was established to maintain the current level of operation at the SFRTA for at least the next 15 years. Current levels of funding from each source are expected to continue for the foreseeable future.

Are there any outstanding Technical, Legal, or Financial issues with respect to FTA Funding?

Yes No

If Yes, explain:

N/A

Demonstration of Need

Description of asset to be replaced or rehabilitated in age or mileage (if applicable):

N/A

Demonstration of Need:

*** Note : Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

SFRTA's Tri-Rail passengers are greatly served by existing SFRTA shuttle routes, which specifically time their routes to the arrival and departure of the Tri-Rail trains.

SFRTA, like all state and local governments, is feeling the need to explore any operational efficiencies. Due to the collapse of South Florida property values, the local government revenues and budgets have been reduced drastically. This has impacted the ability of South Florida counties to contribute to Tri-Rail, as annual county contributions have been scaled back to the statutory minimum. Fortunately, the State of Florida held a special legislative session in December 2009 and found recurring funding to fill this operating gap. The new Governor and winter 2011 legislative session have made it clear that all agencies associated with the state need to evaluate service efficiencies to reduce annual operating expenses. The state legislature recently has made cuts to government spending a top priority.

In these challenging financial times, SFRTA is seeking new opportunities to lower its operating costs. SFRTA currently uses private operators with a "turnkey" contract for its shuttle services. However, significant operational savings could be realized if SFRTA owned the shuttle buses that are used by its contracted operators. As a result, SFRTA seeks to purchase new alternative fuel vehicles for its shuttle service. In addition to lowering operating costs, the new alternative fuel shuttles would result in the reduction of fuel consumption and carbon emissions.

Despite this difficult financial picture, there is a the need to invest to properly serve the projected growth in population and transit use in South Florida. Even though population growth projections are more modest than in the past, South Florida is still attracting domestic and international residents. This only exacerbates the current backlog in roadway level of service and is expected to further worsen traffic congestion. There is a clear need for transit improvements to preserve the quality of life and support the regional economy.

Project Budget

Description	QTY	Federal Amount	Total Requested
Alternative Fuel 35' EZ-Rider Busses	5	448,000	2,240,000
Alternative Fuel 23' Low Floor Cutaway Busses	15	154,400	2,316,000
Total Amount:			4,556,000

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

The local capital outlay will come from SFRTA Capital Funds.

Supporting Documentation of Local Match:

The most recent independent auditors report can be found in the SFRTA Comprehensive Annual Financial Report at the following link: http://www.sfrta.fl.gov/docs/overview/2010_CAFR.pdf

Project Timeline

Timeline Item Description

Timeline Item Date

(Assumes Grant Awarded 9/1/11) Issue RFP for new shuttle bus service contract

12/1/2011

SFRTA Board approves new shuttle bus service contract

4/1/2012

Initiate bus procurement

5/1/2012

New alternative-fuel busses begin operating

10/1/2012

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

FL-017

Wilson, Frederica

FL-018

Ros-Lehtinen, Ileana

FL-019

Deutch, Ted

FL-021

Diaz-Balart, Mario

FL-022

West, Allen

FL-023

Hastings, Alcee L.

FL-016

Rooney, Tom

FL-025

Rivera, David