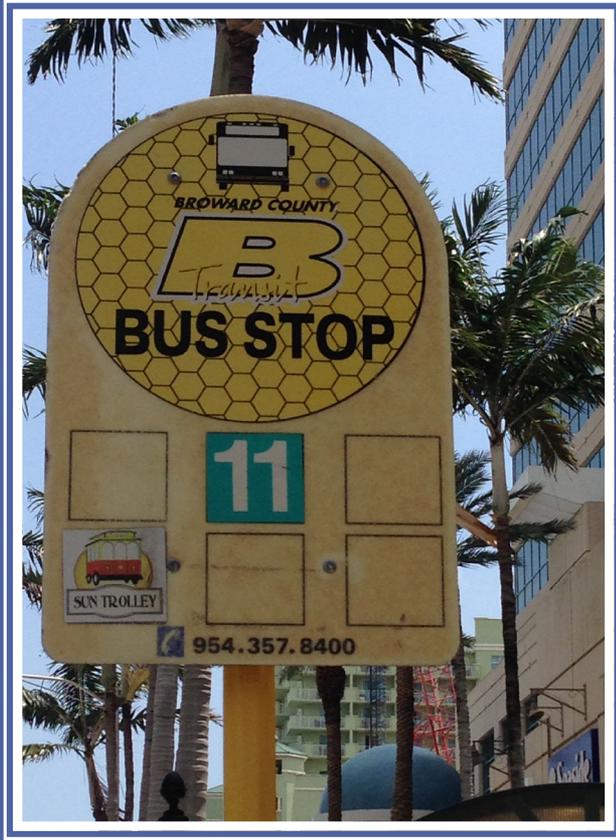




Photo above courtesy of www.seefloridago.com

RFP #555 –11574 MOBILITY MANAGEMENT CONSULTANT



CITY OF FORT LAUDERDALE, FLORIDA

SUBMITTED BY:
TYLININTERNATIONAL

1501 NW 49th Street, Suite 203 | Fort Lauderdale, FL 33309 | 954.491.5556 | www.tylin.com

April 30, 2015

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INDEX OF EVALUATION CRITERIA	
EC-1	Understanding of the overall needs of the City for such services, as presented in the narrative proposal. This will include problem identification and the proposed method to accomplish the work required.
EC-2	Experience, qualifications and past performance of the proposing firm, including persons proposed to provide the services, facilities, resources and references.
EC-3	Ability to complete the project within the timeline required
EC-4	Cost to the City



BID/PROPOSAL SIGNATURE PAGE



NON-COLLUSION STATEMENT

NON-COLLUSION STATEMENT:

By signing this offer, the vendor/contractor certifies that this offer is made independently and *free* from collusion. Vendor shall disclose below any City of Fort Lauderdale, FL officer or employee, or any relative of any such officer or employee who is an officer or director of, or has a material interest in, the vendor's business, who is in a position to influence this procurement.

Any City of Fort Lauderdale, FL officer or employee who has any input into the writing of specifications or requirements, solicitation of offers, decision to award, evaluation of offers, or any other activity pertinent to this procurement is presumed, for purposes hereof, to be in a position to influence this procurement.

For purposes hereof, a person has a material interest if they directly or indirectly own more than 5 percent of the total assets or capital stock of any business entity, or if they otherwise stand to personally gain if the contract is awarded to this vendor.

In accordance with City of Fort Lauderdale, FL Policy and Standards Manual, 6.10.8.3,

3.3. City employees may not contract with the City through any corporation or business entity in which they or their immediate family members hold a controlling financial interest (e.g. ownership of five (5) percent or more).

3.4. Immediate family members (spouse, parents and children) are also prohibited from contracting with the City subject to the same general rules.

Failure of a vendor to disclose any relationship described herein shall be reason for debarment in accordance with the provisions of the City Procurement Code.

NAME

RELATIONSHIPS

In the event the vendor does not indicate any names, the City shall interpret this to mean that the vendor has indicated that no such relationships exist.

 4/30/15



COST PROPOSAL PAGE

PART VI - PROPOSAL PAGES – COST PROPOSAL

Proposer Name T.Y. Lin Internaitonal, Inc.

Proposer agrees to supply the products and services at the prices bid below in accordance with the terms, conditions and specifications contained in this RFP.

Cost to the City: Contractor must quote firm, fixed costs for all services identified in this request for proposal. The firm fixed costs include all costs for the project including travel and miscellaneous expenses. No other costs will be accepted.

Failure to use the City’s COST PROPOSAL Page and provide costs as requested in this RFP, may deem your proposal non-responsive.

Task 1: Community Bus Master Plan	\$ <u>35,060</u>
Task 2: Five-Year Financial Plan	\$ <u>12,976</u>
Task 3: Transit Needs Analysis	\$ <u>16,698</u>
Task 4: Operational Analysis & Route Review	\$ <u>41,639</u>
Task 5: Security Program Plan & System Safety Program Plan	\$ <u>24,740</u>
Task 6: Fleet Replacement Plan	\$ <u>14,791</u>
Task 7: Staffing Plan	\$ <u>21,415</u>
Task 8: Performance Measures	\$ <u>31,084</u>

Total Project Cost \$ 198,403

(attach a breakdown of costs and list staff hours, including hourly rates for each staff person dedicated to the project).



LETTER OF INTEREST

April 30, 2015

Procurement Services Division, City of Fort Lauderdale
 Room 619, City Hall, 100 North Andrews Avenue
 Fort Lauderdale, Florida, 33301

RE: RFP # 555-11574, Mobility Management Consultant – Proposal from T.Y. Lin International, Inc.

Dear Members of the Selection Committee:

T.Y. Lin International (TYLI) offers the City of Fort Lauderdale an exceptional team of technical experts and project management/administrative staff to support this Mobility Management contract. As prime consultant, TYLI brings over 65 years of experience in developing and delivering public transportation systems and services, including the program management services as requested in this RFP. We are joined by **Connetics Transportation Group, CTS Engineering, and RK&K Consulting Engineers**, firms that provide added depth, expertise, and state-of-the-art tools and methods for conducting the requested assignments. While participation by MBE firms is “not applicable” to this contract, we are pleased to include Connetics Transportation Group and CTS Engineering, both of whom are certified DBE/MBE firms. In fact, our anticipated DBE commitment is 30 percent, well in excess of the Federal Transit Administration’s 10 percent goal.

A summary of our detailed proposal is provided below.

EXPERIENCE, QUALIFICATIONS and PAST PERFORMANCE of TYLI TEAM

The TYLI team provides the full range of services to support the City of Fort Lauderdale in the completion of its data gathering and evaluation, short and long term strategic planning, and management and business planning for the City’s Community Bus Shuttle system. Our team members have completed similar plans, including Federal Transit Administration (FTA) reporting and program management for the Florida Department of Transportation (FDOT) as well as for Miami-Dade Transit (MDT), Broward County Transit (BCT), LYNX, HART, the City of Boca Raton, and large and small systems throughout the US.

The TYLI Team will be led by **Vikas Jain, AICP, GISP**, who brings both extensive transit planning and operations experience and, through his work with City Transportation and Mobility Department staff, a deep understanding of the City’s objectives to fully integrate the Community Bus System with other transit services, as well as the City’s evolving development patterns. He is joined by **Gus Schmidt, PE**, who as the former Manager of FDOT District Four’s Planning and Environmental Management Office brings decades of strategic and business planning experience for a public sector organization. In addition, **Tim Crobons** from Connetics Transportation Group has prepared transit needs and operations analysis and route review for transit providers throughout the US, and in particular, for FDOT District Four, the South Florida Regional Transportation Authority (SFRTA), and BCT. His partner at Connetics, **Matt Orenchuk, PE, AICP**, is a national transit finance expert. Finally, **Sam Yang, PE, PTOE** from CTS Engineering has been completing Ride Check and other on-board surveys in South Florida, and **Jose Bustamante** of RK&K is a national expert in the preparation of safety and security and vehicle replacement reporting for FTA.

Our team will be based out of TYLI’s Fort Lauderdale office and are available to work as in-house staff. Key team leaders and their related experience include:

Team Member/Role	Relevant Experience
Vikas Jain, AICP GISP Project Manager	Project Manager – Martin County MPO Transit Development Plan Project Manager – Oakland Park Boulevard Transit Alternatives Analysis Lead Analyst-Central Broward East-West Transit Study
Sorin Garber Principal/Sr. Advisor	Prepared Public Transit Management Systems for states of Hawaii and Oregon Prepared business plan for 770-bus fleet in Portland, OR Implemented exclusive bus lanes, BRT corridors, bus stops, layovers, etc. at NYCDOT
Gus Schmidt, PE Program Development; Staffing Plan	Manager, District Four Planning and Environmental Management Office (32 employees) Prepared annual update of the Office’s Business Plan Agency Coordination – Various Multimodal Planning/PD&E Projects in District Four
Tim Crobons Operational Analysis/Route Review	Oakland Park Boulevard Transit AA – Operational Analysis & Route/Schedule Recommendations US 1 Transit Improvements Study – Transit Demand: Short-Term Improvements Director of Planning for LYNX

Team Member/Role	Relevant Experience
Matt Orenchuk, PE, AICP Transit Finance Plan	COTA NE Corridor AA Columbus, OH – Capital Cost Estimates & Funding Plan METRO RTA Market-Arlington AA – Capital Cost Estimates & Funding Plan Woodward Avenue AA, Detroit, MI – Capital Cost Estimates & Funding Plan
Sheng (Sam) Yang, PE, PTOE; Ride Check; other Data Collection	Oakland Park Boulevard Transit AA – Transit Check and on-board surveys Project Manager-FDOT District Four District-wide Data Collection Project Manager- Transit Data Collection (OD and BA surveys) for BCT and Palm Tran
Jose Bustamante, PE Safety & Security Program Plan; Fleet Plan	GRTC (Richmond, VA) BRT System Safety Management Plan FTA terrorism vulnerability and security assessments for seven major transit agencies Houston METRO - Risk Register and Risk & Contingency Management Plan SFRTA fleet review and asset replacement analysis
Steven Mangano Financial Planning	Director of the Maryland Mass Transit Administration's Office of Finance Purple Line LRT Project, Project and Financial Controls

PROJECT UNDERSTANDING AND APPROACH

While the City's Community Bus Shuttle program is serving passengers in 20 vehicles and the TMA is completing its due diligence reporting and other operational and management responsibilities, it also needs to be modifying downtown routes with the initiation of The WAVE and Tri-Rail Coastal Link, coordinate services better with the SFRTA shuttles, address community requests for additional service, and comprehensively evaluate the effectiveness of the system's routes and frequencies. After our completion of a detailed assessment of the system's performance and the market for its services, we will prepare a financially feasible annual and 5-Year Community Bus Master Plan with a Vision for how the services can improve their market penetration and cost-effectiveness. This Plan will be formatted as a Business Plan complete with performance measures for how and when to monitor critical indicators, a maintenance and vehicle replacement schedule along with maintenance and operational guidelines, and a set of procedures to enhance safety and security activities and meet FTA reporting requirements. In other words, each of our deliverables will not only address regulations and other requirements and identify where improvements are needed but will also identify the steps and timelines needed to implement those improvements.

ABILITY TO COMPLETE THE PROJECT WITHIN THE TIMELINE

All members of the TYLI Team have ample time available to complete this work.

Each firm balances demands by using resource leveling spreadsheets which are monitored on a weekly basis. Moreover, each firm's Principals are part of the actual working team and all have the ability to authorize assignments of their personnel in order to meet the project schedule. A master schedule covering all tasks, deliverables and meetings will be prepared for the project and reviewed with all team members. With the exception of data collection and Transit Needs Analysis activities in the first three months of the project, all project activities will have a long lead time allowing team members schedule their work several months in advance. Finally, Vikas Jain will oversee and monitor all team efforts which will be reviewed at regularly scheduled progress meetings with the TMA's Project Manager.

PROPOSED COST

As described in detail in Section 3 of this proposal, our estimated cost for completing the nine (9) deliverables identified in the RFP, as well as providing on-call support by Vikas Jain throughout the two-year duration of this contract, is \$198,403.

In closing, I want to thank City staff for meeting with us and offering their insights and objectives for this contract. We are committed to your success and excited by your program.

Sincerely,



Sorin Garber | Principal-in-Charge



STATEMENT OF PROPOSED SERVICES

5 – STATEMENT OF PROPOSED SERVICES

A. PROFESSIONAL QUALIFICATIONS OF FIRM AND PROJECT APPROACH

The TYLI team will work closely with the Downtown Fort Lauderdale Transportation Management Association (TMA), the SFRTA and key project leaders to review, discuss and plan next steps at every stage of the Community Bus Master Plan project. We will utilize our combined resources to ensure that we are effectively managing the project, maintaining our schedule, and utilizing resources efficiently. We expect to meet regularly with the TMA Project Manager to report on progress and identify potential issues before they arise, and also to support the TMA Project Manager in meetings, coordination activities, materials preparation so that the TMA staff and Board members have the information they need to help them make decisions related to the project.

A brief description of TYLI team’s technical approach for executing each of the tasks identified in the scope of work follows. We have re-organized the tasks from how they appear in the RFP so that they match our proposed work flow process and the inter-relationships between them; however, we have not changed the task number system presented in the RFP. Our proposed order for the scope tasks is as follows:

- Task 3: Transit Needs Analysis
- Task 4: Operational Analysis & Route Review
- Task 5: Security Program Plan & System Safety Program Plan
- Task 1: Community Bus Master Plan
- Task 6: Fleet Replacement Plan
- Task 2: Five-Year Financial Plan
- Task 7: Staffing Plan
- Task 8: Performance Measures

TASK 3: TRANSIT NEEDS ANALYSIS

The TYLI team’s transit needs analysis comprises the following three components:

- 1) **Previous Studies/Planning Activities:** The TYLI team will review the following documents as background to the transit needs analysis
 - a) Analysis completed in 2011 by the Housing Authority of the City of Fort Lauderdale (HACFL)
 - b) Federal and state requirements for the New Freedom Program (5317) (which was consolidated with Section 5310)

- c) City’s comprehensive plan (including zoning and affordable housing)
- d) BCT’s 2014-2023 Transit Development Plan – Connected
- e) BCT’s 2009 Comprehensive Operational Analysis (COA)
- f) Broward MPO’s 2040 Long Range Transportation Plan – Commitment2040
- g) SFRTA shuttle bus plans to fully understand the planning context for the City’s community bus system
- h) Latest service plans for The WAVE streetcar, Tri Rail Coastal Link (TRCL), All Aboard Florida (AAF), and US 1 Corridor Study

The objective of these reviews is to understand the relationships and potential opportunities between future community bus routes and all of the regional transit initiatives.

- 2) **Transit Market Assessment:** Using ArcGIS 10.x and Census data, the TYLI team will conduct a detailed socio-economic and demographic analysis to identify and segment existing transit markets. Future transit markets will be based on locating the current and planned projects intended to accommodate certain groups of transportation disadvantaged populations such as medical establishments and training/employment centers among other destinations. In addition, proximity analysis in conjunction with operational analysis and route review (Task 4) will help identify how the existing transit markets are being served. “Underserved” areas will be identified as those geographic areas that are not covered by the BCT transit network and SFRTA shuttles. Vikas Jain (TYLI) and Tim Crobans (CTG) have extensive experience with conducting transit market assessments for the FTA’s New Starts/Small Starts projects and long range transportation/transit plans. Some recent project experience includes the Oakland Park Boulevard Alternatives Analysis Study and the US 1 Transit Improvements Study-Transit Demand: Short-Term Improvements.
- 3) **Assess Issue-Based Needs:** In many instances, strategic transit investments, particularly those associated with community needs and desires, cannot be identified through data driven analysis alone. To identify such needs and desires, the TYLI team will conduct up to eight (8) stakeholder interviews to gather input from TMA board members, partner agencies (BCT, Broward MPO, SFRTA), and TMA/City of Fort Lauderdale staff, as well as using social media (Twitter, Facebook) and online surveys to obtain information from the general public. Sorin

Garber (TYLI) and Vikas Jain (TYLI) used this approach for the Martin MPO's 2014-2023 Transit Development Plan (TDP) and the Lake Ridge Neighborhood Mobility Master Plan projects in Fort Lauderdale.

DELIVERABLE: Draft and Final Transit Needs Assessment Technical Report which will include a summary of previous studies/planning activities; market assessment; and issue-based transit needs. A separate section on implementation of actionable goals from the HACFL's 2011 transit needs analysis and associated financial needs will also be included in this report.

TASK 4: OPERATIONAL ANALYSIS & ROUTE REVIEW

The TYLI team will follow a three-step process to conduct operational analyses and route review as described below:

1) Assessment of Existing Community Bus Service: The TYLI team will conduct an assessment of the existing community bus service including the following:

- a) Performance assessment examining ridership productivity (riders per revenue hour and mile), cost effectiveness (cost per trip, subsidy per rider), financial effectiveness and efficiencies (return on investment, farebox recovery) and trip level performance (riders per trip, maximum passenger loads)
- b) Operational evaluation — addressing a range of issues, including:
 - i. The origins and destinations the route serves
 - ii. Which origins and destinations are not accessed
 - iii. Whether the service is adequate/enough/too much
 - iv. Whether there are any safety issues associated with the existing route alignments/stop locations (ADA compliance)
 - v. Whether travel time and on-time performance can be improved

2) Develop Service Recommendations: The TYLI team will develop a set of service and capital program recommendations utilizing the existing service assessment and needs determined through the "Transit Market Assessment" and "Assess Issue Based Needs" identified in Task 3. Service recommendations will address improvements to existing services to improve performance, directness (routing) and attractiveness, service levels and periods, as well as improvements to capital infrastructure (passenger shelters, access and safety improvements). In addition, the TYLI team will develop a

set of service expansion improvements addressing new or underserved markets (identified under Task 3). All service recommendations will provide detailed service schedules, daily and annual service requirements (peak and fleet vehicles, revenue hours and miles). Service recommendations will be coordinated with local transit agencies to reduce duplication of service identified in new projects, such as The WAVE streetcar, TRCL, and AAF projects.

3) Implementation Support: The TYLI team is experienced in advancing service and capital improvements from concept to operations and implementation. We will support and assist TMA staff with the implementation of the approved routing and service level changes, facilities placement, capital improvement planning and coordination with transit agencies. We will also coordinate recommendations and actions with representatives of other transit improvement projects including WAVE streetcar, TRCL, and AAF.

DELIVERABLE: Draft and Final Potential Service and Infrastructure Improvements Technical Report which will include short- and long-term service improvements including route optimization, bus stop/shelter improvements amongst other projects as well as long-term improvements to improve system efficiency and effectiveness.

TASK 5: SECURITY PROGRAM PLAN AND SYSTEM SAFETY PROGRAM PLAN

Through TYLI team member Jose Bustamante of RK&K, the TYLI team will prepare an updated Security Program Plan (SPP) and an updated System Safety Program Plan (SSPP). Safety and security documentation has evolved substantially in recent years, going far beyond traditional aspects of passenger and employee safety and security to include counter-terrorism considerations, such as target hardening. Updates must address all relevant changes, such as new communications protocols for interface with local emergency response organizations or adoption of technologies such as facial recognition software for secure facility access. Updates must also be certain to address fundamental aspects of passenger and employee safety and security, including as examples adherence to thorough maintenance and preventative maintenance programs, and documentation of Operator licensing and training and vehicle inspection.

Mr. Bustamante has prepared these certifications and plans for large and small transit service districts, as well as to field audits related to security and counter-terrorism preparedness for multiple U.S. transit agencies on behalf of the FTA.

DELIVERABLE: Draft and Final Technical Report: Updated Security Program Plan (SPP) and System Safety Program Plan (SSPP).

TASK 1: COMMUNITY BUS MASTER PLAN

After our completion of a detailed assessment of the system's performance and the market for its services in Tasks 3, 4, and 5 (including the corresponding stakeholder and public input we receive), we will draft a financially feasible annual and 5-Year Community Bus Master Plan with a Vision for how the services can improve their market penetration and cost-effectiveness.

The Master Plan will provide a solid understanding of existing and future transit needs, operational characteristics, synergy with upcoming WAVE streetcar and AAF and TRCL projects, as well as system safety and security requirements. Using these efforts, the TYLI team will establish a Vision Statement for the City's Community Bus Shuttle program and develop goals and objectives to accomplish the TMA's vision. Performance measures which correspond to the goals and objectives will be developed to evaluate and prioritize projects. The performance measures will be developed so that they can be used to monitor plan implementation and make periodic adjustments as needed to meet the goals and objectives and eventually the overall vision for the Community Bus Shuttle program.

As part of the Community Bus Master Plan (a/k/a Business Plan) recommendations, the TYLI team will develop a menu of short-term improvements or projects that can be implemented within the next two years to improve mobility as well as identify long-term strategic investments to enhance the system in the near future. In addition, the TYLI team will develop planning level order of magnitude cost estimates for short- and long-term projects. Further, the financial analysis (Task 2) will illustrate the capital and operating funding levels needed on an annual basis and corresponding overages or shortfalls. The short- and long-term projects along with the cost estimates, and corresponding financial analysis will make a compelling case for additional funding request in form of federal, state, or local grants.

This Master Plan will be formatted as a Business Plan, complete with performance measures for how and when to monitor critical indicators, a maintenance and vehicle replacement schedule along with maintenance and operational guidelines, and a set of procedures to enhance safety and security activities, and meet FTA reporting requirements. In other words, each of our deliverables will not only address regulations and other requirements and identify where improvements are needed, but they will identify the steps and timelines needed to implement those improvements.

Several TYLI team members, including Sorin Garber (TYLI), Vikas Jain (TYLI), and Tim Crobans (CTG), have successfully prepared

over a dozen transportation/transit master plans in Broward County and throughout the state at different scales from neighborhood to regional. The TYLI team fully understands the challenges and nuances of working with key stakeholders and the community on such important projects that set the vision and blueprint for development of transportation services in the community.

DELIVERABLE: Draft and Final Community Bus Master Plan (aka Business Plan)

TASK 6: FLEET REPLACEMENT PLAN

Based on the work products developed in Task 4 (Operational Analysis and Route Review), the TYLI team will develop a Fleet Plan which combines a maintenance strategy (including preventative maintenance approach, vehicle replacement strategy and schedule), with a funding plan to support the procurement of new vehicles. The replacement strategy and schedule is central to the Fleet Plan and affords an opportunity for significant leveraging of resources by careful consideration of individual vehicle condition and reliability along with age, and examination of the viability of varying degrees of overhaul to extend service life. Members of the TYLI team have substantial relevant experience, including development of appropriate documentation to justify retirement and replacement of selected units in the SFRTA locomotive fleet, as well as para-transit and demand-responsive bus systems in the states of Hawaii and Oregon.

DELIVERABLE: Draft and Final Fleet Plan including detailed preventative maintenance program and necessary inspections.

TASK 2: FIVE-YEAR FINANCIAL PLAN

The TYLI team's Five Year Financial Plan approach consists of the following four elements:

- 1) Capital Program:** The TYLI team will document the existing capital assets including vehicles, passenger amenities and physical assets related to the management and supply of existing service. The physical condition and useful life of the capital inventory will be assessed, and a replacement schedule and cost estimate will be developed. This assessment will document the existing funding source commitments as well as identify potential funding sources for the replacement and expansion of capital assets for the proposed Community Bus System improvements/expansions/modifications (as identified under tasks 3 through 7). This task will also identify future capital expenditures supporting the Community Bus System but paid for by others under other projects and programs.

- 2) **Operating Program:** The first step will be to document the existing and projected operating expenditures required to extend existing services for five additional years. Next, we will identify future operating expenditures identified under Tasks 3 through 7 to support existing and proposed investments in facilities and operations. Alternative operating scenarios will be examined regarding continued contracting of service.
- 3) **Develop Funding Plan:** The TYLI team will document existing funding sources and projected revenues, identify potential future funding sources, eligibility requirements, and potential for receipt (level of competition, limitations of funding levels, probability of acquiring funding source). All potential funding sources will be screened to determine those sources that are most likely to be acquired, given eligibility requirements and local support. An overall five year funding plan will be developed to address continuation of existing service (or modified version determined through Task 4) as well as proposed capital and services identified under tasks 3 and 4.
- 4) **Develop Cash Flow Analysis:** The TYLI team will develop an existing service operations and capital program cash flow analysis, identify gaps in covering existing program expenses, and utilize identified funding sources to fill projected gaps. Our team will develop future five year Operations Program Expenditure and Cash Flow projections for the continuation of the existing capital program and operating services, and identify and document funding sources to fill any potential funding needs. Finally, our team will develop a future Five Year Capital Program Expenditure and Cash Flow projection, including the proposed capital and service expansion program identified in Task 3, and will identify and document funding sources to fill funding needs (i.e., including existing operations and capital needs as base condition).

DELIVERABLE: Draft and Final Five-Year Financial Plan.

TASK 7: STAFFING PLAN

Gus Schmidt of TYLI will lead the organizational structure analysis effort. Gus managed the 32-employee Planning and Environmental Management Office at FDOT District Four, and prepared the annual business plan. He will lead the TYLI team in the review of existing staffing levels in relation to the TMA organizational structure and their associated functional responsibilities. Further, peer agencies will be selected in consultation with the TMA to conduct comparative labor and organizational structure analyses.

Based on the findings of these assessments, a general framework for the organizational structure that would be appropriate and

acceptable to the TMA board will be drafted for review. Further, a staffing plan will be developed to fulfill requirements of the functional areas, such as, management, operations, maintenance, development (including planning and marketing), and administration (including accounting, human resources, information technologies). A labor analysis will be conducted for the staffing plan to determine the financial needs to support the desired staffing level. As part of the organizational structure analysis, the TYLI team will evaluate different operating options and identify pros and cons of each arrangement. A SWOT (Strengths, Weakness, Opportunities, and Threats/Limitations) analysis will be conducted to determine the best possible operating option for the community bus system that meets local, state, and federal requirements.

DELIVERABLE: Draft and Final Organizational Analysis Technical Report which will include an organizational chart with staffing plan and corresponding task profiles, potential operating options, and financial needs.

TASK 8: PERFORMANCE MEASURES

The TYLI team members are well versed in the FTA's New Freedom Grant requirements related to project management and reporting. In addition, the TYLI team is aware that the TMA has a strong customer-centric focus in delivering public transportation service and that customer satisfaction is paramount. To meet the FTA's requirements and the TMA's aspirations and goals, the TYLI team will use a three pronged approach:

- 1) **Monitor Service Performance:** Using desktop planning tools, such as, ArcGIS 10.x and MS Excel, the TYLI team will analyze changes in transit network coverage vis-à-vis transit market segmentation; accessibility to employment centers and key destinations and impacts on transportation disadvantaged population groups arising due to changes in span of service, headways, or fares.
- 2) **Conduct Environmental Scan:** The TYLI team will coordinate with all of the partner agencies providing transit services in the community as well as those engaged in planning and implementing transportation projects to understand if an agency's transportation infrastructure improvement project would significantly impact existing public transportation facilities, such as, sidewalks, bus stops/shelters, vehicles, and so on. The TYLI team will conduct field visits on an as-needed basis to validate and document changes affecting infrastructure.
- 3) **Ridership Estimation:** TYLI team member, Sam Yang (CTS) has extensive experience in conducting on-board surveys, origin-destination (OD) surveys, and ride checks and other

transit data collection types in south Florida. The TYLI team will conduct ride checks, on-time performance analysis, as well as analyze on-board ridership data to estimate ridership on a periodic basis.

- 4) **Monitor Service Delivery:** Data gathered by the TMA from “secret rider” trips, on-board intelligence system related to headways, passenger satisfaction surveys, and customer feedback received by the Executive Director as well as the TMA Board or Directors will be reviewed and compiled by the TYLI team for reporting purposes. In addition, comments received at public hearings will also be documented. The TYLI team will share this information with the Executive Director and the TMA Board or Directors at the regularly scheduled status meetings.

DELIVERABLE: Draft and Final Progress Reports prepared per FTA's New Freedom Grant guidelines with additional data and information to meet City/TMA's goals.

B. TYLI TEAM'S COMPETITIVE ADVANTAGE AND STAFF QUALIFICATIONS

The TYLI team provides the full range of services to support the City of Fort Lauderdale in the completion of its data gathering and evaluation, short and long term strategic planning, and management and business planning for the City's Community Bus Shuttle system. Our team members have completed similar plans, including FTA reporting and program management for FDOT as well as for MDT, BCT, SFRTA, and large and small systems throughout the US.

Our team will be based out of TYLI's Fort Lauderdale office and are available to work as in-house staff. We also bring a roster of professional planners and engineers throughout Florida ready to assist the TMA to fulfill its mission of providing convenient, accessible, and reliable transportation. We have a proven track record of delivering quality work products on multiple task orders simultaneously, including those with a rapid schedule and within available budget to the City through our existing Traffic and Transportation Planning General Planning Consultant contract.

B.1 – TYLI TEAM MEMBERS



TYLI is an internationally recognized full-service, multi-disciplinary planning and engineering firm, with a company culture and code

of ethics to deliver superior and responsive transportation solutions to our clients. TYLI has a 65-year history performing professional services, including providing services throughout South Florida for more than 35 years. TYLI's strength comes from a staff of over

150 professionals in Florida, 800 nationwide, and more than 1,800 globally. Our experience in transit planning, development and design brings a unique perspective to that is ideally matched to the goals and objectives of the TMA's Community Bus System Mobility Manager.

Our subconsultant partners for this project include Connetics Transportation Group for Operational Analysis and Route Review and Financial Planning, RK&K for Safety and Security Plan/Certification and Fleet plan, and CTS Engineering for Data Collection.



Connetics Transportation Group, Inc. (CTG) is a consulting firm specializing in public transportation systems

and operations planning. The firm was established in 2005, but CTG's key staff members have been providing bus and rail transit planning services to agencies in nearly every major US city for over 20 years. Their expertise includes short-range service planning, long-range systems plans and corridor projects, financial and economic analysis, and ridership forecasting. CTG's service and operations planning assignments have encompassed bus (local, express, and paratransit), bus rapid transit, light rail transit, streetcar, automated guideway, heavy rail, commuter rail, diesel railcars (DMUs), intercity rail, and typically the interfacing of modes.



Since its founding in 1923, RK&K has satisfied both public and private sector clients by providing multi-discipline planning, engineering, environmental, and construction phase services. They offer innovative and efficient solutions on a variety of projects nationwide from 19 offices located in eight states and Washington, DC, including offices in Tampa, Orlando and Lakeland, Florida. RK&K's technical expertise places them 87th on the Engineering News Record's 2014 listing of the Top 500 Design Firms. Their award-winning and diversified of nearly 1,000 staff is experienced in an array of disciplines, including planning; engineering design; and construction management/inspection and construction engineering for transportation, environmental, infrastructure, utility, site and surveying and energy/pipeline projects.

RK&K has a well-established practice along the East Coast in a variety of transportation projects. The firm has been providing railroad planning, design and construction support services for freight, commuter, light and heavy rail transit systems for nearly 40 years. RK&K has proven and successful planning experience on TOD and multi-modal transportation system projects, including

Security Program Plans (SPP) and System Safety Program Plans (SSPP). RK&K developed the Safety and Security Management Plan (SSMP) in support of Greater Richmond Transit Company (GRTC) in Virginia, including comprehensive Preliminary Hazard (PHA) and Threat/Vulnerability (TVA) Analyses. The SSMP was produced to document the management philosophy and structure to implement an effective program by evaluating 14 stations (28 after considering both eastbound and westbound stations) identifying safety hazards and security threats, assessing associated risks, developing mitigating actions, and tracking such risks and corresponding resolutions to promote and improve system safety and security



CTS Engineering, Inc. (CTS) offers full transportation services with state-of-art technology solutions to its clients. CTS offers a wide comprehensive array of engineering services to public and private sector clients in transportation planning, traffic engineering, public transit consultant, roadway geometric design, policy planning, advanced computer technology support, transportation data collection, statistical analysis, PD&E engineering support, plan evaluation, and capital investment management. CTS is proud of its strong research and development capability and maintains close ties to the progressive research effort to provide clients with advanced technical services. Their mission is to provide creative, innovative, and cost-efficient solutions to its clients and communities.

B.2 – TYLI TEAM PERSONNEL

The TYLI Team will be led by Vikas Jain, who brings both extensive transit planning and operations experience, and through his work with City Transportation and Mobility Department staff, a deep understanding of the City's objectives to full integrate the Community Bus System with other transit services, as well as the City's evolving development patterns. He is joined by Gus Schmidt, who as FDOT District Four Manager of Planning and Environmental Management, brings decades of strategic and business planning experience for a public sector organization.

Our complete team structure is depicted in the Organizational Chart on the following page.

In addition, Tim Crobons, from Connetics Transportation Group, has prepared transit needs and operations analysis and route review for transit providers throughout the U.S., and in particular, for FDOT, SFRTA and BCT. Jose Bustamante of RK&K is a national expert in the preparation of safety and security and vehicle replacement reporting. Matt Orenchuk (of CTG) and Stephen Mangano (of RK&K) bring extensive transit finance experience to the team on

both a project and program level. Finally, Sam Yang (CTS) has been completing Ride Check and other on-board surveys in South Florida.

Our team members will be based out of TYLI's Fort Lauderdale office and are available to work as in-house staff. Key team leaders and their related experience include:

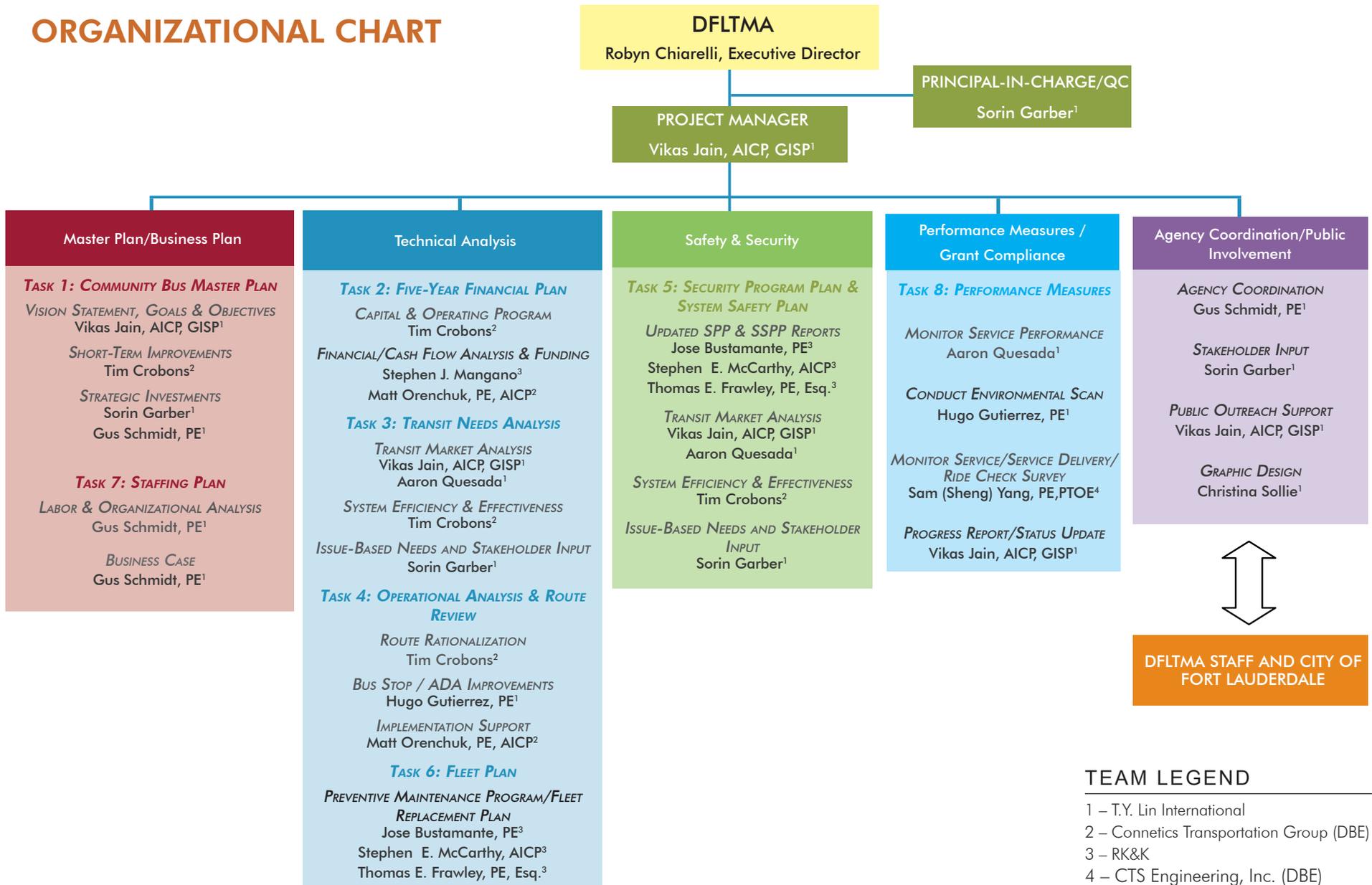
Vikas Jain, AICP, GISP – Project Manager. Vikas manages multi-disciplinary teams and provides technical leadership for transit feasibility studies, transit Alternatives Analyses, Transit Development Plans, and site suitability studies for transit projects. He has extensive experience in developing transit service plans, transit operations analysis, and capital cost and O&M cost models using FTA templates. He has effectively integrated GIS and travel demand forecasting software data for socio-economic, land use, and demographic analysis to aid teams in preparing environmental documentation. Vikas has a deep understanding of FTA's project development process including preparation of FTA grant applications.

In addition, Vikas has a deep understanding of the City's development patterns and its overall mobility programs and plans. In particular, there is interest in using the Community Bus Shuttle system to help improve multimodal access to neighborhoods that are growing as well as working to modify routes and schedules to coordinate with The WAVE, Coastal Link, and AAF, and changes occurring with other BCT and SFRTA bus and shuttle services.

Selected relevant project experiences that Vikas brings include:

- **Martin County Transit Development Plan, Project Manager.** Vikas led a multi-disciplinary team in the design of a blueprint for transit development over a 10-year period in Martin County. The team's analyses included bus operations, ridership and revenue forecasting, bus shelter and amenities development, ADA accessibility, bus stop consolidation, route rationalization, and a financial plan and management program for the County's operation of the system.
- **Oakland Park Boulevard Alternatives Analysis, FDOT District Four, Project Manager.** Vikas managed a multi-disciplinary team in completion of this transit Alternatives Analysis for Oakland Park Boulevard. The Route 72 bus in the corridor operates on 15-minute headways and carries 9,000 riders/day, but due to heavy traffic congestion registers a poor on-time arrival/departure record. Vikas' team collected data via Ride Check and field surveys of operating characteristics which resulted in recommended schedule changes and layover and driver protocol, which were implemented, and evaluated several short- and long-term alternatives. The team completed

ORGANIZATIONAL CHART



TEAM LEGEND

- 1 – T.Y. Lin International
- 2 – Connetics Transportation Group (DBE)
- 3 – RK&K
- 4 – CTS Engineering, Inc. (DBE)

conceptual design, including incorporation of pedestrian, bicycle and bus stop improvements, and prepared capital and operating and maintenance cost estimates using the FTA templates. The Broward MPO adopted the team's recommended alternative which has been advanced into design, and a demonstration project of the team's "bus island" concept will be constructed at the University Drive intersection.

■ **Central Broward East/West Transit Analysis/DEIS, FDOT District Four, Task Manager.** Vikas was responsible for preparation of transit ridership forecasts, capital cost estimates for Bus Rapid Transit, Light Rail Transit, modern streetcar technologies, an Operation and Maintenance (O&M) cost model, a land use and transportation data analysis using GIS, and both station area planning and public involvement tasks.

Gustavo Schmidt, PE – Program Development/Staffing Plan Lead. Gus Schmidt's extensive experience in public sector management includes leading three different organizational structures, initially in the Transportation Planning Office and eventually in the Planning and Environmental Management Office (PL&EM) of the Florida Department of Transportation's District Four, where he was responsible for the merger of the former Planning Office and Environmental Management office into one entity. At PL&EM, he managed an operating budget for an office of 32 employees, and managed the creation and annual update of the Office's Business Plan. Under his leadership, PL&EM performed planning and project development ensuring compliance with the National Environmental Policy Act (NEPA) regulations in the development of any project produced by the Department. He managed seven functional units and also coordinated with and provided technical support to local Metropolitan Planning Organizations in development of their Long Range Transportation Plans.

Sorin Garber – Principal in Charge/Sr. Advisor. Sorin Garber has more than three decades of experience analyzing urban passenger transportation systems throughout the U.S. He has directed and supported completion of a broad range of projects, including transit service/operations analyses; public transit management systems (including vehicle replacement and maintenance schedules); transit feasibility studies; FTA New Starts applications; Transit AAs and NEPA documents; transit amenities guidelines; and transit system and corridor plans. Earlier in his career, Sorin worked for the NYC Department of Transportation, where he helped develop and implement exclusive and priority bus systems within and into midtown Manhattan – all of which are still in operation.

Tim Crobons – Operational Analysis/Route Review Lead. Mr. Tim Crobons is a managing partner of the Connetics Transportation Group and has over 25 years of transportation planning experience. He has worked a wide variety of transit-related projects including Service Plans, Comprehensive Operational Analyses, and O&M Cost Estimates for numerous systems plans. Prior to joining CTG, he was Director of Planning for LYNX, the transit provider in Orlando, FL. As a member of TYLI's team for the Oakland Park Boulevard Transit AA project, Mr. Crobons completed a comprehensive operational analysis and route review which resulted in a revised schedule, as well as revised bus layover and driver protocols which were adopted and implemented by BCT.

Sheng (Sam) Yang, PE, PTOE – Data Collection Lead. Sam Yang is the President of CTS Engineering and brings the TYLI Team extensive experience in transportation planning, GIS application, traffic operations analysis, and data collection. He has been involved in several research projects for FDOT, which focus on field traffic data collection – including Transit Check, Ride Check, and on-board surveys - travel demand model improvements and GIS application in transportation planning. Mr. Yang has served FDOT and many local governments in traffic operational analysis, ITS planning and technology implementation, travel demand modeling, Florida SIS Facility Planning, PD&E corridor studies, corridor action plan/master plan development, traffic impact analysis and reviews, traffic data collection, long range travel demand forecasts, traffic calming study, GIS application, software development, traffic simulation, school zone study, and local government transportation system master plan development.

Jose Bustamante, PE – Safety and Security Plan/Certification and Fleet Plan Lead. Mr. Bustamante has managed and been an integral part of very successful transit projects in the US and abroad His credentials include all phases of small, medium, and large-scale projects, including Major Investment Studies (MIS), Alternatives Analysis (AA), Feasibility Studies, Conceptual and Preliminary Engineering (PE), Environmental Impact Statements and Assessments (EIS/EA), Final Design, Construction Services, and Program and Construction. He is leading the development of the System Safety Management Plan (SSMP), Preliminary Hazard Analysis (PHA), and Threat and Vulnerability Analysis (TVA), and supported development of Financial Plan, for GRTC (Richmond, VA) Bus Rapid Transit (BRT) project, and prepared the Houston METRO LRT project Risk Register and Risk & Contingency Management Plan.

Stephen Mangano, Financial Plan Assistance. Mr. Mangano has served as Project Controls Manager for the Maryland Transit Administrations Purple Line Project, a \$2.6B, 16.3-mile light rail transit line in US 301 Prince George's and Montgomery Counties, Maryland. Prior to joining RK&K, Mr. Mangano spent 24 years with various public transportation agencies, including the Maryland DOT where he held positions as the Department's Budget Director, Director of the MD Mass Transit and the Administration's Office of Finance. As the agency's Chief Financial Officer, he directed the development and implementation of the \$260M operating budget, the \$845M 6-year capital program and the 5-year business plan prioritizing budget allocations to maximize the agency's efforts to advance various departmental and administration program goals.

Matt Orenchuk, PE, AICP – Funding Plan Lead. Matt Orenchuk brings an energetic blend of transit operations knowledge, traffic engineering, and socio-economic analysis to his transit planning work. His expertise in operations planning and service evaluation has helped transit clients from around the country implement service changes and make improvements to their systems. He has a strong set of experiences in completing Operations and Maintenance cost estimating and Capital cost estimating using FTA templates for New Starts and other grants. Projects where he has provided funding plans for bus transit program development include COTA Northeast Corridor AA in Columbus, OH, HART Northeast and West Corridors Study in Tampa, FL, and the METRO RTA Market-Arlington AA in Akron, OH.

C. ESTIMATED TIMETABLE (PROJECT SCHEDULE)

The TYLI team has developed the following schedule to complete the scope of services presented in Section 5A of our proposal. This schedule is based on our ability to complete the analyses and documentation, but more importantly on the timetable of reviews by the TMA staff and TMA Board. Our approach is flexible and we look forward to discussing the most optimal schedule with TMA staff.

	Year 1				Year 2			
	0-3 mos.	4-6 mos.	7-9 mos.	10-12 mos.	13-15 mos.	16-18 mos.	19-21 mos.	22-24 mos.
Community Bus Master Plan								
Five-Year Financial Plan								
Transit Needs Analysis								
Operational Analysis and Route Review								
System Security and Safety								
Fleet Plan								
Staffing Plan								
Performance Measures								
Draft Business Plan								
Final Business Plan								
TMA Meetings	◆	◆	◆	◆	◆	◆	◆	◆



BUSINESS LICENSES

6 – BUSINESS LICENSES

State of Florida
Board of Professional Engineers
Attests that
T. Y. Lin International




is authorized under the provisions of Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes.

Expiration: 2/28/2017
Audit No: 228201703378

CA Lic. No:
2017

State of Florida
Board of Professional Engineers
Attests that
Joseph Michael Yesbeck, P.E.




Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
Expiration: 2/28/2017
Audit No: 228201712578

P.E. Lic. No:
34402

State of Florida
Board of Professional Engineers
Attests that
Gustavo D. Schmidt, P.E.




Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
Expiration: 2/28/2017
Audit No: 228201714849

P.E. Lic. No:
35619

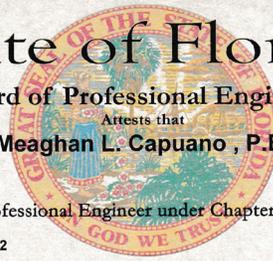
State of Florida
Board of Professional Engineers
Attests that
Claudia P. Diaz, P.E.




Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
Expiration: 2/28/2017
Audit No: 228201703404

P.E. Lic. No:
77074

State of Florida
Board of Professional Engineers
Attests that
Meaghan L. Capuano, P.E.




Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
Expiration: 2/28/2017
Audit No: 228201731332

P.E. Lic. No:
77127

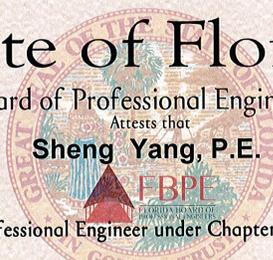
State of Florida
Board of Professional Engineers
Attests that
Hugo E. Gutierrez, P.E.




Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
Expiration: 2/28/2017
Audit No: 228201708511

P.E. Lic. No:
66890

State of Florida
Board of Professional Engineers
Attests that
Sheng Yang, P.E.




Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
Expiration: 2/28/2015
Audit No: 228201505733

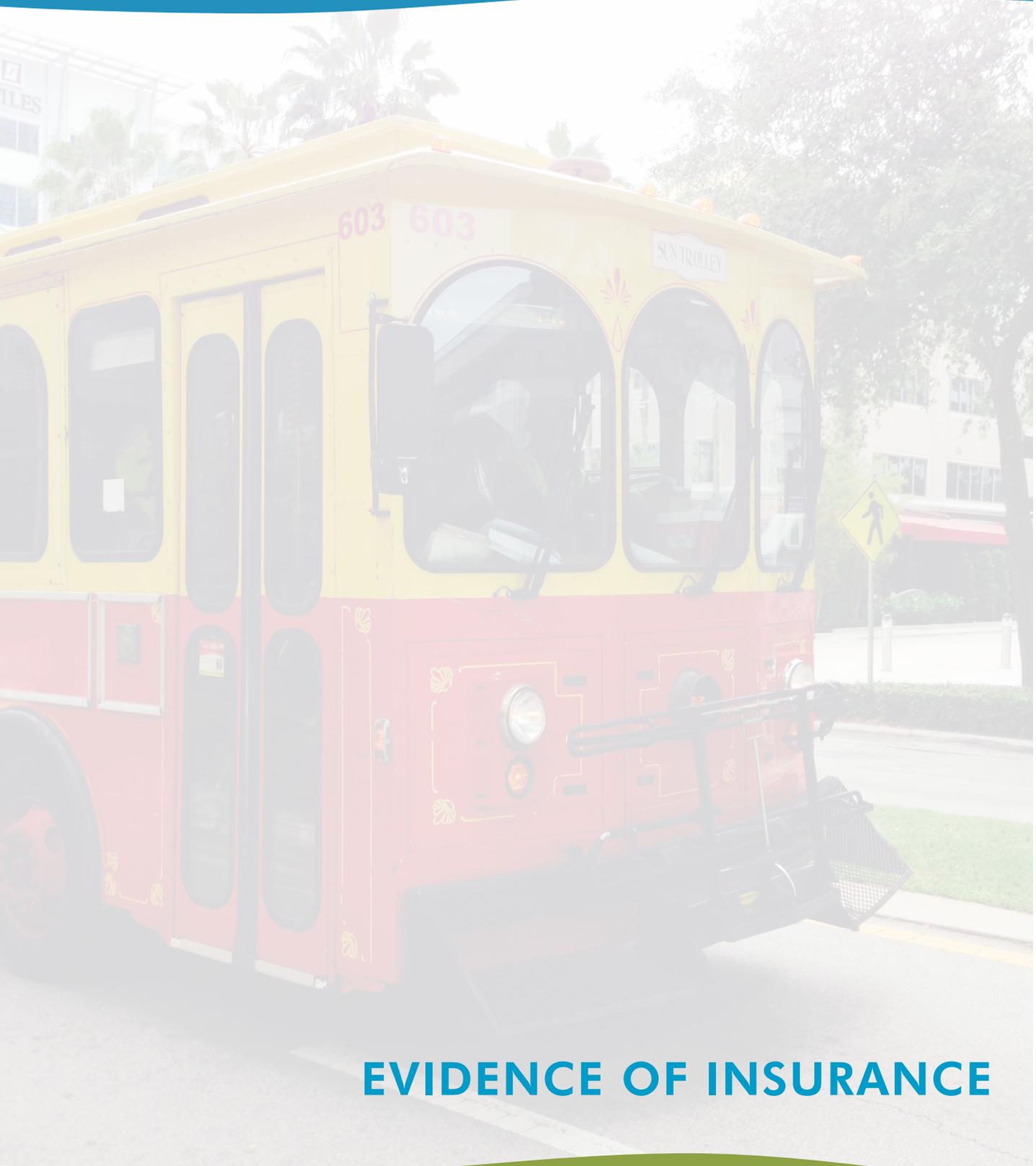
P.E. Lic. No:
64802

The screenshot displays the DBPR Online Services interface. At the top left is the Florida Department of Business Professional Regulation logo. The top right features a banner with the text "DBPR ONLINE SERVICES" and a "Home" link. A navigation menu on the left includes options like "Log On", "Search for a Licensee", and "Apply for a License". The main content area is titled "Licensee Details" and contains three sections: "Licensee Information", "License Information", and "Special Qualifications".

Licensee Information	
Name:	BUSTAMANTE, JOSE ROBERTO (Primary Name)
Main Address:	300 M STREET SE SUITE 880 WASHINGTON District of Columbia 20003
County:	OUT OF STATE
License Mailing:	
LicenseLocation:	

License Information	
License Type:	Professional Engineer
Rank:	Prof Engineer
License Number:	78150
Status:	Current,Active
Licensure Date:	10/14/2014
Expires:	02/28/2017

Special Qualifications	
Civil	Qualification Effective 10/14/2014



EVIDENCE OF INSURANCE

7 – EVIDENCE OF INSURANCE

Client#: 722 TYLININTE1

ACORD™ CERTIFICATE OF LIABILITY INSURANCE DATE (MM/DD/YYYY)
3/03/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Dealey, Renton & Associates P. O. Box 12675 Oakland, CA 94604-2675 510 465-3090	CONTACT NAME: Nancy Ferrick PHONE (A/C, No, Ext): 510 465-3090 FAX (A/C, No): 510 452-2193 E-MAIL ADDRESS: nferrick@dealeyrenton.com														
INSURED T. Y. Lin International 345 California Street, Ste. 2300 San Francisco, CA 94104	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">INSURER(S) AFFORDING COVERAGE</th> <th style="text-align: left;">NAIC #</th> </tr> <tr> <td>INSURER A : Hartford Fire Ins. Co.</td> <td>19682</td> </tr> <tr> <td>INSURER B : Hartford Underwriters Ins. Co.</td> <td>30104</td> </tr> <tr> <td>INSURER C : Aspen Specialty Ins. Co.</td> <td>10717</td> </tr> <tr> <td>INSURER D :</td> <td></td> </tr> <tr> <td>INSURER E :</td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : Hartford Fire Ins. Co.	19682	INSURER B : Hartford Underwriters Ins. Co.	30104	INSURER C : Aspen Specialty Ins. Co.	10717	INSURER D :		INSURER E :		INSURER F :	
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INSURER D :															
INSURER E :															
INSURER F :															

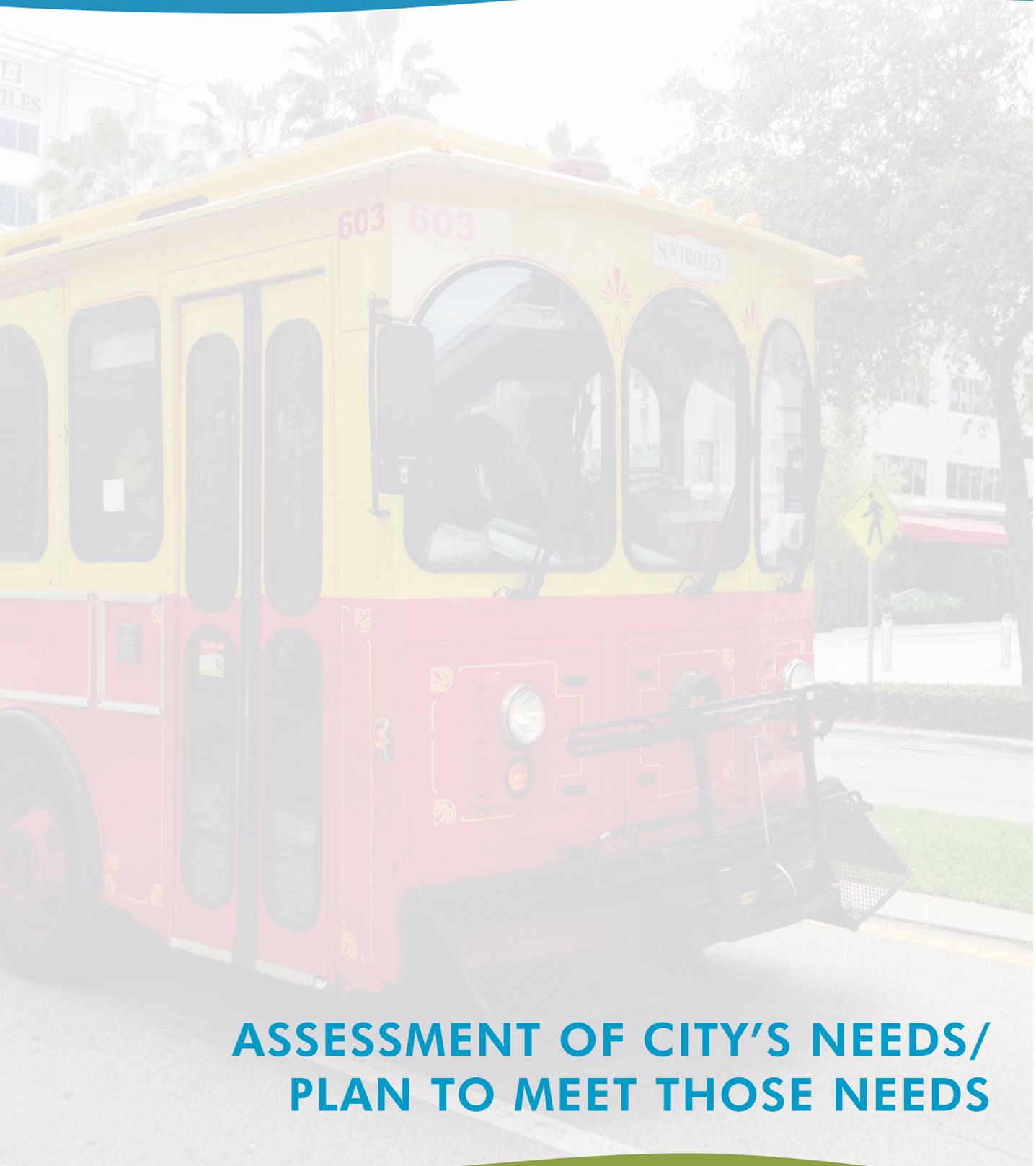
INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY	X	X	57CESOF1487	03/01/2015	03/01/2016	EACH OCCURRENCE	\$1,000,000
	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence)	\$1,000,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR						MED EXP (Any one person)	\$10,000
	<input checked="" type="checkbox"/>						PERSONAL & ADV INJURY	\$1,000,000
	<input checked="" type="checkbox"/>						GENERAL AGGREGATE	\$2,000,000
GEN'L AGGREGATE LIMIT APPLIES PER:							PRODUCTS - COMP/OP AGG	\$2,000,000
<input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC								\$
A	AUTOMOBILE LIABILITY	X	X	57UENPV4294	03/01/2015	03/01/2016	COMBINED SINGLE LIMIT (Ea accident)	\$1,000,000
	<input checked="" type="checkbox"/> ANY AUTO						BODILY INJURY (Per person)	\$
	<input type="checkbox"/> ALL OWNED AUTOS						BODILY INJURY (Per accident)	\$
	<input checked="" type="checkbox"/> HIRED AUTOS						PROPERTY DAMAGE (Per accident)	\$
	<input type="checkbox"/>							\$
UMBRELLA LIAB <input type="checkbox"/> OCCUR							EACH OCCURRENCE	\$
EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE							AGGREGATE	\$
DED <input type="checkbox"/> RETENTION \$ <input type="checkbox"/>								\$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY		X	57WEKO8793	03/01/2015	03/01/2016	<input checked="" type="checkbox"/> WC STATUTORY LIMITS	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	Y/N	N/A				E.L. EACH ACCIDENT	\$1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	\$1,000,000
							E.L. DISEASE - POLICY LIMIT	\$1,000,000
C	Professional Liability			LRA9P0115	03/01/2015	03/01/2016	\$1,000,000 per Claim	\$1,000,000 Annl Aggr.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
General Liability Policy excludes claims arising out of the performance of professional services.
30 Days Notice of Cancellation (10 Days for Non-Payment of Premium).
PROOF OF INSURANCE FOR USE ON PROPOSALS. AN ACTUAL CERTIFICATE WILL BE ISSUED AT THE REQUEST OF THE NAMED INSURED.

CERTIFICATE HOLDER <p style="text-align: center;">**SAMPLE CERTIFICATE**</p>	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
--	--

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ASSESSMENT OF CITY'S NEEDS/ PLAN TO MEET THOSE NEEDS

8 – ASSESSMENT OF/PLAN TO MEET CITY’S NEEDS

“The mission of the Downtown Fort Lauderdale Transportation Management Association is to provide convenient, accessible, and reliable transportation in the advancement of economic vitality, a clean environment, and support of our community.”

City’s Needs

The goals, objectives and performance measures associated with this mission are numerous, ambitious, and ever changing, and most directly influenced by the TMA’s leadership, stakeholders and constituents as described below.

Sponsors	Primary Objectives for the TMA
TMA Board of Directors	Program Management and Service
TMA Foundation Board	Program Management and Service
TMA Sponsors (6)	Program Management and Service
Ft. Lauderdale Commission	Program Management and Service
Federal Transit Administration	Grant compliance
SFRTA and BCT	Coordination with other transit services
Passengers	Comfort, convenience and service

With Sponsors and Stakeholders. Each of the sponsor organizations has an expectation for some kind of return on their investments, including provision of service and efficient management of resources. Most of the passengers who are served by the TMA system need to be provided with a reliable service that can also accommodate ADA requirements. Typically, meeting the needs of these constituents requires a continuous, real-time understanding of the system’s financial and operating performance; in addition, to the administrative, reporting and public outreach obligations that are essential to demonstrating that needs are or are not being met.

With Grants. The City and the TMA currently have a variety of obligations associated with grant programs to fulfill. For example, as a subrecipient to the SFRTA New Freedom Grant, the TMA must use those funds, and report how they are being spent, to operate two trolley routes as well as complete the tasks to develop the City’s Mobility Management Plan, and then to implement the Plan’s recommendations. In addition, the TMA is obligated to prepare a Safety and Security Plan to comply with the conditions in the state of

Florida grants it receives; and will need to document needs in state and federal grant applications for the purchase of new vehicles.

With Community Bus Operation. While the City’s Community Bus Shuttle program is moving passengers in 20 vehicles and completing its due diligence reporting and other operational and management responsibilities, it also needs to be examining the performance of Downtown routes, particularly with the initiation of The WAVE and Tri-Rail Coastal Link services, coordinate services better with the SFRTA shuttles, address community requests for additional service, and comprehensively evaluate how effective the system’s routes and frequencies are.

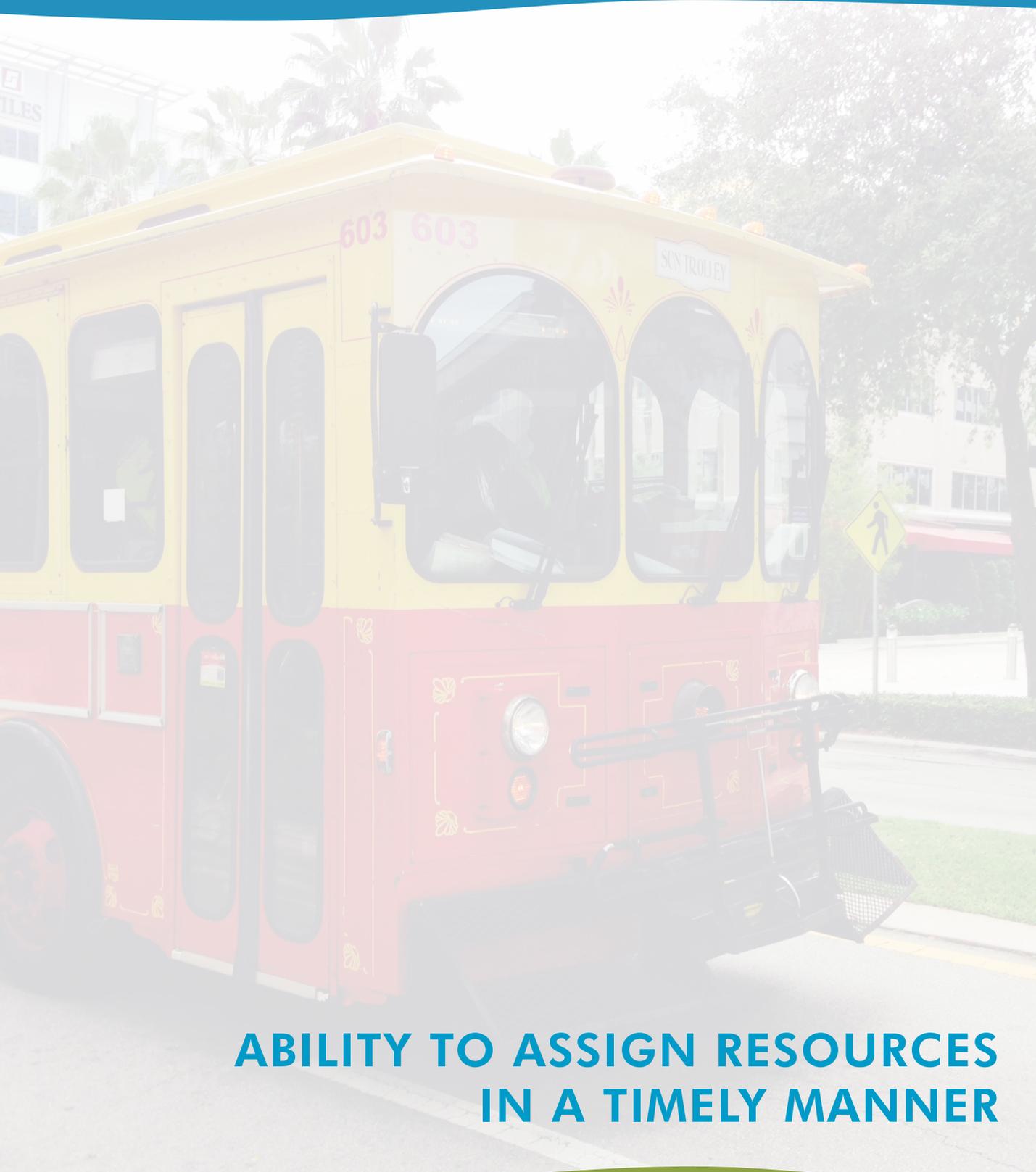
Plan to Meet those Needs

The TMA staff needs to accomplish a wide variety of goals some of which require specific expertise — e.g., Transit Operations Analysis and Safety and Security Certification — and others which require additional staff capacity.

After our completion of a detailed assessment of the system’s performance and the market for its services, we will prepare a financially feasible annual and 5-Year Master Plan for how the services can improve their market penetration and cost-effectiveness. This Master Plan will be formatted as a Business Plan complete with goals, objectives, actions, and performance measures for how and when to monitor critical indicators, develop a maintenance and vehicle replacement schedule along with maintenance and operational guidelines, and a set of procedures to enhance safety and security activities, and meet FTA reporting requirements. Each of our deliverables will not only address regulations and other requirements and identify where improvements are needed, but they will also identify the steps and timelines needed to implement those improvements.

Quality Control

TYLI has a QA/QC program that assures quality at all levels including every member of the staff inclusive of sub-consultants. As part of the Quality Management System in place, each project requires a written Project Work Plan, which is an essential tool for effective planning of a project to achieve client objectives, to keep the project team fully informed, and to provide quality services and deliverables on time and within budget. The plan includes, but is not limited to, documentation of decisions, budget tracking, and completing checklists at each submittal phase. The promotion of quality and our corporate commitment to excellence is reflected throughout our organization.



ABILITY TO ASSIGN RESOURCES IN A TIMELY MANNER

9 – ABILITY TO ASSIGN APPROPRIATE RESOURCES

As shown in the table below, during those periods when team members are responsible for preparing analyses and deliverables, they have ample time to complete the work. For example, Sam Yang has 40 percent of his time available in months 1 through 3 when he will be scheduled to be collecting field data.

TYLI Team Availability – Percent Available during Periods when Staff Are Scheduled to Complete Analyses

	Year 1				Year 2			
	0-3 mos.	4-6 mos.	7-9 mos.	10-12 mos.	13-15 mos.	16-18 mos.	19-21 mos.	22-24 mos.
Vikas Jain	65%	80%	100%	100%	100%	100%	100%	100%
Gus Schmidt							100%	100%
Tim Crobons		80%	100%					
Matt Orenchuk		60%			100%			
Jose Bustamante		55%				100%		
Sam Yang	40%							

 = Period when TYLI team member is working on deliverable

In addition to our availability, each firm balances demands by using resource leveling spreadsheets which are monitored on a weekly basis. Moreover, each firm's Principals are part of the actual working team and all have the ability to authorize assignments of their personnel in order to meet the project schedule. A master schedule covering all tasks, deliverables and meetings will be prepared for the project and reviewed with all team members. With the exception of data collection and Transit Needs Analysis activities in the first three months of the project, all project activities will have a long lead time allowing team members schedule their work several months in advance. Finally, Vikas Jain will oversee and monitor all team efforts which will be reviewed at monthly progress meetings with the City's Project Manager.



CLIENT REFERENCES

10 – CLIENT REFERENCES

The following clients may be contacted as references for T.Y. Lin International:

JOSEPH J. QUINTY, AICP, TRANSPORTATION PLANNING MANAGER

South Florida Regional Transportation Authority
800 Northwest 33rd Street
Pompano Beach, FL 33064
Phone: (954) 788-7928
Email: QuintyJ@sfrta.fl.gov

BETH BELTRAN, MPO ADMINISTRATOR

Martin MPO
2401 SE Monterey Road
Stuart, FL 34996
Phone: (772) 288-5484
Email: bbeltran@martin.fl.us

JONATHAN ROBERSON, SENIOR PLANNER, SERVICE AND CAPITAL PLANNING

Broward County Transit Division
1 N. University Drive
Suite 3100A
Plantation, FL 33324
Phone: (954) 357-8338
Email: jroberson@broward.org

Similar Project Experience

OAKLAND PARK BOULEVARD TRANSIT ALTERNATIVES ANALYSIS FORT LAUDERDALE, FLORIDA



TYLI evaluated transit alternatives that incorporate FDOT's policies and program initiatives such as mobility hubs, passenger service, rapid bus/bus rapid transit (BRT), Light Rail and streetcar, and safety improvements to best enhance the transit operating environment in the busiest east-west bus route in Broward County, Florida. Identifying financial resources (FTA, FDOT, and local agencies) were addressed as well. Key issues addressed in the study are as follows:

- Understanding travel patterns
- Understanding and reviewing current bus service and its potential to reduce vehicular travel demand
- Improving on-time performance
- Developing short- and long-range solutions
- Engaging in public outreach and forming partnerships in order to build consensus

The preferred alternative was a “business and Tourist” (BAT) lane where only buses, emergency vehicles and right-turning vehicles are permitted. In addition, bus islands which separate bus stops from right turn lanes were incorporated.

The recommended BAT lane alternative was endorsed by Broward County Transit and adopted by the Broward MPO.



MARTIN MPO TRANSIT DEVELOPMENT PLAN MARTIN COUNTY, FLORIDA

For the Martin MPO, TYLI is leading a team in producing the 2014-2023 Transit Development Plan that will be presented to the MPO Board for adoption in July 2014.

With expected significant population and employment growth and tripling of transit ridership, Martin County sought to explore a variety of options and strategies for expanding transit services and enhancing both localized and regional connections to and from the transit system. Strategies that were considered included expanding the span of weekday service, starting up weekend service, adding new routes, modifying the bus fare structure, creating a branding campaign, new park-and-ride facilities, operations and scheduling software, and bus stop improvements.



TYLI led a team in producing the 2014-2023 Transit Development Plan, which included a robust public involvement effort in combination with the development of a forecast model using the TBEST software, original data collection, a comparative review with peer transit agencies, analysis of multiple alternative service scenarios, and preparation of a detailed capital and operating cost model – including replacement and repair of the fleet, facilities, and equipment.

Ultimately, three scenarios were advanced for consideration: Current Trend Scenario (i.e., Status Quo), Alternative Scenario (i.e., More Frequent Bus Service), and an Aggressive Scenario (i.e., Hub and Spoke System/Three New Routes). The capital and operating costs each scenario was calculated and a financial plan was developed. After three workshops and fourteen interviews with local leaders and community stakeholders based supported the analysis, a preliminary recommended Transit Development Plan, which is a composite of the Current Trends Scenario and the Alternative Scenario with other improvements for consideration if revenues become available, was advanced for review by the Martin County Board of County Commissioners.

FTA GRANT COMPLIANCE ASSESSMENT REPORT PORTLAND, OREGON



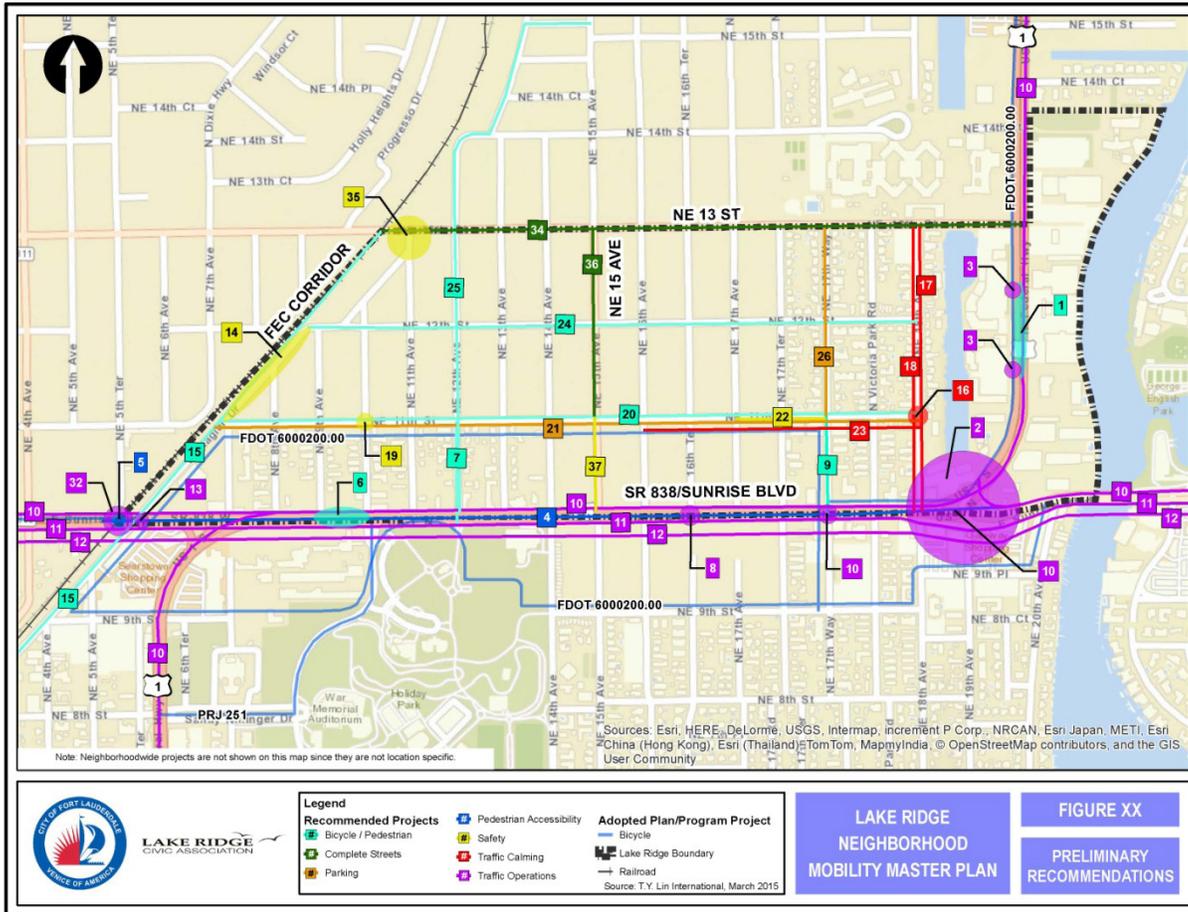
TYLI assisted the City of Portland's Bureau of Transportation with the following tasks:

- 1) Adoption of a Title VI Plan to support the City's federal grant applications
- 2) Providing advice and templates to meet all requirements for compliance with the City's grants for streetcar construction.

The team developed a Title VI Plan that was adopted by the City and forwarded to the FTA, FHWA, and other federal agencies, in time to avoid a threatened interruption of federal funds.

While the FTA had not yet developed rules for its "Small Starts" program, the City of Portland has received funds for construction of the Eastside Streetcar loop under that program and wanted to provide the appropriate management and administration of those funds. To support this initiative, TYLI staff compared the City's current grant-related activities with what the FTA termed a successful model of grant compliance, and developed a set of progress reporting templates, a library, a set of protocols and procedures for internal and external coordination, assessment procedures, and a checklist, to City assist staff in managing the progress and recordkeeping for FTA grants.

LAKE RIDGE NEIGHBORHOOD MOBILITY MASTER PLAN FORT LAUDERDALE, FLORIDA



Under the direction and leadership of Vikas Jain, the TYLI project team is developing the Lake Ridge Neighborhood Mobility Master Plan. This Master Plan will create a multimodal transportation improvement plan that is anticipated to include an investment of \$26 million over the next 10+ years. Multimodal improvements include operational strategies to improve traffic flow, Complete Streets projects, traffic calming improvements, bicycle and pedestrian mobility and accessibility improvements as well as address safety issues.

This effort includes building consensus for project recommendations and help unify the community on transportation related issues and concerns as well as community's vision.

SOUTH US 1 TRANSIT IMPROVEMENT STUDY BROWARD COUNTY, FLORIDA

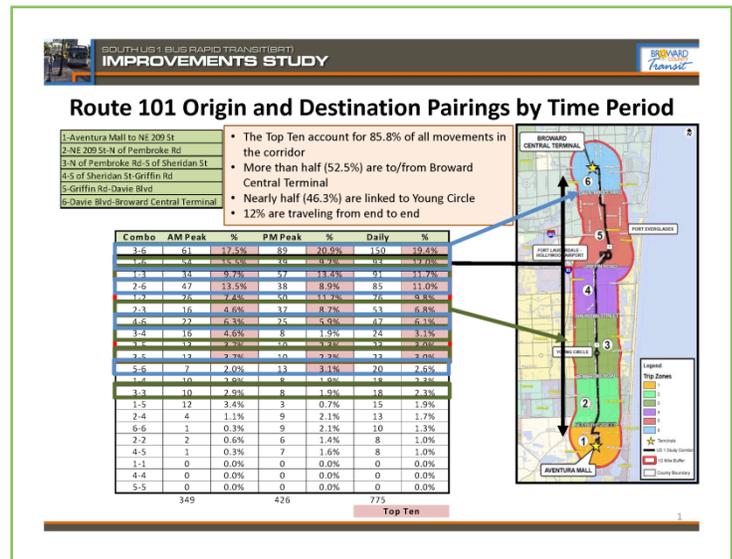
The Broward County Transit Division (BCT) is in the process of evaluating several priority corridors throughout the county which qualify for enhanced transit services and capital improvements. BCT initiated the South U.S. 1 Corridor Transit Improvements Study, between Broward Central Terminal to the Aventura Mall, to identify a series of transit service and capital improvements designed to improve the quality and comfort of the existing local and limited stop (Breeze) services operating in the corridor. Currently, the Local Route 1 and Limited Stop Route 101 Breeze service operate in the South U.S. 1 corridor, carrying approximately 8,500 riders on a typical weekday.

CTG responsibilities under this contract include: 1) Existing and Planned Transit Services Data Collection and Assessment, 2) Transit Market Demand Analysis: Current and Future Conditions, and 3) Transit Alternatives Development: Short-Term Capital and Service Improvements.

CTG assisted in the development of the Corridor Conditions & Transit Services Technical Memorandum, documenting existing transit services, existing transit service performance, new transit service data collection and analysis including a boarding to alighting survey, on-board passenger survey, and analysis of key U.S. 1 Corridor origins and destinations.

CTG led the development of alternative run time estimates, operating plans and O&M cost estimates. CTG staff developed detailed run time estimates for all corridor alternatives including applications of ITS improvements (signal timing and transit signal priority – TSP), physical improvements (e.g., queue jumps, business access and transit only lanes – BAT lanes), and applied delay factors associated with signal and traffic congestion delays in share right-of-way applications.

For travel demand estimation, CTG utilized a data-driven model developed for the south Florida region, which is based on a 2013 On-Board Survey. Travel demand estimates were developed for all alternatives incorporating CTG run time estimates and operating plan assumptions. The final phase of the study will identify a phasing of service and capital improvements over the next ten years.



BUS RAPID TRANSIT (BRT) SYSTEM

Richmond, VA

Client: Greater Richmond Transit Company (GRTC)
Year Completed: Ongoing
Cost: \$49M

The Greater Richmond Transit Company (GRTC), in close coordination with the Virginia Department of Rail and Public Transportation (DRPT), is designing a Bus Rapid Transit (BRT) System in downtown Richmond along a seven-mile long segment of Broad Street in Richmond, Virginia. This \$49M investment will introduce premium transit service on Broad Street, using distinct vehicles dedicated for the new BRT operation, unique branding, limited stops, dedicated transit ways with a combination of center median and curb running lanes within existing public rights-of-way. RK&K is providing design services for the curb running and mixed traffic bus lanes, drainage and utility design, and pavement design. RK&K has authored many of the necessary plans and reports forming the Basis of Design for the team and those required

by the Federal Transit Administration and in support of the **Transportation Investment Generating Economic Recovery (TIGER) Grant** Application. The project is on an accelerated schedule to be in revenue operations in 2017 with 30% design on schedule for completion in May, 2015.



RK&K has developed the Safety and Security Management Plan (SSMP) in support of GRTC, including comprehensive Preliminary Hazard (PHA) and Threat/Vulnerability (TVA) Analyses. The SSMP was produced to document the management philosophy and structure to implement an effective safety and security program by evaluating each of 14 stations (28 total after considering both east and westbound stations) to identify safety hazards and security threats, assess associated risks, develop mitigating actions, and track such risks and corresponding resolutions to promote and improve system safety and security for GRTC.

RK&K has authored the Financial Plan for Capital and Operating Costs, as required by the Federal Transit Administration (FTA). RK&K developed a comprehensive capital investment and operating plan for the BRT project which will be used by GRTC to develop a funding strategy for both short and long term horizons, from startup to sustained operations of the new BRT system. This comprehensive plan has been developed in close coordination and collaboration with GRTC. RK&K has facilitated a series of working sessions to not only collect and confirm the data inputs, but also to ensure consistency and applicability of the plan. A key outcome of the plan is to demonstrate GRTC's financial capacity to implement the Project, while keeping its existing system in a state of good repair as defined by FTA. Additionally, RK&K has also developed a cash flow analysis focusing on risks and uncertainties along with mitigating strategies to address these risks, as well as sensitivity analyses to evaluate funding and financing options to overcome potential shortfalls.

RK&K has also developed the Real Estate Acquisition Management Plan (RAMP), GAP Analysis to identify missing data necessary for design development to begin, Basis of Design Report for Utilities, Drainage and Pavements and Third Party Agreements.

SR 50 / UCF CONNECTOR – BS RAPID TRANSIT (BRT) SYSTEM

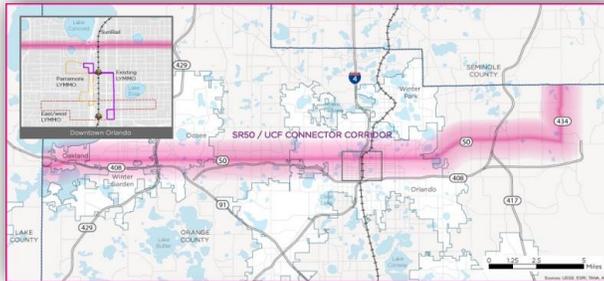
Orlando, FL

Client: Central Florida Regional Transportation Authority (LYNX)
Year Completed: Ongoing
Cost: \$40M

The Central Regional Transportation Authority (LYNX), in close coordination with Orange County, the City of Orlando and Metro Plan, is planning the implementation of a new Bus Rapid Transit (BRT) System in downtown Orlando along a thirteen-mile long segment of State Road 50 (Colonial Drive).

This \$40 Million investment will introduce premium transit service using distinct vehicles dedicated for the new BRT operation, unique branding, limited stops and curb running lanes within existing public rights-of-way. The project will also use Transit Signal Priority on a number of intersections to provide an efficient operation and ensure on-time performance. RK&K is providing planning and conceptual design services for the project, including TSP concepts and layout of the curb running/mixed traffic bus lanes. Additionally, RK&K has also participated in all public meetings and provided guidance to the public regarding the analyses being performed under the study. RK&K has developed a conceptual capital estimate for the project following all FTA requirements, including the Standard Cost Categories (SCCs), in support of the **Transportation Investment Generating Economic Recovery (TIGER)** Grant Application.

RK&K has also developed a comprehensive Financial Plan for Capital and Operating Costs, as required by the Federal Transit Administration (FTA). This complete capital investment and operating plan for the proposed BRT project is being used by LYNX to develop a funding strategy to meet short and long term demands, from startup to sustained operations. This financial plan has been developed in close coordination and collaboration with LYNX. To that end, RK&K has facilitated a series of working sessions to not only collect and confirm the data inputs, but also to ensure consistency and applicability of the plan. A key outcome of the plan is the data necessary to package this project with other investments and create a funding strategy necessary for the implementation of a complete regional program. RK&K developed a cash flow analysis focusing on risks and uncertainties along with mitigating strategies to address these risks, and sensitivity analyses to evaluate funding and financing options to overcome potential shortfalls.



US 301 PROJECT DEVELOPMENT & GENERAL ENGINEERING CONSULTANT (GEC)

New Castle County, DE

Client: DE Department of Transportation (DelDOT)
Year Completed: 2018
Cost: \$628M

The US 301 Project area extends from existing US 301 at the Delaware-Maryland state line to south of the Chesapeake and Delaware (C&D) Canal in southern New Castle County, Delaware. The project area includes the only 2-lane (one lane in each direction) section of US 301 with signalized intersections and driveways, between the Capital Beltway in Washington, D.C. and I-95 in Wilmington, Delaware. The existing US 301 corridor serves as a vital role in both interstate (especially truck commerce) and local travel. The purpose of the project is to address existing and future congestion; manage the significant volumes of interstate trucks using existing US 301; and improve safety throughout the entire project area.

The approved alternative (Green North + Spur Road) provides a new 4-lane limited access US 301 toll road, on new location, from the Maryland line to SR 1, south of the C & D Canal, a distance of 14 miles. The approved alternative includes a 2-lane limited access toll Spur Road, on new location, from new US 301, near Armstrong Corner Road, to the Summit Bridge over the C & D Canal. RK&K is responsible for development of all transportation planning, engineering alternatives development, environmental compliance, traffic analysis, public involvement, state and federal agency coordination, and general engineering contractor (GEC) oversight on behalf of the DelDOT.

RK&K orchestrated efforts between FHWA and the US Army Corps of Engineers to complete a joint public hearing; prepare an initial Section 404 permit application with the DEIS and FEIS; and develop mitigation strategies so that the NEPA / 404 process could be completed for both agencies concurrently. RK&K performed the extensive public involvement effort, including a public official listening tour, six public workshops, more than 75 community meetings, a toll diversion working group with the adjacent state (Maryland), elected official coordination, and a project website, with 3.9 million hits and 157,000 visits through September 2009, and the joint FHWA/ACOE public hearing. From Notice of Intent to FEIS, the NEPA process was completed in three years, an unprecedented schedule given the extensive effort involved. In 2008 RK&K prepared, on DelDOT's behalf, the FHWA Record of Decision, the Initial Financial Plan, and the Preliminary Project Management Plan for this \$628M



highway project. As the GEC for DelDOT, RK&K is currently managing four section design consultant teams who prepared contract bid documents. Project Development efforts involved traffic analysis; NEPA process & federal and state environmental agency coordination; alternatives development; incorporation of tolling; extensive public involvement; natural and cultural resources.

General Engineering Consultant Efforts: Project Development Consultant - Priority Project: The Governor and the DelDOT Secretary designated the identification and protection of an improvement corridor for new US 301 as a top state priority. The Secretary requested the RK&K Team complete project development activities on an accelerated schedule. The RK&K Team was issued a Notice to Proceed in March of 2005; developed engineering concepts, a range of alternatives, detailed alternatives/DEIS, preferred alternative/FEIS; and concluded project development activities on April 30, 2008 with FHWA's approval of the selected alternative (Green North + Spur Road – see map) and signing of the RK&K-prepared Record of Decision (ROD). This three-year schedule exceeded DelDOT's expectations, and FHWA's estimate of 5-7 years to complete the same activities for a similar complex expressway project on new location. The RK&K-lead effort included six public workshops, a combined location-design public hearing, over 75 community meetings and over forty meetings and field reviews with federal and state Environmental Resource and Regulatory Agencies. RK&K drafted the Corps of Engineers' Record of Decision for the project; and received the Provisional Corps 404 Permit in August 2009 for the entire project. RK&K's services included preparation of the Initial Financial Plan and the Project Management Plan, as required by FHWA for projects with a cost of \$628M. RK&K managed the preparation of a Level 2 Traffic and Revenue (T&R) Report for testing the feasibility of a toll facility.

General Engineering Consultant - Project Funding: RK&K, as a General Engineering Consultant, has been heavily involved in the development and evaluation of funding options for this project. The goal has been to minimize the impact of new US 301 on the Statewide Transportation Program; to not negatively affect DelDOT's strong bond rating; and to have those who use new US 301 pay for it. RK&K and Public Financial Management have continued to lead the effort in developing funding options for the project, including the use of GARVEE bonds to fund a portion of the final design and right-of-way activities that are currently underway, and the use of long-term toll revenue bonds, backed by the state TTF, to fund construction. RK&K's efforts include developing presentations for and to the Secretary of Transportation, the Governor, and the General Assembly.

General Engineering Consultant - Project Management: RK&K as GEC is managing, on behalf of DelDOT, four Section Design Consultant Teams, that are preparing construction contract bid documents for the \$628M project. This effort includes developing design standards, project specific special provisions and concept plans for various standard design items, determining construction contract limits and establishing the project schedule, along with plan reviews for the various submissions (Line and Grade, Preliminary, Semi-Final, Final, PS&E) for the 13 anticipated construction contracts. Also included is coordination with regard to toll facility design, right of way, utilities, stakeholder representation, bridge standards, environmental compliance, stormwater management, signing, lighting and ITS. Critical to the success of the project is the oversight and coordination activities required to develop accurate and thorough construction cost estimates. Final design is still underway and construction is presently planned to begin in the spring of 2016.



CTS Engineering, Inc.

Multi-Modal Modeling Support, FDOT District 4. (sub-Consultant)

Project Description: CTS has provided full transit data collection (OD and BA surveys) support for BCT and Palm Tran using smart phones and tablet equipment. We lead the tasks in planning and analysis of the BCT and Palm Tran on-board surveys, developing the draft survey plan, which focused on minimizing sample and expansion bias. He provided QA/QC for the survey results, and identify new technologies to save the data collection cost and improve data accuracy

Contact: Scott Seeburger; (954) 777-4632

FDOT District 4 General Planning Contract

Project Description: CTS has provided planning services to supplement the Department's System Planning, Statistics and PD&E Staff. Assist the Department in producing Design Traffic Report for PD&E study, 18-Kip Reports, comprehensive GIS support, FSUTMS Model (SERPM and GTCRPM) Development and Application Support, Q/LOS Support, Traffic Analyses Review, Socioeconomic Data Development, Interchange Operation/Modification/Justification study and reviews, LRTP development, DRI and Sub-DRI reviews, Comp Plan Review and growth management documentation reviews and on-site Support.

Contact: Chon Wong, Planning & Environmental Office, FDOT District 4, (954) 777-4659

FDOT District 6 Transportation Statistics Support

Project Description: CTS has provided general support for District 6's Statistics Unit. General support includes Districtwide routine RCI and HPMS data collection efforts, roadway functional classification updates, traffic data collection and support, project traffic and 18-Kip report, scoping reports, PTMS/TTMS inspections, PTMS/RTMS design, and other general traffic data collection and analysis support for the District innovative data collection methodology development, project specific data collection, and GIS support.

Contact: Jennifer Barrow, District Statistics Administrator, FDOT District 6, (305) 470-5382

FDOT District 4 RCI Collection Consultant

Project Description: CTS has provided technical and professional services to supplement the Planning Statistics staff. The activities are related to RCI, HPMS data collection and analysis, mapping applications, and also supplement traffic data collection activities. Tasks that CTS has performed and is currently performing are: 2005 to current RCI Inventory, jurisdictional responsibility reports, RCI Q/A-Q/C Reviews, Traffic counts, FSUTMS network analysis, PITS data collection and analysis, roadway transfer analysis and database development, on-site support

Contact: Newton Wilson, Planning & Environmental Office, FDOT District 4, (954) 777-4638

FDOT District 4 Traffic Data Collection Consultant

Project Description: CTS has provided planning services to Districtwide routine traffic data collection, project specific data collection, project traffic and 18-Kip report, TMS inspections, PTMS design, GIS support, and other general traffic data collection and analysis support for the District.

Contact: Kara Schwartz, Planning & Environmental Office, FDOT District 4, (954) 777-4364



ADDITIONAL ATTACHMENTS

**FORM A
LOBBYING CERTIFICATION**

The undersigned Joseph Yesbeck, PE certifies, to the best of his or her knowledge and belief, that:

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

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

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

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

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

The CONTRACTOR, T.Y. Lin International, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the CONTRACTOR understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq.*, apply to this certification and disclosure, if any.



Signature of CONTRACTOR'S Authorized Official

April 23, 2015

Date

Joseph Yesbeck, PE | Vice President

Name and Title of CONTRACTOR'S Authorized Official

**FORM B
CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND
OTHER RESPONSIBILITY MATTERS**

Instructions for Certification

By signing and submitting this bid or proposal, the prospective lower tier participant is providing the signed certification set out below.

1. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, City of Fort Lauderdale (CITY) may pursue available remedies, including suspension and/or debarment.
2. The prospective lower tier participant shall provide immediate written notice to CITY if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
3. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29]. You may contact the CITY for assistance in obtaining a copy of those regulations.
4. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the CITY.
5. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
6. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement List issued by U.S. General Service Administration.
7. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
8. Except for transactions authorized under Paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, CITY may pursue available remedies including suspension and/or debarment.
9. The prospective lower tier participant certifies, by submission of this bid or proposal, that neither it nor its "principals" [as defined at 49 C.F.R. § 29.105(p)] is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
10. When the prospective lower tier participant is unable to certify to the statements in this certification, such prospective participant shall attach an explanation to this proposal.

I certify (or declare) under penalty of perjury, that the foregoing is true and correct.

SIGNATURE 
TITLE Vice President

DATE April 23, 2015
COMPANY NAME T.Y. Lin International

FORM C
CERTIFICATION OF ELIGIBILITY (LABOR STANDARDS)

T.Y. Lin International (Name of CONTRACTOR) hereby certifies that it is not included on the United States Comptroller General's Consolidated List of Persons or Firms currently Debarred for Violations of Various Public Agreements Incorporating Labor Standard Provisions.

SIGNATURE  _____ DATE April 23, 2015 _____

TITLE Vice President _____ COMPANY NAME T.Y. Lin International _____

**FORM D
CERTIFICATION OF PRIMARY PARTICIPANT REGARDING RESPONSIBILITY
MATTERS**

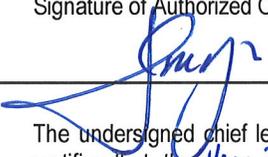
The Primary Participant T.Y. Lin International (Name of CONTRACTOR) certifies to the best of its knowledge and belief, that it and its principals:

- a. Have not within a three year period preceding this proposal been convicted or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- b. Are not presently under indictment for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses enumerated in paragraph (a) of this certification; and
- c. Have not within a three-year period preceding this proposal had one or more public transactions (Federal, state or local) terminated for default.

If the primary participant is unable to certify to any of the statements in this certification, the participant shall attach an explanation to this certification.

THE PRIMARY PARTICIPANT, T.Y. Lin International (Name of CONTRACTOR) CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 USC SECTIONS 3801 ET SEQ. ARE APPLICABLE THERETO.

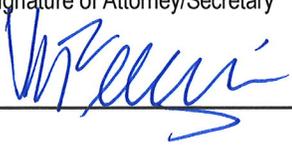
Signature of Authorized Official



Title Vice President

The undersigned chief legal counsel (or corporate ^{Assistant} secretary) for the Contractor, T.Y. Lin International hereby certifies that the Vice President has authority under state and local law to comply with the subject assurances and that the certification above has been legally made.

Signature of Attorney/Secretary



Date April 27, 2015

TYLININTERNATIONAL

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Fort Lauderdale, Florida 33309
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