

Opportunity Title:	Bus and Bus Facilities Livability Initiative: Solicitat
Offering Agency:	DOT/Federal Transit Administration
CFDA Number:	20.500
CFDA Description:	Federal Transit_Capital Investment Grants
Opportunity Number:	FTA-2012-005-TPM-BLIV
Competition ID:	FTA-2012-005-TPM-BLIV
Opportunity Open Date:	02/07/2012
Opportunity Close Date:	03/29/2012
Agency Contact:	Bryce McNitt Office of Program Management (202) 366-2618 e-mail:bryce.mcnitt@dot.gov

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here.

If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

* Application Filing Name:

Mandatory Documents

Move Form to Complete

Move Form to Delete

Mandatory Documents for Submission

SF424 Mandatory Form Attachments

Optional Documents

Move Form to Submission List

Move Form to Delete

Optional Documents for Submission

Instructions

- 1** Enter a name for the application in the Application Filing Name field.

 - This application can be completed in its entirety offline; however, you will need to login to the Grants.gov website during the submission process.
 - You can save your application at any time by clicking the "Save" button at the top of your screen.
 - The "Save & Submit" button will not be functional until all required data fields in the application are completed and you clicked on the "Check Package for Errors" button and confirmed all data required data fields are completed.
- 2** Open and complete all of the documents listed in the "Mandatory Documents" box. Complete the SF-424 form first.

 - It is recommended that the SF-424 form be the first form completed for the application package. Data entered on the SF-424 will populate data fields in other mandatory and optional forms and the user cannot enter data in these fields.
 - The forms listed in the "Mandatory Documents" box and "Optional Documents" may be predefined forms, such as SF-424, forms where a document needs to be attached, such as the Project Narrative or a combination of both. "Mandatory Documents" are required for this application. "Optional Documents" can be used to provide additional support for this application or may be required for specific types of grant activity. Reference the application package instructions for more information regarding "Optional Documents".
 - To open and complete a form, simply click on the form's name to select the item and then click on the => button. This will move the document to the appropriate "Documents for Submission" box and the form will be automatically added to your application package. To view the form, scroll down the screen or select the form name and click on the "Open Form" button to begin completing the required data fields. To remove a form/document from the "Documents for Submission" box, click the document name to select it, and then click the <= button. This will return the form/document to the "Mandatory Documents" or "Optional Documents" box.
 - All documents listed in the "Mandatory Documents" box must be moved to the "Mandatory Documents for Submission" box. When you open a required form, the fields which must be completed are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message.
- 3** Click the "Save & Submit" button to submit your application to Grants.gov.

 - Once you have properly completed all required documents and attached any required or optional documentation, save the completed application by clicking on the "Save" button.
 - Click on the "Check Package for Errors" button to ensure that you have completed all required data fields. Correct any errors or if none are found, save the application package.
 - The "Save & Submit" button will become active; click on the "Save & Submit" button to begin the application submission process.
 - You will be taken to the applicant login page to enter your Grants.gov username and password. Follow all onscreen instructions for submission.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

* 1.a. Type of Submission: <input checked="" type="checkbox"/> Application <input type="checkbox"/> Plan <input type="checkbox"/> Funding Request <input type="checkbox"/> Other * Other (specify) <input type="text"/>		* 1.b. Frequency: <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input type="checkbox"/> Other * Other (specify) <input type="text"/>		* 1.d. Version: <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update	
		* 2. Date Received: <input type="text" value="Completed by Grants.gov upon submission."/>		STATE USE ONLY:	
		3. Applicant Identifier: <input type="text"/>		5. Date Received by State: <input type="text"/>	
		4a. Federal Entity Identifier: <input type="text"/>		6. State Application Identifier: <input type="text"/>	
		4b. Federal Award Identifier: <input type="text"/>			
1.c. Consolidated Application/Plan/Funding Request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <input type="text" value="Explanation"/>					
7. APPLICANT INFORMATION:					
* a. Legal Name: <input type="text" value="Texas Department of Transportation"/>					
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="17460001708"/>			* c. Organizational DUNS: <input type="text" value="806782553"/>		
d. Address:					
* Street1: <input type="text" value="125 East 11th Street"/>			Street2: <input type="text"/>		
* City: <input type="text" value="Austin"/>			County: <input type="text"/>		
* State: <input type="text" value="TX: Texas"/>			Province: <input type="text"/>		
* Country: <input type="text" value="USA: UNITED STATES"/>			* Zip / Postal Code: <input type="text" value="78701-2483"/>		
e. Organizational Unit:					
Department Name: <input type="text"/>			Division Name: <input type="text" value="Public Transportation Division"/>		
f. Name and contact information of person to be contacted on matters involving this submission:					
Prefix: <input type="text" value="Mr."/>		* First Name: <input type="text" value="Kelly"/>		Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Kirkland"/>			Suffix: <input type="text"/>		
Title: <input type="text" value="Director, Planning and Support, PTN"/>					
Organizational Affiliation: <input type="text" value="Public Transportation Planning Director"/>					
* Telephone Number: <input type="text" value="512-374-5227"/>			Fax Number: <input type="text" value="512-374-5244"/>		
* Email: <input type="text" value="kelly.kirkland@txdot.gov"/>					

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

*** 8a. TYPE OF APPLICANT:**

A: State Government

* Other (specify):

b. Additional Description:

*** 9. Name of Federal Agency:**

DOT/Federal Transit Administration

10. Catalog of Federal Domestic Assistance Number:

20.500

CFDA Title:

Federal Transit_Capital Investment Grants

11. Areas Affected by Funding:

Rural (nonurbanized areas by US Census definition) areas of the State of Texas

12. CONGRESSIONAL DISTRICTS OF:

* a. Applicant:

tx-025

b. Program/Project:

Attach an additional list of Program/Project Congressional Districts if needed.

Livability NOFA 2012 Congres

Add Attachment

Delete Attachment

View Attachment

13. FUNDING PERIOD:

a. Start Date:

09/01/2012

b. End Date:

12/31/2014

14. ESTIMATED FUNDING:

* a. Federal (\$):

31,547,028.00

b. Match (\$):

290,000.00

*** 15. IS SUBMISSION SUBJECT TO REVIEW BY STATE UNDER EXECUTIVE ORDER 12372 PROCESS?**

a. This submission was made available to the State under the Executive Order 12372 Process for review on:

b. Program is subject to E.O. 12372 but has not been selected by State for review.

c. Program is not covered by E.O. 12372.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

*** 16. Is The Applicant Delinquent On Any Federal Debt?**

Yes No

17. By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I Agree

** This list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

* First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

Organizational Affiliation:

* Telephone Number:

* Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

Attach supporting documents as specified in agency instructions.

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	TxDOT Facilities SF424_Suppl	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	TxDOT Fleet SF424_Supplement	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Texas Smith County Facility	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	FY08 Toll Credits Approval Le	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Central Texas RTD Multimodal	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	West Texas Completion of Mult	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Conroe Complete Street and T	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	The Wave Multimodal Project	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	ETCOG support.pdf	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

Applicant and Proposal Profile

Bus and Bus Facilities Program: Livability Initiative

Section I. Applicant Information

Is this a resubmission due to an invalid/error message from FTA? Yes No

Organization Legal Name:

FTA Recipient ID Number:

Applicant Eligibility: State

Indian Tribe

Direct recipient of 5307 Urbanized Area Formula Program

Population served: Urbanized over 200,000

Urbanized 50,000 - 200,000

Rural

Description of services provided:

Rural public transportation in Texas is provided by 38 Rural Transit Districts (RTD) that are political subdivisions of the State. Rural Transit Districts rely on federal and state grant program revenues and a variety of sources of local revenue to fund both operating and capital expenses. They provide an infrastructure of general public transportation services and facilities providing critical transportation needs for a large, growing, and primarily transit dependent population in Texas.

Description of areas served:

Texas includes the largest rural population in the United States, with a nonurbanized count of 6,055,958 people (2000 Census). Texas is home to 38 rural transit districts (RTDs), and the RTDs service area includes over 95% of the rural population in Texas.

Construction of multimodal facilities (public transportation transfer points connecting multiple routes and transit providers, agencies, intercity bus carriers, and so forth, with people needing these services) significantly improve connectivity and mobility for residents in rural areas and small towns across Texas. Multimodal facilities have also been identified as vital to the regional coordination of public transportation services. Connectivity is an important factor for people living in rural areas and small towns, because it links people to the services they need, such as medical appointments, work, education, and the daily needs of life. Mobility ensures that the people can effectively use the transit options, and can take advantage of the services at the various locations they need to visit.

This proposal includes fleet and facility projects for three of the 38 RTDs in Texas, plus part of the service area of a larger RTD. These 3 RTDs, serving an area of 54,752 square miles, provided over 794 thousand passenger trips in 2011, driving their 199 vehicles over 4.3 million revenue miles.

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

Eligibility Information

Project Title:

(Include project title with one sentence descriptive subtitle of project)

Central Texas Rural Transit District Multi-Modal Facility (2012)
--

Project Executive Summary:

The Central Texas Rural Transportation District (CTRTD) will renovate an existing 12,078 square foot building and associated property into a new regional multi-modal facility. The facility is located at 1031 Early Blvd (US Hwy 377/67) in Early, Texas. The property is located on a 2- acre site, with 203 feet of highway frontage on 377 North.

The facility will serve rural transit customers in Brown County and the surrounding area. The facility will be utilized as a multi-modal facility with office and waiting space for other bus lines and transit agencies including but not limited to Hill Country Transit District – “The HOP”, Concho Valley Transit District – “Thunderbird Transit”, and Coach America – “Kerrville Bus Company” (Intercity Bus). The Kerrville Bus company provides intercity bus service to the city of Brownwood on a route that runs from Del Rio to Dallas and from Dallas to Del Rio. This daily service provides passengers and package express customers with access to the nationwide intercity bus network via connections at major transportation hubs such as Del Rio, Sonora, San Angelo, Fort Worth, and Dallas.

Renovations will include paving and parking areas, vehicle shelter and storage, wash bay, visitor and passenger waiting areas, supervisor and general office space, training/meetings rooms, Americans with Disabilities Act (ADA) compliance upgrades, and structural improvements. Specifically:

- ADA compliance – Facility improvements required for ADA compliance include widening exterior and interior doorways, the addition of wheelchair ramps, bathroom modifications such as increasing interior space, compliant sinks and toilets, and handrails.
- Electrical – Updates need to be made to electrical where needed and plugs and lights added throughout for proposed offices and other added spaces.
- Remodeling of main building – Remodeling efforts will include framed walls for office spaces in existing structure to include; taping, bedding, and texturing; install, grout, and seal new tile; and demo out, patch, and paint areas to be used for lobby, offices, and storage rooms.
- Outside renovations will include the paving of the currently gravel and grass lot, landscaping elements including future installation of water features, wash bay, storage, pedestrian, and vehicle shelters.

CTRTD is requesting Bus Livability funding for a multi-year facility construction project, and anticipates completion within 2 years. Year 1 – complete procurement processes which will be started with funding received during 2011 funding award and begin renovations. Year 2 – complete internal and exterior renovation of facility.

Please see Central Texas RTD attachment for more information.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

Enhance user mobility through the creation of more convenient transportation options for travelers.

The proposed facility will accommodate 3 rural transit providers and ICB carrier with office, training and mobility management facilities, ticketing, and waiting areas. It will allow for safe and comfortable waiting areas for all transit customers. It will support coordination efforts among transit providers, including passenger transfers.

Contributes significantly to broader traveler mobility through improved intermodal connections

This project will serve as a transportation hub for the region and will facilitate transfers between the rural providers and/or the ICB carrier. Connecting the ICB carrier to the rural providers will facilitate passengers' connections to a national transit system. In addition, connecting rural residents to the ICB provides important access to essential services like health care. The project will also be a mobility management/travel training center for seniors, people with disabilities, and individuals with lower incomes. The center will support education and outreach activities on transportation options.

Will improve transportation choices by enhancing points of modal connectivity

The facility will support passenger transfers; vehicles are currently transferring passengers in local parking lots without having a shelter. The multi-modal facility will allow passengers from all rural and intercity systems to access more destinations. These improvements will result in new riders who are attracted to the enhanced services. The facility will serve as CTRTD's employee and safety training center. Both uses will promote general safety improvements.

The facility will improve coordination among the rural transit providers, reducing service overlap. Other benefits include reducing the number of inefficient individual trips; increasing rural access to work, health, education, and other services; increasing ridership on existing Job-Access routes; improved service to and within the rural communities; economic benefits resulting from the removal of barriers to employment and the achievement of cost efficiencies; improved air quality and prolonged life of transportation assets due to the consolidation of trips; increased safety of passengers due to the reduction in the number of trips as well as educated riders; and positive economic development outcomes due to the mobilization of previously immobile potential workforce.

Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens

and persons with disabilities.

The facility will support the coordination of transportation options. The travel training component of the facility will provide an additional level of service to persons with disabilities and encourage independent living by making available a "family of transportation services". Mobility management will assist diverse customers, including those with special needs, and is different from the traditional approach that focuses on a fixed network system method of service delivery and other limiting options.

Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged/ community participation process

The proposed project has been developed with coordinated transportation planning partners from the 19-county region, including human service agencies, workforce agencies, local entities, and the four transit providers. CTRTD will also approach the local taxi about possible inclusion in the facility. With these partnerships, CTRTD hopes to support multimodal opportunities to all entities utilizing the facility. CTRTD's Multi-modal facility project will enhance future collaborative efforts by supporting the development of partnerships among different public and/or private providers. Futhermore, it will expand mobility options for residents of the West Central Texas Region.

Environmental Sustainability

Environmental Sustainability:

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

Improved coordination among transit providers of the West Central Texas region will reduce the instances of overlapping transit service. The facility will serve as a public transportation hub providing rural residents a waiting station and a place to coordinate access to employment, facilities, and services. It will meet the intent of the State Transportation Goals including enhancing safety, improving air quality, expanding economic opportunity, and increasing the value of transportation assets.

The project will renovate the existing facility (which was an old skating rink) to meet higher environmental standards. The facility will be designed to utilize passive techniques, which include maximizing natural light and breezes by the positioning of windows and skylights. The proposed facility will seek to include high efficiency-motion censored lighting and higher efficiency mechanical systems and energy star rating appliances and windows. The insulation values will meet or exceed industry standards. The exterior of the facility will include bicycle racks and the landscaping will be drought tolerant and regionally adapted.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

Jurisdictional and Stakeholder Collaboration

The project will enhance connectivity and is consistent with the goals of the West Central Texas Regional Transit Coordination Plan. If awarded Bus Livability funding, the State Transportation Improvement Program will be amended to reflect this funding source. The CTRTD has received letters of support from the Early Economic Development Corporation, Early Chamber of Commerce, the Salvation Army Service Center of Brownwood, Ranger College – Brown County Center, and the Brownwood Area Chamber of Commerce. The CTRTD has received letters of commitment from Concho Valley Transit District, Hill County Transit District and Coach America that the entity will either financially participate and/or use the facility.

In January 2010, CTRTD, in conjunction with its transit partners, meet to discuss the need for a multi-modal facility for Brown County. Transit representatives from Hill Country Transit District, Concho Valley Transit District, and Kerrville Bus Company (ICB) participated in the process. As a result, an agreement was formed to plan and develop a multimodal facility in Brown County.

- 1) Coach America – “Kerrville Bus Company” (ICB) is willing to establish a ticket agency at the proposed facility that would sell bus tickets and process package express. They will work in collaboration with CTRTD to institute transportation connections between CTRTD corresponding services and utilize the facility for a driver office and customer waiting area.
- 2) Hill Country Transit District – “The Hop” brings riders into Brown County for medical appointments. Drivers would utilize the facility to complete paperwork and as a waiting station for their drivers and passengers. In addition, they would utilize the facility for training opportunities and events.
- 3) Concho Valley Transit District – “Thunderbird Transit” would utilize the facility for clients that are farther away from their central location and seeking services in Brownwood to improve and maintain their health and quality of life. They would utilize the facility for a waiting station and driver office space.

In addition, the proposed transit service will be coordinated with clients of human services and workforce agencies through the Transit District’s multiple local agreements with Central Texas MHMR, Central Texas Opportunities, Inc. (community action agency), and the local Workforce Centers. These entities also participate in the Regional Coordination Plan development.

Demonstration of Need

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

N/A

Demonstration of Need:

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

The Central Texas Transit District Region currently faces many mobility-related challenges. The region is comprised of nineteen counties extending more than 17,000 square miles. Differences in demographics, travel patterns, transportation needs, and economic strengths exist in each county. Brownwood is an important destination in the southeast part of the region and is frequented by transit service providers from many of the surrounding counties. However, there is currently no multi-modal facility available. This project will fill that transportation need and have a significant impact on the success of the regional public transportation services.

The CTRTD does not receive formula funds from Section 5307 and does not have a direct dedicated source of local funding for major capital improvements. Most of the existing federal, state and local funds are dedicated to providing demand response service for elderly, low-income, zero-car households and workers, and the general public in an 11 county region. CTRTD has received Rural Discretionary funds from Texas Department of Transportation to purchase the property, design development, final design, construction phase services. The property was secured shortly after receiving the Rural Discretionary Grant. CTRTD will be issuing a Request for Procurement for a qualified consultant to manage the design development, final design and construction phase services. Without additional Bus Livability funds this project will either be significantly delayed due to the need to continue to pursue other funding opportunities.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

TxDOT is the responsible agency for development and approval of the STIP, and will add this project in the STIP upon notification of award by FTA.

The proposed CTRTD Multi-modal facility project has been developed with the coordinated transportation planning partners, including human service and workforce agencies and regional transportation providers as required by the Texas Department of Transportation in Chapter 461 of the Texas Transportation code. This project was first envisioned during the 2006 Regional Transportation Coordination planning efforts. Stakeholders in Region 7 included CityLink Transit, SPARTAN – South Plains Community Action Agency, Double Mountain Coach – Aspermont Small Business Development Center, and the West Central Texas Council of Governments. The study was tasked with developing a list of barriers and obstacles

which would be combined with other regions throughout the state.

The Regional Transit Coordination Plan incorporated work conducted in 2005 by the CTRTD and West Central Texas Council of Governments, and included including a survey of transportation providers and Stakeholders. The process included development of a regional inventory of transit providers, evaluation of the abilities and capabilities of existing transit providers, and community outreach through a series of public meetings conducted in Spring 2006. Development of the initial report on the existing providers included evaluating the overall transit needs utilizing the Transit Need Index and conducting an extensive operating review of the existing providers (including human service and transit providers). The initial report also reviewed demographic and transit conditions of each of the 19 counties that comprise the West Central Texas Region. Fifteen of 19 counties showed a higher level of transit need than the state as a whole based upon demographic measures (aging population, lower income levels) with four counties scoring 14 on a 5-15 scale. The results of the Transit Availability Index indicated that a substantial level of transit service is provided throughout the region, but with respect to rural service, only some needs are met. The report demonstrated that transportation in the rural areas is inadequate and that a need exists for expansion of coordinated transportation in the West Central Texas Region.

The West Central Texas Regional Transit Coordination Plan (covering this area) Final report and executive summary dated November 2006, listed on page five, Key Barrier # 3 – the lack of multi-modal facility which would enhance regional coordination. In addition, Brown County (the second largest county in the region) was found to have the highest level of rural transit needs within the region. Substantial manufacturing, educational, and medical resources result in Brown County being a substantial regional center within the State of Texas.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

Required Environmental Work

On June 23, 2010, Central Texas Rural Transit District received a clearance letter which indicated that the project is a Categorical Exclusion for the purchase of the property. Research was completed to determine if the site posed a threat for hazardous materials. It was determined no potentially hazardous sites were within or adjacent to the proposed rural transit facility property. The review submitted by James P. Barta, Jr., P.E. Director, Technical Services Section Environmental Affairs Division was concurred by Lynn Hayes, Federal Transit Administration. Additional environmental analysis will be completed as needed.

Implementation Plans Are Ready

CTRTD currently has approximately \$375,000 in available funds to complete design development, final design and construction phase services. CTRTD will be issuing a Request for Procurement for a qualified consultant to manage the design development, final design and construction phase services.

TIP/STIP Can Be Amended

If Bus Livability Grant is awarded, then the STIP will be amended to reflect the funding.

Local Share is in Place

Texas Department of Transportation will issue Transportation Development Credits as local share.

Project Can Be Obligated Quickly

The proposed project can be obligated within 12 months of Bus Livability Grant Award.

Applicant Demonstrates the Ability to Carry Our Project

CTRTD will retain the services of a qualified consultant to carry out the project. CTRTD has experience managing contracts and consultants.

Coordination with Other Transportation Modes

The following partnerships that were developed in 2010 with the initial project and continue still - Coach America – “Kerrville Bus Company, Hill Country Transit District – “The Hop”, Concho Valley Transit District – “Thunderbird Transit”.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

CTRTD has the technical, legal & financial capacity to implement the project and is good financial standing.

Description of Legal Capacity to Implement Project:

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

CTRTD has the technical, legal & financial capacity to implement the project and is good financial standing.

Description of Financial Capacity to Implement Project:

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

CTRTD has the technical, legal & financial capacity to implement the project and is good financial standing.

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

Yes No

If Yes, explain:

N/A

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Construction	1	1,200,000	0	1,200,000
		1,200,000	0	1,200,000

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

Initial Phase – Design of Facility Improvements – Funded
 Design Development, Final Design, Construction Phase Services
 Estimated Cost - \$220,000

Phase 1 Construction – This phase will include utilities and site Work, landscaping, and dividing the building internally into a passenger waiting area with rest rooms and other amenities including, electrical, ADA upgrades, package delivery for intercity bus, vending, etc., and an area away from the street which will be developed in Phase II for Offices, training rooms, dispatching, etc.
 Estimated Cost - \$750,000

Phase 2 Construction – Interior modifications for electrical upgrades, fit out of office space, training rooms, rest rooms, audio-visual, dispatch command, etc.
 Estimate Cost - \$600,000

Total Budget Estimate (Initial, Phase 1 and Phase 2 construction) = \$1,575,000
 Existing remaining resources: = \$375,000
 Requested Resources: = \$1,200,000

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

Matching funds source is Transportation Development Credits (TDCs), which are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

Supporting Documentation of Local Match:

Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

Yes No

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

Yes

State of Good Repair

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

Preliminary Engineering

9/1/2012

Final Design

2/1/2013

Start Construction

6/1/2013

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-011

Conaway, K. Michael

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

Eligibility Information

Project Title:

(Include project title with one sentence descriptive subtitle of project)

West Texas Completion of Multimodal Facilities (2012)

Project Executive Summary:

The Marfa facility currently includes a bus terminal for an ICB as well as the rural subcontractor for public transportation in 5 counties. Completion of this multi-modal facility would include vehicle shelters, one porch awning and additional paving. The environmental study is complete. The Presidio facility is owned by 5311 subcontractor Big Bend Community Action Center (BBCAC) and we provided minor renovation in 2009 with ARRA funds, but we were not able to provide ceiling reinforcement and additional concrete for the drive-through to accommodate the intercity buses that share this building. The Ft. Stockton facility houses the rural provider as well as the Women-Infants-Children (WIC) program, Workforce Development (near future) and is in a city also served by 3 intercity bus carriers. Phase I of a two-year rehab of the building was completed in December 2011, but still needs grading and fill behind the building, fencing, additional security lighting, sidewalks and additional concrete work. Pecos County has pledged support with paving work valued at \$15,000.

Please see West Texas attachment for more information.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

The Marfa Multi-Modal facility partners with All Aboard America intercity bus service and serves as their agent. This is an excellent arrangement and has provided greater opportunities for clients in Marfa and surrounding rural areas. The Big Bend Community Action Committee, Inc. (BBCAC) provides a transfer service for clients from their home to the bus station so that they can utilize the bus service into Odessa and surrounding areas. The Presidio Multi-Modal will soon have All Aboard America (AAA) operating out of their facility. We have built overnight facilities for the driver and a ticket/freight counter. AAA has received funding to purchase furnishings for the driver bedroom and bus station. They are currently dropping passengers at a convenience store where passengers have no place to rest while waiting for the bus. The multi-modal facility will significantly enhance user mobility through the creation of more convenient transportation options for travelers. It will also allow for convenient transfers from AAA to the rural provider since they will be located in the same facility. The majority of the clients served by BBCAC are disadvantaged and many are senior citizens, persons with disabilities and non-drivers. This will provide a convenient link for these populations since they are very familiar with BBCAC and they frequent this facility for other social services such as utility assistance, case management and weatherization. When the Fort Stockton facility was donated to WTO, Inc. by Pecos County, the hospital located adjacent to this facility was abandoned, as well as 2/3 of the current facility was shut down and in disrepair. The abandoned areas were frequently vandalized and used by teens and others for unlawful activities. When we agreed to renovate the facility, Pecos County went to great expense to demolish the old hospital building, clear the grounds, provide asbestos abatement and make possible the renovation efforts. As a result, the area is much safer and more aesthetically pleasing to the residents as well as visitors to Ft. Stockton since this facility is on Hwy. 285. The Workforce center will soon share the facility with us, and WIC is already sharing space here. The co-location of these partners accounts for exposure of economically disadvantaged populations to transportation opportunities. Clients will be transported by the rural provider from their homes to the facility as well as into Odessa for various testing, interviews and other services. BBCAC will also share space in this facility. This will help facilitate transfers from the rural El Paso district on the route from Presidio into Odessa. This facility renovation was a coordinated effort with Pecos County, the City of Ft. Stockton and the Economic Development Corporation. For continued future coordination, the county has agreed to repave the asphalt parking lot. Positive discussions have been generated throughout the community during this renovation process, and a fully equipped meeting room has been built into the facility providing beautiful and functional space for many community events. The outdoor enhancements affect safety & security, and this revitalized facility adds value to the community.

Environmental Sustainability

Environmental Sustainability:

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

None of the counties served are in a nonattainment area. The contribution of this project to the environment is the reduction of reliance on automobile travel. In each of the facilities involved in this project, the transportation provider is housed in partnership with social service agencies. Availability of transportation is promoted by the partners. As the availability of transportation removes barriers to accessibility of services, it also reduces the number of automobiles on the highway. As social service providers promote public transportation and assist families to obtain employment, medical care, and contribute to households' improved financial situations, the ability of households to invest in the local economy returns investment into all community systems including transit, and the community is strengthened.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

West Texas Opportunities, Inc. has the capability to match Federal funds with local funds, Medical Transportation funding, in-kind contributions from the counties, and State Transportation Development Credits. Demonstrating a long-standing commitment to partnership with other social service agencies, WTO, I Public Transportation partners with Community

Service Block Grant programs, Comprehensive Energy Assistance Program, Workforce Solutions, County governments, municipalities and school districts. For the proposed Bus Livability project, WTO, Inc. has a letter of commitment from Pecos County for repaving of the existing asphalt lot, at a value of \$15,000. The ICB partnership with All Aboard America in Marfa and Presidio provides a commission from ticket sales and freight handling. Local fares from public transportation are also used as match.

Demonstration of Need

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

Multimodal facilities in Marfa, Presidio and Ft. Stockton each have undergone major renovations, and final project completion could be achieved through this funding, meeting the planned objectives.

Demonstration of Need:

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

The proposed budget of \$230,000 cannot reasonably be funded from FTA program formula allocations of state/local revenues. This one-time request will complete the final phase of multimodal facilities. The rural areas will realize improvements in accessibility, integration and efficiency of their transportation systems through these multimodal facilities.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

TxDOT is the responsible agency for development and approval of the STIP, and will add this project in the STIP upon notification of award by FTA.

The Regionally Coordinated Transportation Planning group has identified these needs and included the projects in the planning group's meeting minutes. The planning group includes two rural providers, a small urban provider, a private transportation company, ICB carrier, the MPO, Workforce network, State Health Services, and many other social service agencies. West Texas Opportunities, Inc. and their 5311 subcontractor Big Bend Community Action Committee, Inc. provide the only rural public transportation in 22 counties of Texas. The completion of the three facilities will provide the following: vehicle shelters, a porch awning, and paving in Marfa; reinforcement and replacement of some ceilings and addition of a concreted driveway needed by intercity buses; grading, fill and sidewalks, and additional security lighting in Fort Stockton.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

All required environmental work has been completed. Initial design of facilities is complete. Local share of funding is complete (county donations and State Transportation Development Credits). The project can be obligated and implemented within 6 months if selected. The applicant has shown ability to carry out the project by having successfully

completed Phase I of each facility, and having the plans in place for the final phase. All Aboard America is already in place as a committed partner in Marfa and Presidio, and BBCAC is in place as a partner in Ft. Stockton.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

West Texas Opportunities, Inc. has managed three major facilities renovations and has built two buildings from the ground up in the past three years. The agency operates various programs in 30 counties, all of which require management expertise. The agency has a 46-year history of sound project management.

Description of Legal Capacity to Implement Project:

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

We have an attorney of record who serves in an advisory capacity to the Board of Directors. We have no delinquent debt to any entity including the Federal Government nor any outstanding judgments. We have the financial, technical and managerial capacity to comply with Federal and State laws and requirements.

Description of Financial Capacity to Implement Project:

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

West Texas Opportunities, Inc. employs two accountants and six bookkeepers. We have a sound financial system using MIP accounting software. Our accounting firm conducts an annual risk assessment, and we have never had any audit findings.

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

Yes No

If Yes, explain:

N/A

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Completion of multimodal facilities	1	230,000	15,000	245,000
		230,000	15,000	245,000

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

The smallest scale for this project would be to complete only the facility at Presidio, with a budget of \$45,000. The project at Marfa would require \$127,000 and the Ft. Stockton project would require \$58,000.

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

57,500 includes 15,000 in-kind match (Pecos County paving the parking lot), and 42,500 in Transportation Development Credits. Transportation Development Credits (TDCs), are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

Supporting Documentation of Local Match:

A letter of commitment from Pecos County (parking lot paving values at \$15,000) is attached. Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

Yes No

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

Yes

State of Good Repair

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

Advertise RFP

9/9/2012

Construction begins

10/15/2012

Construction completion

12/17/2012

Issue Payment

12/31/2012

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-023

Canseco, Francisco

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

Eligibility Information

Project Title:
(Include project title with one sentence descriptive subtitle of project)

Conroe Complete Street and Transit Access Program (2012)

Project Executive Summary:

Bus Livability funds will provide a safe pedestrian environment along State Highway 105. Pedestrian improvements along this transit corridor will improve the daily lives of Conroe residents and improve access to grocery stores, shops, community activities and services.

Please see Conroe Complete Street attachment for more information.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

1). MOBILITY OPTIONS

This project provides new facilities for pedestrians, cyclists, and promotes easy access to new transit service. Conroe is determined to maintain the viability of its downtown and recognizes that the Conroe Complete Street and Transit Access Program improvements are instrumental to the sustainability and livability of the Conroe community especially to those seniors, disabled, and low income.

The new transit system will make it easier to move around Conroe and will connect people to the urban core downtown shops, recreational activities, entertainment facilities, businesses, and community services.

This project supports access to the transit route as well as creates 2 miles of pedestrian infrastructure that will link the community to numerous destinations, goods, and services resulting in a high quality of life for those without an automobile.

2). COMMUNITY CONNECTIVITY

By providing better connections in downtown, this project will support residents ability to easily walk to shops, services, and recreational facilities. The project is cost-effective for these investments because of the diversity of land uses and the potential high demand and use for transit in the area. This project supports the connectivity of thousands of multifamily units, single family homes, senior living facilities, and low income housing to the commercial center.

3). ENHANCES MODAL CONNECTIVITY

This project will create easily accessible transit stops, will implement ADA ramp improvements, will implement sidewalks, create bicycle connectivity, and improve crosswalks to connect downtown activities. This project will directly affect connections to the new transit service and will improve the walkability of downtown. By installing sidewalks, this project will get pedestrians out of the roadway where they are currently walking in dangerous situations. There are 22,000 vehicles per day on SH105 and currently, pedestrians and cyclists must share the road to access downtown destinations.

4). IMPROVE ACCESSIBILITY

This project supports access to new transit services for seniors, low income, disabled, and other transit dependant users. This project supports the pedestrian connections between the transit service and downtown destinations, making the whole trip accessible. This project will incorporate new sidewalks and ADA ramps, and also installs lighting and other landscape treatments to make the corridor safer both in perception and reality.

Environmental Sustainability

Environmental Sustainability:

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

The benefits result from a reduction in VMT from the following two areas:

- VMT Savings from implementation of fixed-route transit services and associated pedestrian access improvements. These benefits relate to the increased transit ridership and the reduced number of vehicles on the road; and
- VMT Savings from mixed-use/infill development. These benefits relate to increased pedestrian activity and increased transit ridership due to new mixed-use/infill development.

VMT reductions associated with this project = 1020 VMT reduced per day which equates to .027 tons reduced in NOx, VOC's, and CO.

In addition, the City will be applying for 4 CNG vehicles for the new service. The City has a new CNG fueling station and could use clean fuel vehicles to support the service. They will apply for the vehicles under a separate application.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

The City will be contributing to the design, grant administration, and construction management oversight of the project. The City has received a Letter of No Prejudice on this corridor. The City has also partnered with Conroe Live, a 501 3c to help raise funds to incorporate art into the transit corridors.

The City has used \$300,000 CDBG funds per year to improve living conditions for those along the transit corridors. In addition, the Montgomery County Housing Authority spends \$1.5 million per year in rental assistance for those elderly,

disabled, and low income living along the transit corridors.

Demonstration of Need

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

Demonstration of Need:

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

This project will have a significant impact on the success of the transit system. The pedestrian connections from the route to the downtown destinations are critical for creating a seamless mobility network. The service can only take the riders so far, once they get off the bus, there must be satisfactory conditions to get from the bus to the final destinations. The City of Conroe is not yet part of the formula programs for Section 5307 and doesn't receive direct sources to improve the bus corridors/ facilities.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

Yes, this project is in the TIP. This project was identified as part of a local Livable Communities Initiative Plan, has received a categorical exclusion, and is part of a Letter of No Prejudice received by the Brazos Transit District. Conroe was identified as having the highest transit need in regional planning efforts. This project supports the implementation of a new transit system, supported by the MPO and the public.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

This project has an approved Categorical Exclusion and has initial conceptual design. The City of Conroe is a FTA grantee.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

The City of Conroe has the technical capacity to implement the project. The City has implemented similar projects locally.

Description of Legal Capacity to Implement Project:

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

The City has the legal capacity to implement the project. The City has a maintenance agreement with TxDOT to improve this corridor. There are no outstanding legal issues that would prevent this project from being implemented.

Description of Financial Capacity to Implement Project:

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

The City has identified project funds within the Capital Improvement Program.

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

Yes No

If Yes, explain:

N/A

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Sidewalks & Curbs	1	500,000	0	500,000

ADA Ramps	20	2,000	0	40,000
Streetscape - Landscaping w irrigation	1	400,000	0	400,000
Pedestrian Lighting	34	6,500	0	221,000
Pedestrian/Transit Amenities (Bike racks, Benches, waste recept, bus stops, signage, art, etc.)	1	300,000	0	300,000
Design	1	0	250,000	250,000
Improved Intersection (crosswalk/ped signals)	3	60,000	0	180,000
Demolition & Utility Relocation	1	400,000	0	400,000
Grant Administration & CM Oversight	1	0	25,000	25,000
		2,041,000	275,000	2,316,000

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

This project could be reduced by removing some of the transit amenities, such as reducing the number of pedestrian lights, reducing the crosswalk/intersection improvements, and cutting back on landscaping.

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

Match includes \$275,000 in design costs, grant administration and contract management costs, plus 200,000 in Transportation Development Credits. Transportation Development Credits (TDCs), are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

Supporting Documentation of Local Match:

Letter attached. Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was

allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

Yes No

Amount:

2,101,800

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

Yes

State of Good Repair

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

Design

9/3/2012

Plan Review

12/3/2012

TxDOT Approval

2/4/2013

Bid

4/22/2013

Begin Construction

6/10/2013

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-008

Brady, Kevin

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

Eligibility Information

Project Title:
(Include project title with one sentence descriptive subtitle of project)

The WAVE Multi-Modal Project (2012)

Project Executive Summary:

The WAVE Multi-Modal Project will fund the construction of a transfer facility, administrative offices, bus storage/maintenance, bicycle parking, passenger amenities, and park-and-ride site.

The City of South Padre Island's transit system, The WAVE, is planning the construction of a multi-modal facility to meet the growing needs of the city and surrounding communities. This project will include a newly constructed transfer facility, administrative offices, bus maintenance/storage, bicycle parking, passenger amenities, and park-and-ride site. Ridership has steadily increased in recent years, and shows no signs of slowing. Current numbers show that ridership will likely reach 525,000 at the end of this fiscal year, up from 308,863 riders in fiscal year 2009. This dramatic increase has indicated the need for newer, bigger facilities to meet the changing needs of the public transit riders.

Please see The Wave attachment for more information.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

This project will significantly enhance user mobility by providing more transportation choices. It will aid the City of South Padre Island in developing safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

It will promote equitable, affordable housing by expanding location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation. This plan will help bring workers to low income jobs on South Padre Island, meeting the needs of colonias and rural areas. It will improve existing transportation choices by enhancing points of modal connectivity. The plan will contribute significantly to broader traveler mobility through intermodal connections, and improved connections between residential and commercial areas.

It will improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets. It will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.

This project is the result of a planning process which includes coordinated transportation and land-use planning decisions and encouraged community participation in the process. The City of South Padre Island Transportation Plan Report was completed in August 2011 with the input of local residents, business owners, the Chamber of Commerce, as well as many others. This plan supports existing communities by providing greater access to transit. It will increase community revitalization and the efficiency of public works investments and safeguard rural landscapes. It will also enhance the unique characteristics of the community by investing in healthy, safe, and walkable neighborhoods.

Environmental Sustainability

Environmental Sustainability:

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

The project will cause a reduction in the reliance on individual automobile travel and improve the pedestrian environment of the community. The park-and-ride aspect of the new facility will encourage visitors and daily commuters to park their personal vehicles and use public transportation, therefore reducing the number of vehicles on the island and decreasing the harmful emissions caused by those vehicles. It will also encourage pedestrians to use public transportation for longer trips and walk the shorter distances to the bus stops or once they exit the buses at the various stops.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

The City of South Padre Island and The WAVE have developed a Feasibility Study for the construction of a transfer station, terminal, bus storage/maintenance, park-n-ride and administrative offices. The WAVE intends to apply for Transportation Development Credits to use for matching funds.

Demonstration of Need

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

Previous administrative facility was too small to accommodate staff and was not ADA compliant; so, is now housed in a leased building. Bus fleet has outgrown its storage/maintenance facility.

Demonstration of Need:

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

The project will be a one time construction of a multi-modal facility that cannot otherwise be funded by federal, state, or local revenues. This project has not been previously funded. The need for this project has been demonstrated in both the City of South Padre Island Transportation Plan Report and The WAVE Feasibility Study.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

TxDOT is the responsible agency for development and approval of the STIP, and will add this project in the STIP upon notification of award by FTA.

The project is consistent with the City of South Padre Island's Transportation Plan Report and The WAVE's Feasibility Study, as well as the regional Human Service-Public Transit Coordination Plan. The State of Texas Department of Transportation endorses this project and negotiations are underway for TxDOT to lease the land to the city for the project site. The WAVE plans to apply for Transportation Development Credits. The project is consistent with the service needs in this area as is evident in the Transportation Plan Report and the Feasibility Study.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

Environmental Study and Project Design will be the focus of receiving initial funding. The project has both local and regional approval and support. Negotiations are underway to lease the land from TxDOT for the site. The regional transit provider, Valley Metro, and the Regional Transportation Plan approve and support this project. The WAVE will be applying for Transportation Development Credits.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

The WAVE has the technical capacity to implement the project. Plans and negotiations to begin this project are already underway and commitments from local stakeholders have been made. Specifically, The WAVE general manager, with 4 years of transit experience, would oversee all aspects of the project, as well as the assistant city manager who has 15 years of city government experience. Additionally the city senior accountant, who has 8 years of finance experience, will offer his expertise in the finance of the project, and the planning and development director, with 21 years of experience, will offer his expertise in the planning and development of this project.

Description of Legal Capacity to Implement Project:

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

According to the city finance director, the city is in a very strong financial position. There is no pending litigation that would adversely impact the legal position of the city. There are no legal issues that would make this a high-risk project to implement quickly. The city has the capacity to move forward and implement this project as soon as possible.

Description of Financial Capacity to Implement Project:

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

According to the city finance director, the city is in a very strong financial position. There is no pending litigation that would adversely impact the financial position of the city. There are no financial issues that would make this a high-risk project to implement quickly. The city has the capacity to move forward and implement this project as soon as possible.

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

Yes No

If Yes, explain:

N/A

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Multi-Modal Project	1	5,068,618	0	5,068,618
		5,068,618	0	5,068,618

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

The City of South Padre Island and its transit provider, The WAVE, have been working to develop plans for a new Multi-Modal Project. The foundation work for the project is underway. A transportation plan and feasibility study have been completed. Both local and regional approval and support have been established. Once funding has been secured, local personnel are prepared to offer their knowledge and experience to help see this project to its completion.

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

The City of South Padre Island's The WAVE will apply for Transportation Development Credits. The city will offer staff as in kind funds. Matching funds source is Transportation Development Credits (TDCs), which are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

Supporting Documentation of Local Match:

Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

Yes No

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

Yes

State of Good Repair

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

Preparation of Request For Proposals and Request For Qualifications

9/1/2012

Solicitation of applicants and qualifications

10/1/2012

Review of applicants and qualifications

11/1/2012

Selection of vendors

12/1/2012

Vendors begin and complete work

12/1/2013

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-027

Farenthold, Blake

Applicant and Proposal Profile

Bus and Bus Facilities Program: Livability Initiative

Section I. Applicant Information

Is this a resubmission due to an invalid/error message from FTA? Yes No

Organization Legal Name:

FTA Recipient ID Number:

Applicant Eligibility: State

Indian Tribe

Direct recipient of 5307 Urbanized Area Formula Program

Population served: Urbanized over 200,000

Urbanized 50,000 - 200,000

Rural

Description of services provided:

Rural public transportation in Texas is provided by 38 Rural Transit Districts (RTD) that are political subdivisions of the State. Rural Transit Districts rely on federal and state grant program revenues and a variety of sources of local revenue to fund both operating and capital expenses. They provide an infrastructure of general public transportation services and facilities providing critical transportation needs for a large, growing, and primarily transit dependent population in Texas.

Description of areas served:

Texas includes the largest rural population in the United States, with a nonurbanized count of 6,055,958 people (using 2000 Census data, 2010 Census nonurbanized figure not available as of 3/22/2012). Texas is home to 38 rural transit districts (RTDs), and the RTDs service area includes over 95% of the rural population in Texas.

This proposal includes fleet expansion projects for 5 of the 38 RTDs in Texas (serving approximately 24% of the Texas rural population). These 5 RTDs, serving an area of 35,815 square miles, provided over 1,413,528 passenger trips in 2011, driving their 435 vehicles over 5,787,127 revenue miles.

Data for 5 participating RTDs in Texas-

Data Descriptions: Rural Transit District (Headquarters City); Service Area Population (Nonurbanized, 2000 Census); Rural Land Area in Square Miles (Nonurbanized, 2000 Census); Density Pop/Square Mile; Unlinked Passenger Trips (2011); Vehicle Revenue Miles (2011); Total Revenue Vehicles (2012).

Brazos Transit District (Bryan); 798,164; 16,910; 47.20; 679,819; 2,208,788; 164.

Capital Area Rural Transportation System (CARTS) (Austin); 427,869; 7,192; 59.49; 486,893; 2,679,103; 159.

Colorado Valley Transit (Columbus); 117,124; 3,220; 36.38; 65,480; 400,674; 48.

Community Action Council of South Texas (Rio Grande City); 84,180; 5,149; 16.35; 89,985; 259,527; 45.

Webb County Community Action Agency (Laredo); 17,531; 3,314; 5.29; 91,351; 239,035; 19.

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

Eligibility Information

Project Title:
(Include project title with one sentence descriptive subtitle of project)

Colorado Valley Rural Transit District Service Expansion Project.

Project Executive Summary:

Develop new service in Waller Co. (Waller, Brookshire, Hempstead Loop, Prairie View A&M University and the City of Prairie View, Waller Co. Commuter, Waller Co. commuter services, and service from Waller to: SH 6, Metro NW Park & Ride, Katy/Grand PKWY Metro Park & Ride, and Willow Brook Mall) & increase seating capacity for vehicles operating in Wharton Co. (El Campo & Wharton Loop service and county link services).

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

1. Enhance user mobility through the creation of more convenient transportation options for travelers.

The proposed Colorado Valley Transit service expansion will create fixed routes within the local cities, routes within the county; and commuter service to and from the urban area of Houston and Katy along with vanpool service for the travelers.

2. Contributes significantly to broader traveler mobility through improved intermodal connections
 The CVT expansion will broaden travel mobility through connections to the nearest Houston Metro Park N Rides to downtown Houston, local airports and to points beyond.

3. Will improve transportation choices by enhancing points of modal connectivity
 In addition to local bus choices and connection to Houston Metro; the long-term CVT expansion plans include a multi-modal terminal for Greyhound and light rail.

4. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens and persons with disabilities.
 The CVT expansion will address economically disadvantaged populations, non-drivers, senior citizens and persons with disabilities and door-to-door service as applicable.

5. Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged/ community participation process.

The CVT expansion plan has been coordinated through the Regional Transportation Plan with the Houston Galveston Area Council.

Environmental Sustainability

Environmental Sustainability:

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

Improved coordination among transit providers in the region will reduce the instances of overlapping transit service. The service will providing rural residents access to employment, facilities, and services. It will meet the intent of the State Transportation Goals including enhancing safety, improving air quality, expanding economic opportunity, and increasing the value of transportation assets.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

Jurisdictional and Stakeholder Collaboration

The project will enhance connectivity and is consistent with the goals of the Regional Transit Coordination Plan. If awarded Bus Livability funding, the State Transportation Improvement Program will be amended to reflect this funding source.

In addition, the proposed transit service will be coordinated with clients of human services and workforce agencies through the Transit District's multiple local agreements. These entities also participate in the Regional Coordination Plan development.

Demonstration of Need

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

n/a

Demonstration of Need:

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

This proposal includes a fleet project for a Texas RTD (serving approximately 2% of the Texas rural population). This RTD,

serving an area of 3,220 square miles, provided over 400,647 passenger trips in 2011, driving 48 vehicles over 400,647 revenue miles. Current and expected formula apportionments are insufficient to meet the service expansion need, due to the need to use those funds to provide service to a growing rural population; and increasing operating costs, especially fuel.

Due to low population origin and destination densities, the vast majority of services provided rely on light and medium duty vehicles (similar to those used in airport shuttle operations) deployed in a demand-response or deviated fixed route service. This means that many rural fleet vehicles will be a relatively-inexpensive, but short lifespan vehicle. Vehicles with significantly greater life span are usually not suitable for rural service, most often due to significantly greater cost, and greater size (additional seating capacity would be unused in rural demand-response service).

This project would help ensure timely, safe delivery of public transportation services to those most in need of transportation to work, medical care, education, and the daily needs of life. There was no FTA discretionary award to rural transit in Texas for FY 2011, and even though prior years' awards of bus replacement funds (including ARRA) was used to replace fleet, there is an additional need for buses to expand and enhance existing service as well as establish new service.

The proposed service expansion capital program brings the rural fleet towards a better state of performance in terms of meeting demands for public transportation.

Most rural transit operations are exempt from FTA standards on spare ratio due to their service characteristics (fleet size and lack of fixed route service).

To ensure vehicles can safely be operated and provide service, TxDOT requires each RTD to implement a fleet maintenance plan, and that requirement is described in the current State Management Plan for Texas.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

The current Texas Transportation Plan discusses the enhancement of system connectivity throughout the state to connect all population, economic, recreational, and cultural centers. These vehicle requests allow transit agencies to begin new services and enhance current service levels. The vehicles will be ADA accessible.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans. Having fleet of sufficient quality, capacity, and numbers to address expansion efforts in response to gaps in service identified in Regional Coordination Plans contributes to the Rural Program's demands for service.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of Bus Livability projects to facilitate the TEAM grant award process.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

Vehicles qualify as categorical exclusions re: NEPA.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has assisted in the establishment of transit vehicle purchasing co-operative programs and assists in guiding agencies through the vehicle procurement process. The department has an internal procedures manual for transit procurement oversight. TxDOT has current certifications and assurances on file with FTA.

Description of Legal Capacity to Implement Project:

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

Based on the eligibility requirements of this grant TxDOT is submitting on behalf of the rural public transportation systems in Texas. Chapters 455 and 458 of the Texas Transportation Code give the state the legal capacity to enter into a grant agreement with the Federal Transit Administration on behalf of the rural transit agencies of Texas. The Governor has delegated this authority to TxDOT. TxDOT has current certifications and assurances on file with FTA.

Description of Financial Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has the financial capacity to implement this project. TxDOT has current certifications and assurances on file with FTA.

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

Yes No

If Yes, explain:

n/a

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Fleet for Colorado Valley Service Expansion	27	115,000	0	3,105,000
		3,105,000	0	3,105,000

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

The routes described would be served by multiple vehicles proposed to be purchased. A lesser number of vehicles per route could be provided.

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

Matching funds source is Transportation Development Credits (TDCs), which are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

Supporting Documentation of Local Match:

Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

Yes No

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

Yes

State of Good Repair

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

Enter into Project Grant Agreements with Subrecipients

9/1/2012

Bid Documents Issued

12/1/2012

Bid Documents Opened

2/1/2013

Binding Agreement with Vendor

4/1/2013

Vehicles Acquired

1/31/2014

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-010

McCaul, Michael T.

TX-014

Paul, Ron

TX-025

Doggett, Lloyd

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

Eligibility Information

Project Title:
(Include project title with one sentence descriptive subtitle of project)

Brazos Transit District Service Expansion Project.

Project Executive Summary:

New transit service in the City of Conroe. A Compressed Natural Gas (CNG) fueling station for transit vehicles is being constructed.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

1. Enhance user mobility through the creation of more convenient transportation options for travelers. This will be the first set of vehicles acquired by the City of Conroe for use in the city's newly developing transit system. The

City is intending to begin the first fixed route public transportation service in Montgomery County in the fall of this year (estimated start date October 2012) . The 2010 census results report that this area of Montgomery County has grown over 168% since the 2000 census demonstrating the transformation of Conroe from a rural area into a newly identified Large Urban Area. Since the early 2000's Conroe had been identified as having the highest transit need in the county and in some studies, the region. Public demand for local service has increased with the expansive population growth. Conroe has actively been establishing itself for future public transportation services. With these new CNG vehicles, a new transit system will begin, and the City and region will be able to demonstrate their ability to meet the increasing mobility needs of Conroe and the surrounding area.

2. Contributes significantly to broader traveler mobility through improved intermodal connections

These transit vehicles will be the first fixed route service vehicles in the new Conroe-The Woodlands UZA. In the beginning, these vehicles will provide access to numerous locations throughout Conroe. In addition to the transit service, the City has been implementing pedestrian access improvements such as sidewalks, ADA ramps, bus stops and shelters, bicycle facilities, and benches to improve the connectivity of pedestrians between the transit service and their origins and destinations. To further enhance connectivity, the City has identified future fixed routes and Park and Ride services which will come on line as the system develops. The City is developing a Park and Ride lot and these vehicles will eventually connect to those Park and Ride services that will provide connections to communities such as The Woodlands and the City of Houston.

3. Will improve transportation choices by enhancing points of modal connectivity

These will be the first vehicles for the first service, thereby creating the choice for the residents of Conroe to use public transportation. Combined with the Bus Livability request, these vehicles will be part of an overall system that will have designated stops and shelters along improved pedestrian corridors.

4. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens and persons with disabilities.

These vehicles will have wheelchair access which will support the large elderly and disabled population. These accessible vehicles will allow the disabled and elderly to have greater access to the community. The vehicles support transit access for those without vehicles and for those that can't afford the increasing transportation costs associated with vehicle ownership. Having a fleet of vehicles will allow Conroe to have the capital it needs to provide transportation choice.

5. Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged/ community participation process.

The Conroe transit program has been underway since 2005 with the completion of the Regional Coordinated Plan, followed by the regionally directed Montgomery County Transit Study, and subsequently in locally developed studies including Transit and Pedestrian Access Improvement Plans. The study processes have all included public surveys, workshops, and meetings. The recent Transit and Pedestrian Access Improvement Plan included public meetings with over 200 attendees. The public involvement process has been nominated by the International Association of Business Communicators for an award in public outreach.

Environmental Sustainability

Environmental Sustainability:

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

Improved coordination among transit providers in the region will reduce the instances of overlapping transit service. The service will providing rural residents access to employment, facilities, and services. It will meet the intent of the State Transportation Goals including enhancing safety, improving air quality, expanding economic opportunity, and increasing the value of transportation assets.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

Jurisdictional and Stakeholder Collaboration

The project will enhance connectivity and is consistent with the goals of the Regional Transit Coordination Plan. If awarded Bus Livability funding, the State Transportation Improvement Program will be amended to reflect this funding source.

In addition, the proposed transit service will be coordinated with clients of human services and workforce agencies through the Transit District's multiple local agreements. These entities also participate in the Regional Coordination Plan development.

Demonstration of Need

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

n/a

Demonstration of Need:

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

This proposal includes a fleet project for a Texas RTD (serving approximately 13% of the Texas rural population). This RTD, serving an area of 16,910 square miles, provided over 679,819 passenger trips in 2011, driving 164 vehicles over 2,208,788 revenue miles. Current and expected formula apportionments are insufficient to meet the service expansion need, due to the need to use those funds to provide service to a growing rural population; and increasing operating costs, especially fuel.

Due to low population origin and destination densities, the vast majority of services provided rely on light and medium duty vehicles (similar to those used in airport shuttle operations) deployed in a demand-response or deviated fixed route service. This means that many rural fleet vehicles will be a relatively-inexpensive, but short lifespan vehicle. Vehicles with significantly greater life span are usually not suitable for rural service, most often due to significantly greater cost, and greater size (additional seating capacity would be unused in rural demand-response service).

This project would help ensure timely, safe delivery of public transportation services to those most in need of transportation to work, medical care, education, and the daily needs of life. There was no FTA discretionary award to rural transit in Texas for FY 2011, and even though prior years' awards of bus replacement funds (including ARRA) was used to replace fleet, there is an additional need for buses to expand and enhance existing service as well as establish new service.

The proposed service expansion capital program brings the rural fleet towards a better state of performance in terms of meeting demands for public transportation.

Most rural transit operations are exempt from FTA standards on spare ratio due to their service characteristics (fleet size and lack of fixed route service).

To ensure vehicles can safely be operated and provide service, TxDOT requires each RTD to implement a fleet maintenance plan, and that requirement is described in the current State Management Plan for Texas.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

The current Texas Transportation Plan discusses the enhancement of system connectivity throughout the state to connect all population, economic, recreational, and cultural centers. These vehicle requests allow transit agencies to begin new services and enhance current service levels. The vehicles will be ADA accessible.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans. Having fleet of sufficient quality, capacity, and numbers to address expansion efforts in response to gaps in service identified in Regional Coordination Plans contributes to the Rural Program's demands for service.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of Bus Livability projects to facilitate the TEAM grant award process.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

Vehicles qualify as categorical exclusions re: NEPA.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has assisted in the establishment of transit vehicle purchasing co-operative programs and assists in guiding agencies through the vehicle procurement process. The department has an internal procedures manual for transit procurement oversight. TxDOT has current certifications and assurances on file with FTA.

Description of Legal Capacity to Implement Project:

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

Based on the eligibility requirements of this grant TxDOT is submitting on behalf of the rural public transportation systems in Texas. Chapters 455 and 458 of the Texas Transportation Code give the state the legal capacity to enter into a grant agreement with the Federal Transit Administration on behalf of the rural transit agencies of Texas. The Governor has delegated this authority to TxDOT. TxDOT has current certifications and assurances on file with FTA.

Description of Financial Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has the financial capacity to implement this project. TxDOT has current certifications and assurances on file with FTA.

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

Yes No

If Yes, explain:

n/a

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Fleet for Brazos TD Service Expansion, Conroe	4	90,000	0	360,000
		360,000	0	360,000

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

The routes described would be served by multiple vehicles proposed to be purchased. A lesser number of vehicles per route could be provided.

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

Matching funds source is Transportation Development Credits (TDCs), which are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

[Empty text box]

Supporting Documentation of Local Match:

Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

- Yes No

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

- Yes
 State of Good Repair
 Clean Fuels
 No

Project Timeline

Timeline Item Description	Timeline Item Date
enter into project grant agreements with subrecipients	9/1/2012
bid documents issued	12/1/2012
bid documents opened	2/1/2013
binding agreement with vendor	4/1/2013
vehicles acquired	1/31/2014

Congressional Districts (Place of Performance)

Congressional District

TX-001

Congressional Representative

Gohmert, Louie

TX-008	Brady, Kevin
TX-006	Barton, Joe
TX-010	McCaul, Michael T.
TX-017	Flores, Bill

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

Eligibility Information

Project Title:
(Include project title with one sentence descriptive subtitle of project)

Community Action Council of South Texas Rural Transit District Service Expansion Project.

Project Executive Summary:

Current demand for transportation services in Zapata and Starr Counties necessitates expansion of services and fleet upgrade.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

1. Enhance user mobility through the creation of more convenient transportation options for travelers. The CACST proposes to create a fixed route along US Hwy 83 in Starr County. This route will provide travelers with a more

convenient and predictable travel option between the east and west bound corridor of Starr County.

2. Contributes significantly to broader traveler mobility through improved intermodal connections.
The fixed route service option will contribute significantly to traveler mobility by linking the existing CACST demand response and flexed routes.

3. Will improve transportation choices by enhancing points of modal connectivity.
The CACST will integrate existing services to provide feeder linkages to the east and west bound route as well as to other service providers on the route.

4. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens and persons with disabilities.
The proposed CACST fixed route will improve accessibility and services for economically disadvantaged populations by offering a lower fare for those traveling along the designated stops. Non-drivers, senior citizens and persons with disabilities will have another travel option at the same level as the existing flexed routes and demand response services.

5. Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged/ community participation process.
The proposed fixed route is the result of ongoing information collection activities by the Regional Coordination lead agency which includes surveys and client demand for services.

Environmental Sustainability

Environmental Sustainability:

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

Improved coordination among transit providers in the region will reduce the instances of overlapping transit service. The service will providing rural residents access to employment, facilities, and services. It will meet the intent of the State Transportation Goals including enhancing safety, improving air quality, expanding economic opportunity, and increasing the value of transportation assets.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

Jurisdictional and Stakeholder Collaboration

The project will enhance connectivity and is consistent with the goals of the Regional Transit Coordination Plan. If awarded Bus Livability funding, the State Transportation Improvement Program will be amended to reflect this funding source.

In addition, the proposed transit service will be coordinated with clients of human services and workforce agencies through the Transit District’s multiple local agreements. These entities also participate in the Regional Coordination Plan development.

Demonstration of Need

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

n/a

Demonstration of Need:

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

This proposal includes a fleet project for a Texas RTD (serving approximately 1% of the Texas rural population). This RTD,

serving an area of 5,179 square miles, provided over 89,985 passenger trips in 2011, driving 45 vehicles over 259,527 revenue miles. Current and expected formula apportionments are insufficient to meet the service expansion need, due to the need to use those funds to provide service to a growing rural population; and increasing operating costs, especially fuel.

Due to low population origin and destination densities, the vast majority of services provided rely on light and medium duty vehicles (similar to those used in airport shuttle operations) deployed in a demand-response or deviated fixed route service. This means that many rural fleet vehicles will be a relatively-inexpensive, but short lifespan vehicle. Vehicles with significantly greater life span are usually not suitable for rural service, most often due to significantly greater cost, and greater size (additional seating capacity would be unused in rural demand-response service).

This project would help ensure timely, safe delivery of public transportation services to those most in need of transportation to work, medical care, education, and the daily needs of life. There was no FTA discretionary award to rural transit in Texas for FY 2011, and even though prior years' awards of bus replacement funds (including ARRA) was used to replace fleet, there is an additional need for buses to expand and enhance existing service as well as establish new service.

The proposed service expansion capital program brings the rural fleet towards a better state of performance in terms of meeting demands for public transportation.

Most rural transit operations are exempt from FTA standards on spare ratio due to their service characteristics (fleet size and lack of fixed route service).

To ensure vehicles can safely be operated and provide service, TxDOT requires each RTD to implement a fleet maintenance plan, and that requirement is described in the current State Management Plan for Texas.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

The current Texas Transportation Plan discusses the enhancement of system connectivity throughout the state to connect all population, economic, recreational, and cultural centers. These vehicle requests allow transit agencies to begin new services and enhance current service levels. The vehicles will be ADA accessible.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans. Having fleet of sufficient quality, capacity, and numbers to address expansion efforts in response to gaps in service identified in Regional Coordination Plans contributes to the Rural Program's demands for service.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of Bus Livability projects to facilitate the TEAM grant award process.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

Vehicles qualify as categorical exclusions re: NEPA.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has assisted in the establishment of transit vehicle purchasing co-operative programs and assists in guiding agencies through the vehicle procurement process. The department has an internal procedures manual for transit procurement oversight. TxDOT has current certifications and assurances on file with FTA.

Description of Legal Capacity to Implement Project:

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

Based on the eligibility requirements of this grant TxDOT is submitting on behalf of the rural public transportation systems in Texas. Chapters 455 and 458 of the Texas Transportation Code give the state the legal capacity to enter into a grant agreement with the Federal Transit Administration on behalf of the rural transit agencies of Texas. The Governor has delegated this authority to TxDOT. TxDOT has current certifications and assurances on file with FTA.

Description of Financial Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has the financial capacity to implement this project. TxDOT has current certifications and assurances on file with FTA.

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

Yes No

If Yes, explain:

n/a

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Fleet for Community Action Council of South Texas service expansion	10	70,000	0	700,000
		700,000	0	700,000

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary: 350,000

Provide explanation of scalability with specific references to the budget line items above:

The routes described would be served by multiple vehicles proposed to be purchased. A lesser number of vehicles per route could be provided.

Matching Funds Information

Matching Funds Amount: 119,000

Source of Matching Funds:

Matching funds source is Transportation Development Credits (TDCs), which are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

Supporting Documentation of Local Match:

Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

Yes No

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

Yes

State of Good Repair

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

enter into project grant agreements with subrecipients

9/1/2012

bid documents issued

12/1/2012

bid documents opened

2/1/2013

binding agreement with vendor

4/1/2013

vehicles acquired

1/31/2014

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-015

Hinojosa, Rubén

TX-028

Cuellar, Henry

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

Eligibility Information

Project Title:
(Include project title with one sentence descriptive subtitle of project)

Capital Area Rural Transportation System Service Expansion Project.

Project Executive Summary:

Express commuter service serving City of Elgin to Austin Central Business District on coordinated CARTS Metro Connector/ Capial Metro Route 990.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

1. Enhance user mobility through the creation of more convenient transportation options for travelers. This route is currently operating successfully, but we have only 2 buses, with no reserve fleet. This project requests two (2)

additional buses to increase frequency and also provide for a reserve bus for this route and other (we operate several Metro Connector routes.) The project would add to the CARTS Metro bus fleet serving this intermodal route connecting Elgin to Austin, and it is all about "convenience." People using public transportation, especially for employment; do not like to transfer to another bus to make it to their final destination. In extending the Metro Route 990 (which CARTS operates for Metro) to Elgin (in CARTS District) and partnering with Capital Metro at its Manor Park-n-Ride CARTS ensures that the trip is seamless for persons traveling between Austin and Elgin. They get on a Metro Bus and go; they don't care if it is rural route on one end, and metropolitan on the other they just want to go. Work has also progressed on a seamless fare structure for this route, and other CARTS Metro Connector routes, called the Regional Plus Pass, that will setup a single fare for customers passing between the two systems that will be invisible to the customer but will let them use all the assets of both systems by purchasing one ticket. This route is a catalyst for the seamless regional system that CARTS and Capital Metro envision for central Texas.

2. Contributes significantly to broader traveler mobility through improved intermodal connections

The formal connection of the CARTS rural transit system and the Capital Metro metropolitan system transit system enables customers to make connections regionally including to the nine (9) CARTS intermodal stations, all of which are Greyhound terminals, and numerous Metro facilities.

3. Will improve transportation choices by enhancing points of modal connectivity

The modal point in Manor has recently been improved and is a rider attractive location and the Elgin point is slated for significant improvements from STP-MM awards from the MPO to the City of Elgin. Adding buses to this service is in preparation for the increase in ridership and frequency these activities will enhance is necessary and vital to making this service grow and flourish on this congested commuter corridor.

4. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens and persons with disabilities.

Without effective and efficient public transportation, senior citizens, together with the young, persons with disabilities, non-drivers and non-auto-owners are second-class citizens with respect to mobility. This project provides multiple solutions to these problems by allowing persons to travel to and from Elgin and Austin for employment, education and access to medical facilities, and also by connecting the resources of both regional transit providers. Persons living in rural areas have less access to transportation and CARTS by partnering with Capital Metro this project allows for increased accessibility for these transit-dependent populations.

5. Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged/ community participation process.

This is a direct product of the Regional Transportation Coordination Council (RTCC) and the extensive public outreach project completed by Capital Metro which put the Green Line (rail connection to Elgin) on their long-range plan. This route is an interim step to build ridership on this corridor in anticipation of the extension of Metro Rail to Elgin in the future (Metro owns the rail line that connects to there). The RTCC primary goal of overcoming jurisdictional boundaries for regional transit use is directly addressed by this project, and its operation is one of the first accomplishments of that goal.

Environmental Sustainability

Environmental Sustainability:

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

Improved coordination among transit providers in the region will reduce the instances of overlapping transit service. The service will providing rural residents access to employment, facilities, and services. It will meet the intent of the State Transportation Goals including enhancing safety, improving air quality, expanding economic opportunity, and increasing the value of transportation assets.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

Jurisdictional and Stakeholder Collaboration

The project will enhance connectivity and is consistent with the goals of the Regional Transit Coordination Plan. If awarded Bus Livability funding, the State Transportation Improvement Program will be amended to reflect this funding source.

In addition, the proposed transit service will be coordinated with clients of human services and workforce agencies through the Transit District's multiple local agreements. These entities also participate in the Regional Coordination Plan development.

Demonstration of Need

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

n/a

Demonstration of Need:

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

This proposal includes a fleet project for a Texas RTD (serving approximately 7% of the Texas rural population). This RTD, serving an area of 7,192 square miles, provided over 486,893 passenger trips in 2011, driving 159 vehicles over 2,679,103 revenue miles. Current and expected formula apportionments are insufficient to meet the service expansion need, due to the need to use those funds to provide service to a growing rural population; and increasing operating costs, especially fuel.

Due to low population origin and destination densities, the vast majority of services provided rely on light and medium duty vehicles (similar to those used in airport shuttle operations) deployed in a demand-response or deviated fixed route service. This means that many rural fleet vehicles will be a relatively-inexpensive, but short lifespan vehicle. Vehicles with significantly greater life span are usually not suitable for rural service, most often due to significantly greater cost, and greater size (additional seating capacity would be unused in rural demand-response service).

This project would help ensure timely, safe delivery of public transportation services to those most in need of transportation to work, medical care, education, and the daily needs of life. There was no FTA discretionary award to rural transit in Texas for FY 2011, and even though prior years' awards of bus replacement funds (including ARRA) was used to replace fleet, there is an additional need for buses to expand and enhance existing service as well as establish new service.

The proposed service expansion capital program brings the rural fleet towards a better state of performance in terms of meeting demands for public transportation.

Most rural transit operations are exempt from FTA standards on spare ratio due to their service characteristics (fleet size and lack of fixed route service).

To ensure vehicles can safely be operated and provide service, TxDOT requires each RTD to implement a fleet maintenance plan, and that requirement is described in the current State Management Plan for Texas.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

The current Texas Transportation Plan discusses the enhancement of system connectivity throughout the state to connect all population, economic, recreational, and cultural centers. These vehicle requests allow transit agencies to begin new services and enhance current service levels. The vehicles will be ADA accessible.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans. Having fleet of sufficient quality, capacity, and numbers to address expansion efforts in response to gaps in service identified in Regional Coordination Plans contributes to the Rural Program's demands for service.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of Bus Livability projects to facilitate the TEAM grant award process.

Readiness Justification

Project Can Be Implemented Within:

- 3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

- 3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

Vehicles qualify as categorical exclusions re: NEPA.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has assisted in the establishment of transit vehicle purchasing co-operative programs and assists in guiding agencies through the vehicle procurement process. The department has an internal procedures manual for transit procurement oversight. TxDOT has current certifications and assurances on file with FTA.

Description of Legal Capacity to Implement Project:

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

Based on the eligibility requirements of this grant TxDOT is submitting on behalf of the rural public transportation systems in Texas. Chapters 455 and 458 of the Texas Transportation Code give the state the legal capacity to enter into a grant agreement with the Federal Transit Administration on behalf of the rural transit agencies of Texas. The Governor has delegated this authority to TxDOT. TxDOT has current certifications and assurances on file with FTA.

Description of Financial Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has the financial capacity to implement this project. TxDOT has current certifications and assurances on file with FTA.

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

Yes No

If Yes, explain:

n/a

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Fleet for Capital Area Rural Transportation System service expansion	2	320,000	0	640,000
		640,000	0	640,000

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

The route described would be served by multiple vehicles proposed to be purchased. A lesser number of vehicles per route could be provided.

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

Matching funds source is Transportation Development Credits (TDCs), which are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

Supporting Documentation of Local Match:

Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

Yes No

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

Yes

State of Good Repair

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

enter into project grant agreements with subrecipients	9/1/2012
bid documents issued	12/1/2012
bid documents opened	2/1/2013
binding agreement with vendor	4/1/2013
vehicles acquired	1/31/2014

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-010	McCaul, Michael T.
TX-021	Smith, Lamar
TX-025	Doggett, Lloyd
TX-031	Carter, John

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

Eligibility Information

Project Title:
(Include project title with one sentence descriptive subtitle of project)

Laredo - Webb County Rural Transit District Service Expansion Project.

Project Executive Summary:

Expand services to include the US Highway 59 area and serve the community center, a meeting point for the surrounding colonias (unplatted, rural subdivisions with typically low-income or substandard housing).

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

1. Enhance user mobility through the creation of more convenient transportation options for travelers. The enhancement of services by Laredo-Webb County CAA (operated as El Aguila) would bring new creation of a more

convenient transit options to because currently there is no transit option for that area (state high-way 59) and thus hope to create user mobility for travelers.

2. Contributes significantly to broader traveler mobility through improved intermodal connections
 Bob Bullock Loop or (loop 20) connects south and north Laredo and passes through state highway 59 and 359 and IH 35. El Aguila will improve traveler mobility with connections that have been established through this loop and existing El Aguila routes.

3. Will improve transportation choices by enhancing points of modal connectivity
 Connecting service between these two state highways this will improve the choices and destinations of the customers in the service area by enhancing the points of connectivity in Webb County.

4. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens and persons with disabilities.
 The service expansion will improve the accessibility and transit service for economically disadvantaged populations, non-drivers, seniors, and person with disabilities, through EL Aguila's demand response service.

5. Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged/ community participation process.

The need for service expansion was developed thru a participatory planning process involving town hall meetings and outreach to colonias communities in Webb County.

Environmental Sustainability

Environmental Sustainability:

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

Improved coordination among transit providers in the region will reduce the instances of overlapping transit service. The service will providing rural residents access to employment, facilities, and services. It will meet the intent of the State Transportation Goals including enhancing safety, improving air quality, expanding economic opportunity, and increasing the value of transportation assets.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

Jurisdictional and Stakeholder Collaboration

The project will enhance connectivity and is consistent with the goals of the Regional Transit Coordination Plan. If awarded Bus Livability funding, the State Transportation Improvement Program will be amended to reflect this funding source.

In addition, the proposed transit service will be coordinated with clients of human services and workforce agencies through the Transit District's multiple local agreements. These entities also participate in the Regional Coordination Plan development.

Demonstration of Need

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

n/a

Demonstration of Need:

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

This proposal includes a fleet project for a Texas RTD (serving approximately .2% of the Texas rural population). This RTD, serving an area of 3,314 square miles, provided over 91,351 passenger trips in 2011, driving 19 vehicles over 239,035 revenue miles. Current and expected formula apportionments are insufficient to meet the service expansion need, due to the need to use those funds to provide service to a growing rural population; and increasing operating costs, especially fuel.

Due to low population origin and destination densities, the vast majority of services provided rely on light and medium duty vehicles (similar to those used in airport shuttle operations) deployed in a demand-response or deviated fixed route service. This means that many rural fleet vehicles will be a relatively-inexpensive, but short lifespan vehicle. Vehicles with significantly greater life span are usually not suitable for rural service, most often due to significantly greater cost, and greater size (additional seating capacity would be unused in rural demand-response service).

This project would help ensure timely, safe delivery of public transportation services to those most in need of transportation to work, medical care, education, and the daily needs of life. There was no FTA discretionary award to rural transit in Texas for FY 2011, and even though prior years' awards of bus replacement funds (including ARRA) was used to replace fleet, there is an additional need for buses to expand and enhance existing service as well as establish new service.

The proposed service expansion capital program brings the rural fleet towards a better state of performance in terms of meeting demands for public transportation.

Most rural transit operations are exempt from FTA standards on spare ratio due to their service characteristics (fleet size and lack of fixed route service).

To ensure vehicles can safely be operated and provide service, TxDOT requires each RTD to implement a fleet maintenance plan, and that requirement is described in the current State Management Plan for Texas.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

The current Texas Transportation Plan discusses the enhancement of system connectivity throughout the state to connect all population, economic, recreational, and cultural centers. These vehicle requests allow transit agencies to begin new services and enhance current service levels. The vehicles will be ADA accessible.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans. Having fleet of sufficient quality, capacity, and numbers to address expansion efforts in response to gaps in service identified in Regional Coordination Plans contributes to the Rural Program's demands for service.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of Bus Livability projects to facilitate the TEAM grant award process.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

Vehicles qualify as categorical exclusions re: NEPA.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has assisted in the establishment of transit vehicle purchasing co-operative programs and assists in guiding agencies through the vehicle procurement process. The department has an internal procedures manual for transit procurement oversight. TxDOT has current certifications and assurances on file with FTA.

Description of Legal Capacity to Implement Project:

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

Based on the eligibility requirements of this grant TxDOT is submitting on behalf of the rural public transportation systems in Texas. Chapters 455 and 458 of the Texas Transportation Code give the state the legal capacity to enter into a grant agreement with the Federal Transit Administration on behalf of the rural transit agencies of Texas. The Governor has delegated this authority to TxDOT. TxDOT has current certifications and assurances on file with FTA.

Description of Financial Capacity to Implement Project:

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

TxDOT has been the designated recipient of FTA Section 5311 nonurbanized area funds allocated to the states for over 30 years. TxDOT has the financial capacity to implement this project. TxDOT has current certifications and assurances on file with FTA.

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

Yes No

If Yes, explain:

n/a

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Fleet for Laredo-Webb County CAA Service Expansion	1	74,000	0	74,000
		74,000	0	74,000

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

n/a

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

Matching funds source is Transportation Development Credits (TDCs), which are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

Supporting Documentation of Local Match:

Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

Yes No

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

Yes

State of Good Repair

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

enter into project grant agreements with subrecipients

9/1/2012

bid documents issued

12/1/2012

bid documents opened

2/1/2013

binding agreement with vendor

4/1/2013

vehicles acquired

1/31/2014

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-028

Cuellar, Henry

Applicant and Proposal Profile

Bus and Bus Facilities Program: Livability Initiative

Section I. Applicant Information

Is this a resubmission due to an invalid/error message from FTA? Yes No

Organization Legal Name:

FTA Recipient ID Number:

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

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

Description of services provided:

The East Texas Council of Governments (ETCOG) is a voluntary association of counties, cities, school districts and special districts within a fourteen-county region that assists local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. Among its responsibilities, ETCOG is the designated Rural Transit District for the region that delivers Transportation Services and administers the Older Americans Act Transportation Program.

Description of areas served:

The Smith County Regional Multi-Modal Facility will provide State Planning Region 6 with a convenient and comfortable facility for customers to transfer among modes in the region's largest city. The facility is an initiative of the East Texas Regional Transportation Coordination Plan that was developed by the East Texas Regional Transportation Partners in 2011. The partners are comprised of the East Texas Council of Governments (ETCOG), North East Texas Regional Mobility Authority (NET RMA), Smith County and NDMJ, Ltd.

Area transit providers including the Rural Transit District (GOBUS), Amtrak, NDMJ, Ltd., Greyhound, regional Medicaid transportation services and local private taxis and shuttles will serve alongside the East Texas Regional Transportation Partners to reach both urban and rural areas in State Planning Region 6.

State Planning Region 6 is comprised of fourteen counties located in the eastern portion of Texas between the Dallas-Ft. Worth Metropolitan Area and Louisiana state border and includes the following counties: Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt, and Wood.

Collectively, the fourteen counties comprise approximately 10,000 square miles in area and include a relatively low population density. The combination of rolling hills, piney woods, and large lakes result in a large portion of East Texas being rural in nature. In a number of instances, large bodies of water bisect separate population clusters. These bodies of water also greatly influence the layout of the surrounding road network. Taken collectively, this aspect directly impacts the provision of transportation services in many of the less populated areas of the region.

Within the region there are two standard Metropolitan Statistical Areas – Tyler, located in Smith County; and Longview, which spans Gregg, Rusk, and Upshur counties.

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

Eligibility Information

Project Title:

(Include project title with one sentence descriptive subtitle of project)

Smith County Regional Multi-Modal Facility: A facility to provide East Texas with resources for transportation and mobility information and centralized dispatch.

Project Executive Summary:

The Smith County Regional Multi-Modal Facility will provide State Planning Region 6 with a facility to provide the region with resources for transportation and mobility information and centralized dispatch in conjunction with other area dispatch centers. The facility will serve as a regional hub connecting rural and urban transportation providers in East Texas including the Rural Transit District (GOBUS), Amtrak, NDMJ, Ltd., Greyhound, regional Medicaid transportation services and local private taxis and shuttles. These transit providers will use this public asset to further improve public transportation in the area.

The facility is an initiative of the East Texas Regional Transportation Coordination Plan that was developed by the East Texas Regional Transportation Partners in 2011. The partners include The East Texas Council of Governments (ETCOG), North East Texas Regional Mobility Authority (NET RMA), Smith County and NDMJ, Ltd.

The facility specifically addresses two Texas Transportation Commission goals: The development "... of an organizational structure and strategies designed to address the future multi-modal transportation needs of all Texans" as well as "facilitating the development and exchange of comprehensive multi-modal transportation funding strategies with transportation program and project partners." The proposed facility will address this large service gap and particularly the absence of connectivity.

NET RMA will serve as project construction manager, designer, and will provide innovative financing options. Smith County will contribute land to serve as local match. The facility will include a Coordinated Traveler Management System (CTMS). The CTMS will serve as a means for all passengers to have a resource of travel options, travel information, and to attend to their required government pre-qualification services.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Construction, replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Construction, replacement, or the modernization of intermodal facility
 - Pedestrian access improvements
 - Bicycle infrastructure
 - Transportation corridor improvements
 - Other

If Other, Specify:

Implement a regional CTMS. Currently a localized pilot project CTMS is being operated by NDMJ, Ltd Transportation in Smith County.

Linkage To Livability Principles

Linkage To Livability Principles:

*** Note : Refer to the Livability Principles in the Project Evaluation Criteria section of the Notice of Funding Availability (NOFA). Applicant should address all elements listed as part of the evaluation criteria in the Notice Of Funding Availability (NOFA).

The multi-modal facility is part of the East Texas Regional Transportation Coordination Plan that was established in 2011. The plan was an update to an original transportation coordination plan for State Planning Region 6 that was created in 2006 to better address the needs of East Texas residents who depend on public transportation services to maintain their quality of life. As a result, the 2011 East Texas Regional Transportation Coordination Plan provides as many transportation options as possible by creating partnerships between transportation providers and service organizations within the region.

Key partnerships were established during the planning process of the East Texas Regional Transportation Coordination Plan including the formation of the East Texas Regional Transportation Partners. Community participation was encouraged in the process through public meetings and support was shown from local community members and transit providers including Tyler Area Metropolitan Planning Organization, Tyler Area Chamber of Commerce, Tyler Economic Development Council, Inc., JLCC, Inc..

The addition of a multi-modal facility in East Texas will result in the establishment of a regional mobility system that will have significant focus on people with disabilities, JARC eligible individuals and to people seeking employment, employment related services, or other fundamental quality of life enhancing activities, as well as all others living in the region. By utilizing the CTMS and dispatch components in the facility, user mobility will be enhanced through the creation of more convenient transportation options for travelers. Information will be available to East Texas through the facility improving accessibility and mobility of transportation services in the region.

Environmental Sustainability

Environmental Sustainability:

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

The facility will improve energy efficiency and reduce energy consumption and greenhouse gas emissions through the utilization of alternative fuels. The alternative fuels initiative is part of the East Texas Regional Transportation Coordination plan set by the East Texas Regional Transportation Partners. The expected use of clean and alternative sources of fuel will be instituted through the implementation of energy efficient transit vehicles and retrofitting existing vehicles with energy efficient technologies in order to reduce direct emissions.

This facility will expand sustainable resources and the energy independence of the East Texas Region. Alternative fuel stations have been instituted in the East Texas Regional Transportation Coordination Plan to provide solutions for fleet refueling needs in the area that create uninterrupted travel without being tethered geographically. The use of alternative fuels will address the increasing demand for environmentally sustaining natural fuel resources in the area.

In following the East Texas Regional Transportation Coordination plan initiative for an alternative refueling station, an immediate increase in transportation services will be possible largely due to lower operating cost by area providers. These operational cost savings will create the availability of accessible services provided for JARC eligible and other riders with disabilities by extending operating hours and/or increasing frequency of service. This expansion will occur as a direct result of efficiencies gained by lowering fuel and related operating costs for all passenger transportation providers.

Alternative fuel produced beyond the need of the transportation providers can be used as a source of revenue by making it available for purchase to the general public using alternative fuel vehicles along with entities operating fleets such as county and city governments, school districts and corporations with active alternative fuel projects.

Revenue generated by this project will be dedicated to promote future public transportation projects and can be used as a tool to generate a desperately needed local match for various public transportation projects in the region. It can also be used by the NET RMA, which as a political sub division of the State has authority to issue bonds for the construction of public transportation capital projects. Finally, as part of this project additional refueling stations will be planned for building throughout the region.

Considerable planning has been completed and funding from private sources has been arranged to fully design, build and operate the first liquefied petroleum gas station by NDMJ, Ltd. Additional real estate has been purchased and funding secured to design the second phase of the project to deliver compressed natural gas refueling capabilities.

Leveraging Public and Private Investments

Leveraging Public and Private Investments:

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

NET RMA, Smith County, ETCOG and NDMJ Ltd. have agreed to join efforts in promoting and advancing the public transportation needs of the region. This joint agreement will be reflected and captured by a Memorandum of Understanding (MOU) among the above mentioned partners. A strong local and regional partnership has been assembled by these regional entities to address the regional public transportation needs of East Texas. The facility is supported by area transit providers including, the Rural Transit District (GOBUS), Amtrak, NDMJ, Ltd., Greyhound, regional Medicaid transportation services and local private taxis and shuttles in the East Texas area.

In addressing these goals the partnership features the use of a match from private sources as well as a financing capability uniquely available through the involvement of the NET RMA. As a political subdivision of the State, the NET RMA possesses the authority to issue bonds to finance transportation projects that could be used for the multi-modal facility essential to advance a regional mobility system that will not only provide service for transportation dependent people, including those eligible for the Job Access and Reverse Commute (JARC) program and people with disabilities, but also the general public in the East Texas region.

As indicated, all of the organizations participating in East Texas Regional Transportation Partners were participants in the development of the original coordination plan and as entities heavily involved in planning and providing transportation services frequently engage in sessions designed to conceptualize and explore projects that are responsive to the needs stated in the Plan. Additionally, because of their daily responsibilities, they are the constant recipients of anecdotal information from local stakeholders including government, other transit providers, human service agencies, business, faith based institutions, the public and others presenting problems and needs as well as potential solutions. While this information is not gathered systematically, it is of use when the Partners come together.

Another more systematic source for ideas and reactions to potential solutions is the free-standing Smith County Passenger Advisory Committee established under an earlier project but continued by NDMJ, Ltd. During its bimonthly meetings, the committee reviews existing services, identifies problems and suggests solutions. Included on the committee are representatives of human service agencies, the Work Force agency, advocacy groups, City of Tyler and Smith County government, the Tyler Chamber of Commerce, welfare agencies, Tyler Junior College, University of Texas at Tyler, TxDOT, the East Texas Council of Governments and others involved in developing the initial and subsequent East Texas Regional Transportation Coordination Plans.

Also involved in the formulation of the project was the Surface Transportation Board and the Industry Growth Initiative Energy Committee led by Mayor Bass and Texas Senator Eltife that is active in pursuing the use of natural gas in the development of the regional business community. Participating in the conceptualizing and planning as well as supporting the four transportation projects and this proposal is the Surface Transportation Committee and Tyler Economic Development Board.

Upon funding of this proposal, added to the committee will be representatives of additional employment related programs, the public schools, large employers and passenger groups. The scope of the committee's domain will expand to include provision of mobility management services.

Demonstration of Need

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

N/A

Demonstration of Need:

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

For some time, the East Texas Regional Transportation Partners, as stated in the 2006 East Texas Regional Transportation Coordination Plan for Texas Region 6 have been concerned that many people living in East Texas were both economically disadvantaged and transportation dependent, including individuals with a variety of disabilities and older adults. Also recognized was that as a result of the shortage of service, significant numbers of these people lacked the benefit of any substantive coordinated effort for improving their mobility options in all areas of life, and particularly regarding employment. It is likely that contributing to the limited service and connectivity throughout the region is the absence of a safe and accessible passenger waiting and transfer facility, providers operating fragmented services from an array of facilities and locations without use of a centralized operating system and dispatch services in conjunction with each other.

Supplementing the findings presented in the 2006 Plan was a report published in March 2010 by The Transportation Institute of Texas A&M University that indicates only 40 % of current transportation needs of rural residents of East Texas were currently being met in relation to the demand. Given that finding, it is evident that new and innovative approaches must be undertaken in the region, since as stated in the original Plan, "More than anything, the public repeatedly called for increased service..." and, "The available information clearly indicates a need for improved, more efficient public transportation in East Texas."

Specific documentation of the need for additional transportation, including a multi-modal facility, occurred before, during and after the development of the 2006 East Texas Regional Transportation Coordination Plan for State Planning Region 6 and is reflected in various additional reports and studies. As an example, important data was gathered and reported by the NET RMA in 2010 regarding "system shortcomings or institutional issues" in East Texas transportation delivery. By engaging riders, workers, human service agencies and public and private transportation providers in discussions, forums, surveys and interviews some of the needs and efficiencies regarding the environment for transit in the region were identified including the need for same day scheduling and reduction of long travel times.

This capital project cannot be funded by program formula funding. This proposal is a request to FTA to move this capital project to an implementation phase. Previous years funding through TxDOT were not sufficient to fully implement this project, but were enough to prepare necessary preconstruction and planning documents.

Planning and Local / Region Prioritization

Is this project in STIP or TIP? Yes No

Planning and Local Prioritization Justification:

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

TxDOT is the responsible agency for development and approval of the STIP, and will add this project in the STIP upon notification of award by FTA.

The project is consistent with the transit priorities that have been identified in the East Texas Regional Transportation Coordination Plan. The facility serves as a major component to furthering regional transportation in East Texas and is consistent with service needs of the area.

Assessments of the need for transit services by the general population within the urbanized areas of Longview and Tyler and also the rural area of the East Texas region were conducted by TTI. A transit need index was used to rank census block groups for relative transit need based on demographic characteristics. Demographic categories that typically indicate transit need were used in the analysis.

As a result of the analysis findings indicated that the transit need in the East Texas Region is especially pronounced because of the concentrations of seniors over age 65, lower income population, zero auto households, and concentrations of persons with disabilities. Demographers project an increase in these transit need populations in the next 10 to 20 years. East Texas is also becoming more diverse, and while the urbanized population is growing, there is also a greater risk of isolation of populations in more rural areas of the region. Need for transit mobility will continue to grow in the region. A multi-modal facility will move transportation forward and help transit mobility continue to grow.

The project has been set as a top priority by the Tyler Area Metropolitan Planning Organization, East Texas Transportation

Steering Committee, Tyler Area Surface Transportation and ETCOG. Letters of support are included.

Readiness Justification

Project Can Be Implemented Within:

3 Months 6 Months 12 Months 18 Months

Project Can Be Obligated Within:

3 Months 6 Months 12 Months 18 Months

Project Readiness Justification:

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

Connectivity is a word and a need that is frequently stated in the East Texas Regional Transportation Coordination Plan, its 2011 update and other information gathering activities related to public transportation for East Texas. It is that need for people who are transportation dependent, including those with disabilities, individuals eligible for JARC, older adults and others that live in the East Texas region to be able to better connect within their local, community, county, state and nation that led to this proposal. A compatible and not unexpected companion need was provisioned for increased service which is also addressed by the projects contained in this proposal.

As participants in the development of the plan and as planners and providers, NET RMA, ETCOG, Smith County and NDMJ, Ltd. have been involved in developing projects to improve opportunities for transportation dependent people in the East Texas region. Together the partners are ready to move forward with the multi-modal facility project.

The project can be obligated and implemented quickly as real estate locations have been identified and private funds are ready to be allocated in partnership with private sector providers. Both civil engineers and architects have conducted preliminary work associated with this project, thus making this project prepared to proceed quickly.

As the General Engineering Consultant for the NET RMA, Atkins North America has started the work on financial feasibility and cost determination of all necessary environmental work. NET RMA and Smith County have retained the services of Ron Mabry, architect and the initial conceptual design work has been completed. A draft construction timeline and deliverables are also completed along with a draft construction timeline with deliverables. Smith County is providing the necessary required local match in form of real estate and private contributions.

This facility is a multi-modal facility with a holistic CTMS component. This project is a derivative of the East Texas Transportation Coordination Steering Committee with representatives from each of the 14 counties in Texas region 6. Furthermore, The East Texas Regional Transportation Partners have signed a Memorandum of Understanding to jointly work toward a successful outcome of this project.

Technical, Legal and Financial Capacity

Description of Technical Capacity to Implement Project:

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

The NET RMA through its GEC is providing civil engineering and technical capabilities to carry out this project. The NET RMA's GEC is Atkins NA. Atkins NA has extensive experience in the development, planning, design and construction management of public transportation projects

Description of Legal Capacity to Implement Project:

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

ETCOG is currently in fundable status for grant-making purposes and there are no outstanding legal, technical, or financial issues that make The Smith County Regional Multi-Modal Facility a high-risk project to implement quickly.

Description of Financial Capacity to Implement Project:

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

Smith County in partnership with its private sector partners is able, willing and ready to deliver any required local match if this project is selected.

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

Yes No

If Yes, explain:

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Site Prep	1	10,165	0	10,165
Parking Garage Construction	1	9,400,000	0	9,400,000
MMF Public Vendor Area	1	2,160,000	0	2,160,000
MMF Transit and Vendor Circulation	1	660,000	0	660,000
Site Paving (2")	1	560,040	0	560,040
Site Lighting	1	48,000	0	48,000
Sidewalk	1	25,920	0	25,920
Water Service Line (2")	1	1,800	0	1,800
Sanitary Sewer Service Line (4")	1	2,400	0	2,400

Water / Sewer Tap Fees	1	2,880	0	2,880
Landscaping	1	42,000	0	42,000
Site Base (8")	1	67,205	0	67,205
Mobilization	1	909,000	0	909,000
Construction Contingency	1	1,389,000	0	1,389,000
Change Orders	1	764,000	0	764,000
Facility Planning	1	80,000	0	80,000
Revenue / User Fee Development	1	160,000	0	160,000
Facility Design / Structural / MEP	1	642,000	0	642,000
Environmental Permitting / EA	1	160,000	0	160,000
Admin + Legal	1	241,000	0	241,000
Surveying and Geotech	1	241,000	0	241,000
Construction Admin	1	562,000	0	562,000
		18,128,410	0	18,128,410

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

Depending upon funding level, the project would be scaled to include a multimodal/passenger transfer facility, compressed natural gas fueling facility, or a coordinated call/one-call center.

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds:

Matching funds source is local funds or Transportation Development Credits (TDCs), which are created based upon qualifying non-federal expenditures for eligible transportation projects. TDCs are a non-cash method to match federal transportation funds, as described in SAFETEA-LU (the latest federal transportation bill).

The multi-modal facility features the use of match from private sources as well as a financing capability uniquely available through the involvement of the North East Texas Regional Mobility Authority (NET RMA). As a political subdivision of the State, the NET RMA possesses the authority to issue bonds to finance transportation projects that could be used for the multi-modal facility. Smith County will provide match through real estate estimated at 1.2 million dollars. A 10% match will be provided in concurrence with the amount funded through this opportunity from Smith County and the private sector on behalf of Smith County both totaling to 20%. Transportation Development Credits (TDCs) are also requested from TxDOT to match funds for the project.

Supporting Documentation of Local Match:

Letters of support are included with this application. Transportation Development Credits (TDCs) are requested from TxDOT to match our funds.

Upon notification of award by FTA, the Texas Department of Transportation will present a minute order for approval by the Texas Transportation Commission for award of the full amount of Transportation Development Credits (TDCs) to match the entire FTA award. Attached, please find the latest approval letter from FHWA stating that TxDOT was allowed to increase its toll credit balance (the former name of Transportation Development Credits) by over \$400 million. FYI, the current available statewide balance is over \$1 billion.

Previous Discretionary Funds

Did the project receive prior year funding from FTA Discretionary Programs?

- Yes No

Submission to other funding opportunities

Has this project been submitted to other Fiscal Year 2012 Discretionary Programs?

- Yes
- State of Good Repair
 - Clean Fuels
- No

Project Timeline

Timeline Item Description	Timeline Item Date
Collect Current Service Data and Prepare Inventory	9/1/2012
Measures of Efficiency	9/1/2012
Strategy of Key Elements	3/1/2013
Develop Technical Memorandum	5/1/2013
Public Involvement/Outreach	9/1/2012
ITS Regional Architectural Update	6/1/2012
Concept of Operations	9/1/2012

Project Timeline

Timeline Item Description

Timeline Item Date

Identify System Requirements

11/1/2012

Evaluate Available System Components

3/1/2013

Design and Implementation Plan

10/1/2013

Branding the Project

4/1/2013

Feasibility and Planning

12/1/2011

Financial/Funding Analysis

9/1/2013

NEPA Process

11/1/2012

Design

4/1/2013

Construction Documents

11/1/2013

Public Involvement/Outreach

7/1/2012

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-001

Gohmert, Louie