

| | |
|--------------------------------|--|
| Opportunity Title: | State of Good Repair Initiative: Solicitation of Projec |
| Offering Agency: | DOT/Federal Transit Administration |
| CFDA Number: | 20.500 |
| CFDA Description: | Federal Transit Capital Investment Grants |
| Opportunity Number: | FTA-2012-004-TPM-SGR |
| Competition ID: | FTA-2012-004-TPM-SGR |
| Opportunity Open Date: | 02/07/2012 |
| Opportunity Close Date: | 03/22/2012 |
| Agency Contact: | Adam Schildge Office of Program Management (202) 366-0778 e-mail: adam.schildge@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:** TxDOT 2012 SGR Rural Fleet & Facilities

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

| | | | |
|---|--|---|--|
| <p>* 1.a. Type of Submission:</p> <input checked="" type="checkbox"/> Application <input type="checkbox"/> Plan <input type="checkbox"/> Funding Request <input type="checkbox"/> Other * Other (specify) <input style="width:100%; height:30px;" type="text"/> | <p>* 1.b. Frequency:</p> <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input type="checkbox"/> Other * Other (specify) <input style="width:100%; height:30px;" type="text"/> | <p>* 1.d. Version:</p> <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update <p>* 2. Date Received:</p> <input style="width:100%; height:20px;" type="text"/> Completed by Grants.gov upon submission. | <p>STATE USE ONLY:</p> <p>5. Date Received by State:</p> <input style="width:100%; height:20px;" type="text"/> <p>6. State Application Identifier:</p> <input style="width:100%; height:30px;" type="text"/> |
| <p>1.c. Consolidated Application/Plan/Funding Request?</p> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Explanation | | <p>3. Applicant Identifier:</p> <input style="width:100%; height:30px;" type="text"/> <p>4a. Federal Entity Identifier:</p> <input style="width:100%; height:30px;" type="text"/> <p>4b. Federal Award Identifier:</p> <input style="width:100%; height:30px;" type="text"/> | |
| <p>7. APPLICANT INFORMATION:</p> | | | |
| <p>* a. Legal Name:</p> <input style="width:100%; height:20px;" type="text"/> Texas Department of Transportation | | | |
| <p>* b. Employer/Taxpayer Identification Number (EIN/TIN):</p> <input style="width:100%; height:20px;" type="text"/> 17460001708 | | <p>* c. Organizational DUNS:</p> <input style="width:100%; height:20px;" type="text"/> 806782553 | |
| <p>d. Address:</p> | | | |
| <p>* Street1:</p> <input style="width:100%; height:20px;" type="text"/> 125 East 11th Street | | <p>Street2:</p> <input style="width:100%; height:20px;" type="text"/> | |
| <p>* City:</p> <input style="width:100%; height:20px;" type="text"/> Austin | | <p>County:</p> <input style="width:100%; height:20px;" type="text"/> Travis | |
| <p>* State:</p> <input style="width:100%; height:20px;" type="text"/> TX: Texas | | <p>Province:</p> <input style="width:100%; height:20px;" type="text"/> | |
| <p>* Country:</p> <input style="width:100%; height:20px;" type="text"/> USA: UNITED STATES | | <p>* Zip / Postal Code:</p> <input style="width:100%; height:20px;" type="text"/> 78701-2483 | |
| <p>e. Organizational Unit:</p> | | | |
| <p>Department Name:</p> <input style="width:100%; height:20px;" type="text"/> | | <p>Division Name:</p> <input style="width:100%; height:20px;" type="text"/> Public Transportation Division | |
| <p>f. Name and contact information of person to be contacted on matters involving this submission:</p> | | | |
| <p>Prefix:</p> <input style="width:100%; height:20px;" type="text"/> Mr. | <p>* First Name:</p> <input style="width:100%; height:20px;" type="text"/> Kelly | <p>Middle Name:</p> <input style="width:100%; height:20px;" type="text"/> | |
| <p>* Last Name:</p> <input style="width:100%; height:20px;" type="text"/> Kirkland | | <p>Suffix:</p> <input style="width:100%; height:20px;" type="text"/> | |
| <p>Title: <input style="width:100%; height:20px;" type="text"/> Director, Planning and Support, PTN</p> | | | |
| <p>Organizational Affiliation:</p> <input style="width:100%; height:20px;" type="text"/> Public Transportation Planning Director | | | |
| <p>* Telephone Number: <input style="width:100%; height:20px;" type="text"/> 512-374-5227</p> | | <p>Fax Number: <input style="width:100%; height:20px;" type="text"/> 512-374-5244</p> | |
| <p>* Email: <input style="width:100%; height:20px;" type="text"/> kelly.kirkland@txdot.gov</p> | | | |

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.

TxDOT_SGR_2012_Application_C

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 (\$):**

17,180,999.40

b. Match (\$):

0.00

*** 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.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

* Consolidate Application/Plan/Funding Request Explanation

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

*** Applicant Federal Debt Delinquent Explanation**

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 | <input type="text" value="TxDOT SGR 2012 Final SF424_Su"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 2) Please attach Attachment 2 | <input type="text" value="TxDOT Rural SGR 2012 Fleet to"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 3) Please attach Attachment 3 | <input type="text" value="FY08 Toll Credits Approval Le"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 4) Please attach Attachment 4 | <input type="text" value="Environmental.pdf"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 5) Please attach Attachment 5 | <input type="text" value="PTS - Needs Assessment.pdf"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 6) Please attach Attachment 6 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 7) Please attach Attachment 7 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 8) Please attach Attachment 8 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 9) Please attach Attachment 9 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 10) Please attach Attachment 10 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 11) Please attach Attachment 11 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 12) Please attach Attachment 12 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 13) Please attach Attachment 13 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 14) Please attach Attachment 14 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |
| 15) Please attach Attachment 15 | <input type="text"/> | <input type="button" value="Add Attachment"/> | <input type="button" value="Delete Attachment"/> | <input type="button" value="View Attachment"/> |

Applicant and Proposal Profile

Bus and Bus Facilities Program: State Of Good Repair

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 and facility projects for 31 of the 38 RTDs in Texas (serving over 86% of the Texas rural population). These 31 RTDs, serving an area of 224,248 square miles, provided over 5.2 million passenger trips in 2011, driving their 1,751 vehicles over 28.8 million revenue miles.

Data for 31 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).

Alamo Area Council of Governments (San Antonio); 392,995; 10,130; 38.80; 157,981; 1,459,700; 118.

Ark-Tex Council of Governments (Texarkana, TX); 221,701; 5,761; 38.48; 429,999; 1,225,036; 61.

Bee Community Action Agency (Beeville); 75,844; 4,051; 18.72; 34,558; 324,367; 36.

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.

Central Texas Rural Transit District (Coleman); 184,925; 10,693; 17.29; 164,606; 1,841,121; 82.

Collin County Committee on Aging (McKinney); 56,516; 689; 81.99; 11,333; 168,193; 29.

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.

Community Council of Southwest Texas (Uvalde); 109,525; 11,138; 9.83; 160,321; 1,172,311; 59.

Del Rio, City of (Del Rio); 44,856; 3,170; 14.15; 80,832; 478,165; 26.

East Texas Council of Governments (Kilgore); 565,616; 9,613; 58.84; 159,065; 1,366,729; 57.
 Fort Bend County Rural Transit District (Fort Bend); 37,891; 748; 50.68; 241,109; 1,533,117; 22.
 Golden Crescent Regional Planning Commission (Victoria); 160,333; 7,088; 22.62; 181,253; 1,264,223; 41.
 Gulf Coast Center (Galveston) 102,725; 1,570; 65.43; 21,093; 179,314; 43.
 Heart of Texas Council of Governments (Waco); 168,338; 5,478; 30.73; 63,385; 680,834; 48.
 Hill Country Transit District (San Saba); 155,387; 8,321; 18.68; 152,718; 834,640; 87.
 Kaufman County Senior Citizens Service (Terrell); 82,737; 896; 92.34; 138,120; 1,288,541; 27.
 Kleberg County Human Services (Kingsville); 31,963; 2,328; 13.73; 37,359; 127,921; 21.
 Lower Rio Grande Valley Development Council (McAllen); 122,660; 2,641; 46.44; 50,217; 281,922; 26.
 Panhandle Community Services (Amarillo); 223,550; 25,749; 8.68; 397,262; 1,190,973; 84.
 Public Transit Services (Mineral Wells); 117,544; 2,765; 42.51; 82,392; 882,714; 21.
 Rolling Plains Management Corporation (Crowell); 86,084; 6,553; 13.14 ; 124,812; 675,373; 60.
 Rural Economic Assistance League, Inc. (REAL) (Alice); 96,923; 2,491; 38.91; 179,250; 543,103; 33.
 Senior Center Resources and Public Transit Inc.(Greenville); 76,596; 841; 91.08; 46,040; 405,772; 14.
 Services Program for Aging Needs (SPAN) (Denton); 62,453; 748; 83.48; 73,880; 639,301; 29.
 South Padre Island, Town of (South Padre Island); 2,422; 1.7; 1,424.71; 454,502; 302,450; 11.
 South Plains Community Action Association (Levelland); 201,705; 15,342; 13.15; 115,785; 994,290; 91.
 Texoma Area Paratransit System/TAPS (Sherman); 200,664; 5,601; 35.83; 103,007; 965,785; 84.
 Webb County Community Action Agency (Laredo); 17,531; 3,314; 5.29; 91,351; 239,035; 19.
 West Texas Opportunities, Inc. (Lamesa); 190,752; 44,056; 4.33; 175,328; 2,195,236; 106.

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

Eligibility Information

Project Title:
 (Descriptive Title of this Proposal)

Texas High-Priority Rural Fleet Replacement 2012

Project Executive Summary:

This proposal includes replacement of 199 vehicles (fleet) providing service for 30 of the 38 RTDs in Texas. This proposal only includes the highest priority needs to replace fleet (that are over 150% of their designed useful life mileage based upon FTA standards). This project was initially developed and subsequently updated using a comprehensive database management system used to track and manage the rural transit fleet in Texas. See also Attachment, TxDOT Rural SGR 2012 Fleet to be Replaced.PDF for a detailed list of RTDs and vehicles.

- Project Type: Purchase of replacement or rehabilitation of buses and vans
 Replacement or the modernization of bus maintenance, service, or administrative facilities
 Purchases of vehicles for service expansion
 Expansion of bus maintenance facility
 Bus related equipment (including ITS, fare equipment, communication devices)
 Development and implementation of transit asset management system
 Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Demonstration of Need

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 fleet projects for 30 of the 38 RTDs in Texas (serving over 84% of the Texas rural population of 6,055,958). These 30 RTDs, serving an area of 221,483 square miles, provided over 5.1 million passenger trips in 2011, driving their 1,730 vehicles over 27.9 million revenue miles. This request represents part of a larger, on-going need to routinely replace buses. Current and expected formula apportionments are insufficient to meet the fleet replacement 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 on-going need to replace fleet every year (the total statewide rural fleet is over 1,900 vehicles, with an estimated average useful life between 4 and 5 years, meaning that over 400 vehicles would need to be replaced every year, this proposal would replace only the 199 vehicles with the highest need).

The proposed vehicle replacement program brings the rural fleet towards a better state of performance in terms of maintenance costs. Research shows that during the seventh or eighth year of service, the maintenance cost per mile of a standard cutaway bus is doubled compared to the first year of service.

Recent experience suggests that newer vehicles have fewer service failures. For example, in comparing 2009 to 2010 operating data, Texas RTDs reported 21% fewer vehicle failures. During this interval, new vehicles were brought into service due to prior year funding awards for fleet. In addition, newer engine technologies reduce nitrogen oxide (NOx, a precursor to ground-level ozone) emissions. For example, in comparing the Ford 5.4 liter gas engine (commonly used in rural transit service) from 2001 to 2012, the NOx emissions show an approximate 79% decline.

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

The table shown below lists vehicles to be replaced, sorted by model year and useful life standard (either the FTA Altoona test standard mileage, if available; or other FTA resource). 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.

Note: vehicle mileage shown below is the average value for that fleet segment being replaced.

| Vehicle Description | QTY | Vehicle Year | Vehicle Mileage |
|---|--------------------------------|------------------------------------|--------------------------------------|
| <input type="text" value="standard van (100K miles target per FTA standards)"/> | <input type="text" value="1"/> | <input type="text" value="1,989"/> | <input type="text" value="186,213"/> |

| | | | |
|--|----|-------|---------|
| standard vans, conversion van, small cutaway (100K miles target per FTA standards) | 4 | 1,991 | 328,069 |
| standard vans (100K miles target per FTA standards) | 2 | 1,992 | 292,244 |
| standard vans, conversion van, small cutaway (100K miles target per FTA standards) | 4 | 1,993 | 234,418 |
| standard vans, conversion van (100K miles target per FTA standards) | 6 | 1,994 | 317,269 |
| standard vans, conversion vans, small cutaway (100K miles target per FTA standards) | 11 | 1,995 | 219,261 |
| standard vans (100K miles target per FTA standards) | 2 | 1,996 | 362,486 |
| large cutaway (150K miles target per FTA standards) | 1 | 1,996 | 230,918 |
| standard vans, conversion van, auto (100K miles target per FTA standards) | 4 | 1,997 | 264,911 |
| standard vans, small cutaways, conversion van (100K miles target per FTA standards) | 8 | 1,998 | 271,991 |
| large cutaways (150K miles target per FTA standards) | 2 | 1,998 | 228,537 |
| standard vans, conversion vans, small cutaways (100K miles target per FTA standards) | 19 | 1,999 | 252,862 |
| large cutaways (150K miles target per FTA standards) | 2 | 1,999 | 300,583 |
| standard vans, conversion vans, small cutaways (100K miles target per FTA standards) | 15 | 2,000 | 232,228 |
| standard vans, conversion vans, small cutaways (100K miles target per FTA standards) | 32 | 2,001 | 224,372 |
| large cutaways (150K miles target per FTA standards) | 3 | 2,001 | 283,068 |
| standard vans, conversion vans, small cutaways (100K miles target per FTA standards) | 26 | 2,002 | 233,995 |
| large cutaways (150K miles target per FTA standards) | 4 | 2,002 | 255,039 |
| standard vans, small cutaways, autos, conversion van (100K miles target per FTA standards) | 13 | 2,003 | 217,893 |
| large cutaways (150K miles target per FTA standards) | 3 | 2,003 | 272,775 |
| small cutaway, standard van (100K miles target per FTA standards) | 2 | 2,004 | 313,994 |
| large cutaways (150K miles target per FTA standards) | 4 | 2,004 | 245,186 |
| standard vans, small cutaways (100K miles target per FTA standards) | 5 | 2,005 | 179,974 |
| standard vans, small cutaways (100K miles target per FTA standards) | 6 | 2,006 | 171,084 |
| standard vans, conversion van, small cutaway, auto (100K miles target per FTA standards) | 6 | 2,007 | 197,975 |

| | | | |
|---|----|-------|---------|
| small cutaways, conversion vans (100K miles target per FTA standards) | 13 | 2,008 | 184,928 |
| small cutaway (100K miles target per FTA standards) | 1 | 2,009 | 150,493 |

| Facility Description | Years Facility Used By Applicant | Facility Construction Date | Last Renovation Date |
|----------------------|----------------------------------|----------------------------|----------------------|
| | | | |

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 maintenance of transportation service levels in rural areas. These vehicle requests allow transit agencies to replace vehicles that exceed their useful life - those that are expensive to maintain and more likely to experience in-service failures – and allows agencies to maintain current service levels. Newer model vehicles will also increase fuel efficiency and lower operations costs for the agency. The vehicles will be ADA accessible, or the agency will meet equivalent service standards.

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 overall state of good repair as it addresses both current and future demands for service.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of SGR 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 |
|-------------|-----|----------------|-------------|------------|
|-------------|-----|----------------|-------------|------------|

| | | | | |
|-----------------------------|----|--------------|---|--------------|
| Raised Roof Van with Lift | 19 | 53,157.89 | 0 | 1,009,999.91 |
| Small Cutaway Bus | 58 | 60,517.24 | 0 | 3,509,999.92 |
| Regular / Large Cutaway Bus | 93 | 72,096.77 | 0 | 6,704,999.61 |
| Minivan with Ramp | 28 | 42,428.57 | 0 | 1,187,999.96 |
| | | 12,412,999.4 | 0 | 12,412,999.4 |

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary (optional):

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

Prior to submission of the proposal, TxDOT and RTDs in Texas worked cooperatively and reviewed fleet needs and pared an initial \$18 million request to this project. We strongly encourage approval of the entire project, however if a lesser amount of funding is awarded, TxDOT will work cooperatively with the RTDs to prioritize the most needed replacements. This process will likely cut across the budget line items above, and will target the oldest, most-used vehicles for replacement.

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 funding from Fiscal Year 2011 FTA Discretionary Programs?

Yes No Amount:

Submission to other funding opportunities

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

Yes
 Bus Livability
 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-001

Gohmert, Louie

TX-003

Johnson, Sam

TX-004

Hall, Ralph M.

TX-005

Hensarling, Jeb

| | |
|--------|---------------------|
| TX-006 | Barton, Joe |
| TX-007 | Culberson, John |
| TX-008 | Brady, Kevin |
| TX-009 | Green, Al |
| TX-010 | McCaul, Michael T. |
| TX-011 | Conaway, K. Michael |
| TX-012 | Granger, Kay |
| TX-013 | Thornberry, Mac |
| TX-014 | Paul, Ron |
| TX-015 | Hinojosa, Rubén |
| TX-016 | Reyes, Silvestre |
| TX-017 | Flores, Bill |
| TX-019 | Neugebauer, Randy |
| TX-021 | Smith, Lamar |
| TX-022 | Olson, Pete |
| TX-023 | Canseco, Francisco |
| TX-025 | Doggett, Lloyd |
| TX-026 | Burgess, Michael |
| TX-027 | Farenthold, Blake |

| | |
|--------|------------------------|
| TX-028 | Cuellar, Henry |
| TX-029 | Green, Gene |
| TX-030 | Johnson, Eddie Bernice |
| TX-031 | Carter, John |
| TX-032 | Sessions, Pete |

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

Eligibility Information

Project Title:
(Descriptive Title of this Proposal)

TxDOT - Ark-Tex Council of Governments Bus Storage and Wash Bay

Project Executive Summary:

Ark-Tex Council of Governments serves an area of 5,761 square miles. They provided almost 430,000 passenger trips in 2011, driving their 61 vehicles over 1.2 million revenue miles. This project is a high priority need to repair or replace a facility in critical need of attention.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Expansion of bus maintenance facility
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Demonstration of Need

Demonstration of Need:

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

The Ark-Tex COG Bus Storage and Wash Bay project is critically needed in order to 1) reduce on-going operating expenses associated with outsourcing bus washing; and 2) address environmental concerns with an alternative to washing the buses in the current parking area. Currently, Ark-Tex is paying a vendor \$8,400 per month to wash their buses. Installing wash bays would enable them to cut the cost to less than \$500 per month. The Bus Storage Facility will be a 5 bay storage area where five Bowie County back up buses will be housed. Currently the buses are parked in the parking area for Ark-Tex COG without security cameras or fencing and the parking area is located on the street. The new storage area will be behind the building with existing security lighting and fencing.

This is one of five projects requesting SGR funding that TxDOT received from rural transit districts (RTDs), which were

determined to have sufficient scale to require resources beyond the expected funding sources. In addition, 21 projects requesting a total of \$917,611 in funding were proposed by various RTDs; but due to their scope those 21 projects could reasonably be handled using existing resources.

Green design elements - the preliminary drawings includes a sandpit will be utilized to clean and filter the grey water and recycle it to be reused in the holding tank.

| Vehicle Description | QTY | Vehicle Year | Vehicle Mileage |
|----------------------|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

| Facility Description | Years Facility Used By Applicant | Facility Construction Date | Last Renovation Date |
|---|----------------------------------|---------------------------------------|---------------------------------------|
| <input type="text" value="Ark-Tex Council of Governments Bus Storage and Wash Bay (New Facility)"/> | <input type="text" value="0"/> | <input type="text" value="6/1/2014"/> | <input type="text" value="6/1/2014"/> |

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 maintenance of transportation service levels in rural areas. These facility requests allow transit agencies to maintain current service levels.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of SGR 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).

Categorical Exclusion has been approved (see Environmental attachment.) TxDOT ensures that the STIP will be updated to reflect the grant award. This project is in a non-urbanized area; no MPO action required.

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 |
|--|-----|----------------|-------------|------------|
| Ark-Tex Council of Governments Bus Storage and Wash Bay (New Facility) | 1 | 1,065,000 | 0 | 1,065,000 |
| | | 1,065,000 | 0 | 1,065,000 |

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary (optional):

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 funding from Fiscal Year 2011 FTA Discretionary Programs?

Yes No Amount:

Submission to other funding opportunities

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

Yes
 Bus Livability
 Clean Fuels
 No

Project Timeline

Timeline Item Description

Timeline Item Date

Enter into Project Grant Agreements with Subrecipient

9/1/2012

Complete bid and contractor selection process

3/1/2013

Complete project

6/30/2014

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-001

Gohmert, Louie

TX-004

Hall, Ralph M.

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

Eligibility Information

Project Title:
(Descriptive Title of this Proposal)

TxDOT - Colorado Valley Transit Parking Lot

Project Executive Summary:

Colorado Valley Transit serves an area of 3,220 square miles. They provided almost 65,500 passenger trips in 2011, driving their 48 vehicles over 400,500 revenue miles. This project is a high priority need to upgrade a facility in critical need of attention.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Expansion of bus maintenance facility
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Demonstration of Need

Demonstration of Need:

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

Colorado Valley Transit is in need of a concrete driveway and parking lot which will provide a durable surfacing material which can hold up under various weather conditions and weight loads, and will have lower maintenance expenses. The current site which has been used since 2003 is a crushed limestone surface parking lot that requires frequent maintenance to eliminate pot holes, corrugations, and ruts from the weight of the buses. When the buses are washed, the dust settles on the buses which is self-defeating and frequently requires re-washing of the buses which is expensive and time consuming. Historically, the agency generally has smoothed the surface every three months without addressing the need for better drainage; the last surface work was performed in December 2011; and the site is currently in need of surface work again.

This is one of five projects requesting SGR funding that TxDOT received from rural transit districts (RTDs), which were determined to have sufficient scale to require resources beyond the expected funding sources. In addition, 21 projects

requesting a total of \$917,611 in funding were proposed by various RTDs; but due to their scope those 21 projects could reasonably be handled using existing resources.

We propose to make this a "Green Project" by:

1. Utilize ash concrete for the parking lot; an economic and ecological beneficial product.
2. Use native plants, reuse trees and plants; with recycled mulch to provide nutrients, moisture, and other benefits; rocks that drain well, easy to sustain; as landscaping around the facility to create and maintain beautiful, useful, and healthy outdoor spaces.
3. Install a water management system to catch run-off water system instead of a sprinkler system for the plants as water efficiency.

| Vehicle Description | QTY | Vehicle Year | Vehicle Mileage |
|----------------------|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

| Facility Description | Years Facility Used By Applicant | Facility Construction Date | Last Renovation Date |
|--|----------------------------------|--|--|
| <input type="text" value="Colorado Valley Transit Parking Lot"/> | <input type="text" value="0"/> | <input type="text" value="5/31/2013"/> | <input type="text" value="5/31/2013"/> |

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 maintenance of transportation service levels in rural areas. These facility requests allow transit agencies to maintain current service levels.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of SGR 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).

Categorical Exclusion has been approved. (see Environmental attachment.) TxDOT ensures that the STIP will be updated to reflect the grant award. The project is in a non-urbanized area; no MPO action required.

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 |
|--|-----|----------------|-------------|------------|
| Colorado Valley Transit District Parking Lot | 1 | 250,000 | 0 | 250,000 |
| | | 250,000 | 0 | 250,000 |

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary (optional):

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 funding from Fiscal Year 2011 FTA Discretionary Programs?

Yes

No

Amount:

Submission to other funding opportunities

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

Yes

Bus Livability

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

Enter into Project Grant Agreement with Subrecipient

9/1/2012

Complete bid and Contractor selection process

2/1/2013

Complete project

5/31/2013

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:
(Descriptive Title of this Proposal)

TxDOT - South Plains Community Action Agency Covered Storage / Training Center

Project Executive Summary:

South Plains Community Action Agency serves an area of 15,342 square miles. They provided almost 116,000 passenger trips in 2011, driving their 91 vehicles over 994,000 revenue miles. This project is a high priority need to construct a facility in desperate need of attention.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Expansion of bus maintenance facility
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Demonstration of Need

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 is needed for many reasons. The most important reasons are training, safety, security, and damage control. It will impact safety by allowing the RTD to provide more effective hands on training to its employees because weather will not be an issue. It would give the RTD a weather-protected facility to bring in vehicles to demonstrate how they work, practice wheel chair lifts, tie downs and other safety features. Space will be allotted for the eventual placement of a bus simulator system. It will help with damage control because the RTD currently only has covered parking for 5 of their vehicles. Covering will protect them from the harsh West Texas elements (hail, wind, dust storms etc.) and keep them on the road more. The new building will also allow the RTD to train employees more efficiently because they will have a facility large enough to train them all at once. Currently the RTD does not have a place to do group training at this site.

Overall, these improvements would have a huge positive impact on service delivery. It will allow the RTD to: keep better maintained vehicles, provide more effective training, have a safer facility for their customers and their employees.

This is one of five projects requesting SGR funding that TxDOT received from rural transit districts (RTDs), which were determined to have sufficient scale to require resources beyond the expected funding sources. In addition, 21 projects requesting a total of \$917,611 in funding were proposed by various RTDs; but due to their scope those 21 projects could reasonably be handled using existing resources.

The project will incorporate green elements by doing the following:

1. The Parking Shelter/Transit Property Fence Repair and Replace/Repair Asphalt Paving of Transit property will be specified with either packed gravel or green asphalt and the fence is specified as chain link. Both are environmentally friendly and enhance replenishment of ground water.
2. Transit Storage Building is to be fabricated from sheet metal on a concrete slab. It is specified to be totally enclosed with one entry door and one 10x10 overhead door and will have insulated wall and roof panels. Minimal lighting will be required and little if any heating will be utilized.

There will be minimal impact to the environment by any of these projects as no landscaping is necessary and each of the projects makes its own individual contribution to environmental conservation efforts.

| Vehicle Description | QTY | Vehicle Year | Vehicle Mileage |
|----------------------|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

| Facility Description | Years Facility Used By Applicant | Facility Construction Date | Last Renovation Date |
|---|----------------------------------|---------------------------------------|---------------------------------------|
| South Plains Community Action Agency Covered Storage / Training Center (New Location) | <input type="text" value="0"/> | <input type="text" value="6/1/2014"/> | <input type="text" value="6/1/2014"/> |

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 maintenance of transportation service levels in rural areas. These facility requests allow transit agencies to maintain current service levels.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of SGR 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).

Categorical Exclusion has been initiated. TxDOT ensures that the STIP will be updated to reflect the grant award. This project is in a non-urbanized area; no MPO action required.

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 |
|---|-----|----------------|-------------|------------|
| South Plains Community Action Agency Covered Storage / Training Center (New Location) | 1 | 150,000 | 0 | 150,000 |
| | | 150,000 | 0 | 150,000 |

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary (optional):

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

n/a

Matching Funds Information

Matching Funds Amount: 30,000

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).

[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 funding from Fiscal Year 2011 FTA Discretionary Programs?

Yes No Amount:

[Empty text box for amount]

Submission to other funding opportunities

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

Yes
 Bus Livability
 Clean Fuels
 No

Project Timeline

Timeline Item Description

Timeline Item Date

| | |
|--|----------|
| Enter into Project Grant Agreement with Subrecipient | 9/1/2012 |
| Complete bid and contractor selection process | 3/1/2013 |
| Complete project | 6/1/2014 |

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

| | |
|--------|-----------------|
| TX-013 | Thornberry, Mac |
|--------|-----------------|

TX-019

Neugebauer, Randy

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

Eligibility Information

Project Title:
(Descriptive Title of this Proposal)

TxDOT - Public Transit Services Parker County Transit Facility

Project Executive Summary:

Public Transit Services serves an area of 2,765 square miles. They provided almost 82,400 passenger trips in 2011, driving their 21 vehicles over 882,500 revenue miles. This project is a high priority need to repair or replace a facility in desperate need of attention.

Green building practices:

Public Transit Services understands the importance of utilizing materials that not only preserve energy but reduce the environmental footprint during the life cycle of the product or building. Although we had not included "green design elements" in the project proposal; PTS is dedicated to; and shall when at all possible; incorporate "green" materials throughout the project; as applicable. To that end; items that would be applicable/considered for use; depending on cost and overall funding award; for this project include:

Rooftop Solar Power for Bus Garage or Vinyl Roofing or;
White Roofing Surface (providing for reduced heat gain)
Concrete Accessories (to prevent/minimize corrosion)

Vinyl Wiring / Cable Insulation and Jacketing

Vinyl may be considered for a portion; or all of the fencing, railing and/or other outdoor products included in this project (lowers maintenance and increases durability)

Plastic Pipe (PVC); as applicable (providing an overall savings of energy compared to alternative materials)

Water Well is located on this property and shall be utilized for landscaping – PTS shall incorporate water-efficient plumbing fixtures on this property

Preserving air-quality through the use of nontoxic materials

Energy-efficient heating and cooling systems have been recently installed in the facility.

Public Transit Services is dedicated to energy conservation and shall to the best of its ability; use sustainable and renewable resources during the course of this project.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Expansion of bus maintenance facility
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Demonstration of Need

Demonstration of Need:

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

Project Needs/Concerns: Public Transit Services is in critical need of a secured transit facility in Parker County. Public Transit Services currently operates service in Parker County through leased properties; with transit vehicles located approximately 3 blocks from the leased facility. This creates a hardship for the agency's operations and places the vehicles at high risk of vandalism as the vehicles are stored in an unsecured location (no fencing, lighting or covered garage protection).

Public Transit Services vehicles have been vandalized on numerous occasions with the most frequent occurrences being theft of fuel and damage to the vehicle(s) as a result (i.e. windows are broken out and vehicles are scratched, dented and damaged). Weather also plays a vital role; as North Central Texas is subject to large hail and high winds from March to June of each year. At any given time; Public Transit Services has up to \$1,105,000.00 in vehicles and equipment that remain unsecured under the current arrangement.

The current Parker County vehicle storage location is a "land use" only property; leaving the staff without immediate access to restrooms, electricity, running water or other vital amenities needed in the event of an emergency. Such emergencies include fires; access to vehicle supplies; and the need for clean-up of airborne or blood-borne pathogens resulting from client illness, spills, blood and other germs in need of disinfecting. The drivers do not have immediate access to oil or other lubricants; paper products and/or cleaning supplies and must travel back to the leased properties when such items become necessary. The current set-up creates an additional hardship for management; as supervisors are unable to adequately monitor vehicle pre-trip inspections and/or driver functions and performance.

Facility Functions: The proposed facility would serve as the headquarters for operations; thereby providing safety and security for staff and vehicles. The facility is centrally located and would provide enhanced visibility for transportation; which in turn provides for increased service. The facility location is ideal for a transportation organization; as it is located close to Interstate 20; in the Parker County Medical District.

Public Transit Services intends to partner with Greyhound Bus Services for the purpose of enhancing Greyhound Bus travel/ services to the residents of our counties. Our goal is to utilize the transit complex to encourages multi-use / shared facility opportunity; including but not limiting to a partnership with Greyhound Bus; as well as regional training center and future preventive maintenance program. In addition; PTS shall incorporated Park/Ride commuter service in this project for the purpose of reducing congestion, enhancing safety and the improvement of air quality.

The proposed facility would address current capacity constraints by accommodating:

- 20 to 30 Bus Parking Slips
- 30 Park & Ride Spaces
- 4 Short-Term Public Parking Spaces
- 2 Handicapped Parking Spaces
- 1 Taxi - Bus Queuing
- 1 Passenger Drop Off & Pickup Location
- 20 to 30 Employee Parking Spaces
- 4 Visitor Parking Spaces

This is one of five projects requesting SGR funding that TxDOT received from rural transit districts (RTDs), which were determined to have sufficient scale to require resources beyond the expected funding sources. In addition, 21 projects requesting a total of \$917,611 in funding were proposed by various RTDs; but due to their scope those 21 projects could reasonably be handled using existing resources.

Please see this project's executive summary for a discussion of green building practices (not located here due to space limits). Also, an expanded project needs assessment is attached to the application.

| Vehicle Description | QTY | Vehicle Year | Vehicle Mileage |
|----------------------|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

| Facility Description | Years Facility Used By Applicant | Facility Construction Date | Last Renovation Date |
|----------------------|----------------------------------|----------------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

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 maintenance of transportation service levels in rural areas. These facility requests allow transit agencies to maintain current service levels.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of SGR 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).

Categorical Exclusion has been initiated, a preliminary checklist is attached (Environmental attachment). TxDOT ensures that the STIP will be updated to reflect the grant award. This project is in a non-urbanized area; no MPO action required.

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 |
|-------------|-----|----------------|-------------|------------|
|-------------|-----|----------------|-------------|------------|

Public Transit Services Vehicle Storage & Security (New Facility)

1

653,000

0

653,000

653,000

0

653,000

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary (optional):

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 funding from Fiscal Year 2011 FTA Discretionary Programs?

Yes No

Amount:

Submission to other funding opportunities

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

Yes

Bus Livability

Clean Fuels

No

Project Timeline

Timeline Item Description

Timeline Item Date

Enter into Project Grant Agreement with Subrecipient

9/1/2012

Complete bid and contractor selection process

3/1/2013

Complete project

6/1/2014

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-012

Granger, Kay

TX-013

Thornberry, Mac

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

Eligibility Information

Project Title:
(Descriptive Title of this Proposal)

Capital Area Rural Transportation System (CARTS) Vehicle Maintenance and Operations Center

Project Executive Summary:

Capital Area Rural Transportation System (CARTS) serves an area of 7,192 square miles. They provided almost 487,000 passenger trips in 2011, driving their 159 vehicles over 2.7 million revenue miles. This project is a high priority need to replace a facility in desperate need of attention.

This is one of five projects requesting SGR funding that TxDOT received from rural transit districts (RTDs), which were determined to have sufficient scale to require resources beyond the expected funding sources. In addition, 21 projects requesting a total of \$917,611 in funding were proposed by various RTDs; but due to their scope those 21 projects could reasonably be handled using existing resources.

- Project Type:
- Purchase of replacement or rehabilitation of buses and vans
 - Replacement or the modernization of bus maintenance, service, or administrative facilities
 - Purchases of vehicles for service expansion
 - Expansion of bus maintenance facility
 - Bus related equipment (including ITS, fare equipment, communication devices)
 - Development and implementation of transit asset management system
 - Other

If Other, Specify:

BUS ONLY:

Total Fleet Size:

Average Fleet Age (In Years):

Average Fleet Age (In Miles):

Spare Ratio:

Demonstration of Need

Demonstration of Need:

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

The CARTS Vehicle Maintenance and Operations Center (VMOC2) project is critical for safety, fleet management and efficiency of operation, and for maintaining the state of good repair for our fleet and facility assets. The lack of available discretionary funding for maintenance facilities in rural areas has delayed this project to the point of criticality for CARTS, as the current Vehicle Maintenance Center (VMC1, opened in 1989) cannot handle the 140-vehicle fleet now operated by CARTS.

The population of State Planning Region 12, of which the CARTS District includes 9 of its 10 counties, has doubled since VMC1 opened. At the time of the original VMC1 opening CARTS operated 55 units, of which most were in the SE sector of our District. Changes in population and population distribution have resulted in the fleet being distributed more to the west, so the new facility (31 miles west of VMC1), is more centrally located to the CARTS fleet distribution and will be programmed to accommodate its current and projected fleet size and types.

The opening of the VMOC2 will save costs (too much service is out-sourced currently at higher cost), increase fleet reliability and safety, (in-house preventive maintenance is more effective, current shop cannot handle larger buses now in the fleet) and will prolong the life of our equipment. It will enable us to employ enough mechanics to maintain our fleet properly and cut down on road miles of equipment shuttles to the shop facility by its re-location more central to the fleet distribution. We have just out-grown our current facility and no other remedy except to build new is practical.

The VMOC2 is a multi-phase project that will eventually include intermodal facilities and a park-n-ride facility, and the CARTS headquarters. The two phases included in this proposal include the vehicle maintenance center and an operations and training facility only, and site work to develop these components. In that sense it is scalable, as we could just build the vehicle maintenance part now, should adequate funds not be available. It is estimated that the vehicle maintenance portion is to cost \$1.75 million and the operations and training complex an additional \$900,000.

CARTS is now completing the selection process for Architectural, Engineering and Environmental services for this project with work set to begin on these disciplines, beginning with environmental, in April, and on a schedule to complete all design and engineering and have bid-ready documents in October 2012. Preliminary environmental investigation performed on the property during the site feasibility analysis prior to purchase indicated no obstacles to securing a CE.

Green design will be a foundation element in the project's design, engineering and master plan activities.

Site use and design: The CARTS VMOC2 project will be sited and the structure designed to take advantage of the prevailing SE winds for maximizing convection for summer cooling through the facility and oriented and glazed to take advantage of south exposure for passive heating in winter months.

Rainwater Collection: Rainwater will be collected from all roofed structures and used in the bus wash, and for landscape irrigation.

Photovoltaic (PV): Solar Collectors will be arrayed on the structures for maximum collection of solar energy. The scale of the PV will be dependent on budget and final scoping.

Xeriscape: All landscape planning will be done with low-impact and native plants requiring the least water, and care.

Recycled materials: The selection and use of materials will be done with the criteria of least impact environmentally and will emphasize re-used or re-cycled materials.

CARTS purchased a 13.877 acre tract for this project in August 2011, and it is ready to be developed. There are no obstacles to this project's timely implementation and completion.

Please see project executive summary for discussion of funding limitations. Limited space here.

| Vehicle Description | QTY | Vehicle Year | Vehicle Mileage |
|---------------------|-----|--------------|-----------------|
| | | | |

| Facility Description | Years Facility Used By Applicant | Facility Construction Date | Last Renovation Date |
|---|----------------------------------|----------------------------|----------------------|
| Capital Area Rural Transportation System (CARTS) Vehicle Maintenance and Operations Center (New Location) | 23 | 9/1/1989 | 12/31/2014 |

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 maintenance of transportation service levels in rural areas. These facility requests allow transit agencies to maintain current service levels.

Rural transportation agencies have been actively engaged in regional coordinated transportation efforts and needs have been identified in the regions' coordinated plans.

The Statewide Transportation Improvement Program (STIP) is a TxDOT responsibility. The department can ensure prompt inclusion of SGR 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).

Categorical Exclusion has been initiated. TxDOT ensures that the STIP will be updated to reflect the grant award. This project is in a non-urbanized area; no MPO action required.

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 |
|---|-----|----------------|-------------|------------|
| Capital Area Rural Transportation System (CARTS) Vehicle Maintenance and Operations Center (New Location) | 1 | 2,650,000 | 0 | 2,650,000 |
| | | 2,650,000 | 0 | 2,650,000 |

Project Scalability

Is the Project Scalable?

Yes No

If Yes, specify minimum funds necessary (optional):

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 funding from Fiscal Year 2011 FTA Discretionary Programs?

Yes No Amount:

Submission to other funding opportunities

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

- Yes
 - Bus Livability
 - Clean Fuels
- No

Project Timeline

Timeline Item Description

Timeline Item Date

Enter into Project Grant Agreement with Subrecipient

9/1/2012

Complete bid and contractor selection process

3/1/2013

Contract complete

12/31/2014

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-010

McCaul, Michael T.

TX-011

Conaway, K. Michael

TX-021

Smith, Lamar

TX-025

Doggett, Lloyd

2012 State of Good Repair: Texas Rural Fleet Replacement

| plate # | mileage | mileage target | % target | year | owner | inv_identification_no | type | project # | replacement Veh. Type | replacement Veh. Fuel | replace cost |
|---------|---------|----------------|----------|------|---------|-----------------------|------|-----------------|-----------------------|-----------------------|--------------|
| 899-524 | 205,841 | 100,000 | 2.058 | 2001 | AACOG | 2FMZA51471BB49830 | 10 | | 1 | Hybr. Gas/Elec. | \$60,000 |
| 869-973 | 242,489 | 100,000 | 2.425 | 2002 | AACOG | 1C8GJ25302B738350 | 10 | LOCAL FUNDS | 1 | Hybr. Gas/Elec. | \$60,000 |
| 883-847 | 217,847 | 100,000 | 2.178 | 2004 | AACOG | 1FDWE35S44HB18109 | 2 | ED 0303 (15) 40 | 2 | G | \$60,000 |
| 774-776 | 237,091 | 100,000 | 2.371 | 1999 | AACOG | 1FDWE30F1ZHC10373 | 2 | RPT-9901(15) | 2 | G | \$60,000 |
| 205-013 | 251,898 | 100,000 | 2.519 | 1999 | AACOG | 1FDWE30F5XHC25992 | 2 | RPT-9901(15) | 2 | G | \$60,000 |
| 760-911 | 269,576 | 100,000 | 2.696 | 1999 | AACOG | 1FDWE30F7XHA31724 | 2 | RPT TX-03-0192 | 2 | G | \$60,000 |
| 841-336 | 286,576 | 100,000 | 2.866 | 2002 | AACOG | 1FDWE35S52HA66017 | 2 | VCR 0103(15) | 2 | G | \$60,000 |
| 825-941 | 237,297 | 100,000 | 2.373 | 2001 | AACOG | 1FDWE35S01HB35596 | 2 | RPT 0001(15) | 2 | G | \$60,000 |
| 876-347 | 210,642 | 100,000 | 2.106 | 1997 | Ark-Tex | 2B7KB31Z5VK556831 | 1 | 516XXF8128 | 2 | G | \$60,000 |
| 820-462 | 223,362 | 100,000 | 2.234 | 2001 | Ark-Tex | 1FDWE35F91HB76814 | 2 | VCR0101(19) | 2 | G | \$60,000 |
| 763-679 | 232,599 | 100,000 | 2.326 | 1999 | Ark-Tex | 1FDWE30S9XHA96782 | 2 | VCR9901 | 2 | G | \$60,000 |
| 763-675 | 232,814 | 100,000 | 2.328 | 1999 | Ark-Tex | 1FDWE30S4XHA96785 | 2 | VCR9901 | 2 | G | \$60,000 |
| 896-214 | 265,350 | 100,000 | 2.654 | 1999 | Ark-Tex | 1FBSS31LXXHB76633 | 1 | ED-9802(19)35 | 2 | G | \$60,000 |
| 737-187 | 274,367 | 100,000 | 2.744 | 1998 | Ark-Tex | 1FDWE30SXWHA21145 | 2 | VCR-9701(019) | 2 | G | \$60,000 |
| 1099918 | 320,406 | 100,000 | 3.204 | 1999 | Ark-Tex | 1FDWE30SXXHB10365 | 2 | VCR9901 | 2 | G | \$60,000 |
| 1099917 | 341,178 | 100,000 | 3.412 | 1999 | Ark-Tex | 1FDWE30S2XHA96784 | 2 | VCR9901 | 2 | G | \$60,000 |
| 235-469 | 369,370 | 100,000 | 3.694 | 1998 | Ark-Tex | 1FDWE30S8WHA32103 | 2 | VCR9701(19)19 | 2 | G | \$60,000 |
| 795-788 | 251,938 | 100,000 | 2.519 | 2000 | Ark-Tex | 1FDXE45F1YHB73118 | 3 | RPT TX-03-0151 | 3 | G | \$70,000 |
| 1029809 | 200,867 | 100,000 | 2.009 | 1999 | Ark-Tex | 1FBSS31L4XHB28142 | 1 | ED9803(19) | 3 | G | \$70,000 |
| 820-465 | 267,808 | 100,000 | 2.678 | 2001 | Ark-Tex | 1FDWE35F51HB76812 | 2 | VCR0101(19) | 3 | G | \$70,000 |
| 820-461 | 272,999 | 100,000 | 2.730 | 2001 | Ark-Tex | 1FDWE35F71HB76813 | 2 | VCR0101(19) | 3 | G | \$70,000 |
| 763-677 | 366,163 | 100,000 | 3.662 | 1999 | Ark-Tex | 1FDWE30S0XHA96783 | 2 | VCR9901 | 3 | G | \$70,000 |
| 763-676 | 384,974 | 100,000 | 3.850 | 1999 | Ark-Tex | 1FDWE30S7XHA96781 | 2 | VCR9901 | 3 | G | \$70,000 |
| 896-213 | 237,264 | 100,000 | 2.373 | 1998 | Ark-Tex | 1FBSS31S9WHB67380 | 1 | ED-9702(19)34 | 7 | G | \$40,000 |
| 840-839 | 310,052 | 100,000 | 3.101 | 1997 | Ark-Tex | 1FBHE31L3VHB86743 | 9 | ed 9703(01)34 | 7 | G | \$40,000 |
| 829-840 | 323,201 | 100,000 | 3.232 | 2001 | Ark-Tex | 2B4GP44302R534479 | 7 | ED0101(01)38 | 7 | G | \$40,000 |
| 560-446 | 186,213 | 100,000 | 1.862 | 1989 | Bee Co. | 2B5WB35ZXKK380374 | 9 | RPT-0039(016) | 1 | G | \$52,000 |
| 761-778 | 200,774 | 100,000 | 2.008 | 1999 | Bee Co. | 1FDWE30S1XHA75487 | 1 | RPT-0039(016) | 1 | G | \$52,000 |
| 664-912 | 328,898 | 100,000 | 3.289 | 1994 | Bee Co. | 1FBJS31H8RHC11048 | 9 | RPT-0039(018) | 1 | G | \$52,000 |
| 664-914 | 332,095 | 100,000 | 3.321 | 1994 | Bee Co. | 1FBJS31H6RHC11050 | 9 | RPT-0039(016) | 1 | G | \$52,000 |
| 614-174 | 351,384 | 100,000 | 3.514 | 1992 | Bee Co. | 1FBJS31H3NHA53647 | 9 | RPT-0039(016) | 1 | G | \$52,000 |
| 664-911 | 358,416 | 100,000 | 3.584 | 1994 | Bee Co. | 1FBJS31H6RHC11047 | 9 | RPT-0039(016) | 1 | G | \$52,000 |
| 806-028 | 392,160 | 100,000 | 3.922 | 1994 | Bee Co. | 1FBJS31HXRHC11049 | 9 | RPT-0039 (16) | 1 | G | \$52,000 |
| 756-110 | 193,348 | 100,000 | 1.933 | 1991 | Bee Co. | 1FDKE30G0MHB24734 | 2 | ED-TX-16-1802 | 2 | G | \$60,000 |
| 828-070 | 201,382 | 100,000 | 2.014 | 2002 | Bee Co. | 1FDWE35SX2HA32235 | 2 | VCR 0105 (16) | 2 | G | \$60,000 |
| 780-901 | 217,736 | 100,000 | 2.177 | 2000 | Bee Co. | 1FDWE35S4YHA30442 | 2 | VCR-9901 | 2 | G | \$60,000 |
| 827-845 | 247,806 | 100,000 | 2.478 | 2002 | Bee Co. | 1FDWE35S12HA32236 | 2 | VCR 0105 (16) | 2 | G | \$60,000 |
| 802-930 | 260,903 | 100,000 | 2.609 | 2001 | Bee Co. | 1FDSE35L0YHC01811 | 2 | ED0003(16) 37 | 2 | G | \$60,000 |
| 866-155 | 238,380 | 150,000 | 1.589 | 2004 | Brazos | 1FDXE45S23HB58312 | 3 | | 3 | G | \$70,000 |
| 868-706 | 248,340 | 150,000 | 1.656 | 2004 | Brazos | 1FDXE45S54HA36576 | 3 | | 3 | G | \$70,000 |

2012 State of Good Repair: Texas Rural Fleet Replacement

| | | | | | | | | | | |
|----------|---------|---------|-------|-----------------|--------------------|----|-----------------|---|-----|----------|
| 104-7581 | 250,474 | 150,000 | 1.670 | 2004 Brazos | 1FDXE45S63HB58314 | 3 | | 3 | G | \$70,000 |
| 847-365 | 157,581 | 100,000 | 1.576 | 1995 CACST | 1FDJE30G8SHC09703 | 2 | RPT-9502(021) | 3 | D | \$74,000 |
| 1046196 | 178,717 | 100,000 | 1.787 | 2008 CARTS | 1GBDV13W48D166281 | 7 | ED 0804 14 | 1 | G | \$52,000 |
| 1026203 | 179,133 | 100,000 | 1.791 | 2008 CARTS | 1GBDV13W68D114599 | 7 | ED 0704 14 | 1 | G | \$52,000 |
| 1026202 | 182,737 | 100,000 | 1.827 | 2008 CARTS | 1GBDV13W18D114669 | 7 | ED 0704 14 | 1 | G | \$52,000 |
| 1026201 | 197,432 | 100,000 | 1.974 | 2008 CARTS | 1GBDV13W08D114940 | 7 | ED 0704 14 | 1 | G | \$52,000 |
| 773-987 | 241,578 | 150,000 | 1.611 | 1999 CARTS | 1FDXE40F7XHC10873 | 3 | VCR 9902 (14) | 3 | G | \$70,000 |
| 865-019 | 253,411 | 150,000 | 1.689 | 2003 CARTS | 1FDXE45S13HB77403 | 3 | VCR 0301 14 | 3 | G | \$70,000 |
| 812-972 | 193,941 | 100,000 | 1.939 | 2001 CARTS | 2B5WB25Z41K556358 | 9 | DOL 0001 14 1 | 3 | G | \$70,000 |
| 1026174 | 216,079 | 100,000 | 2.161 | 2008 CARTS | 1GBDV13W28D114535 | 7 | ED 0704 14 | 3 | G | \$70,000 |
| 778-489 | 233,103 | 100,000 | 2.331 | 1992 CARTS | 1FBJS31M1NHA48525 | 9 | local funds | 3 | G | \$70,000 |
| 1046197 | 167,799 | 100,000 | 1.678 | 2008 CARTS | 1GBDV13W88D167126 | 7 | ED 0804 14 | 7 | LPG | \$47,000 |
| 1046198 | 169,459 | 100,000 | 1.695 | 2008 CARTS | 1GBDV13W58D165866 | 7 | RPT 0802 14 | 7 | LPG | \$47,000 |
| 1026200 | 172,714 | 100,000 | 1.727 | 2008 CARTS | 1GBDV13W28D115636 | 7 | ED 0704 14 | 7 | LPG | \$47,000 |
| 1046195 | 173,952 | 100,000 | 1.740 | 2008 CARTS | 1GBDV13W98D166552 | 7 | ED 0804 14 | 7 | LPG | \$47,000 |
| 744-910 | 225,909 | 150,000 | 1.506 | 1998 CCSWT | 1FDLE40F1VHC04059 | 3 | RPT9701(15)13 | 2 | G | \$60,000 |
| 699-549 | 280,957 | 100,000 | 2.810 | 1995 CCSWT | 1GDG6S1F4LV516242 | 9 | ED-TX-16-0024 | 2 | G | \$60,000 |
| 894784 | 178,967 | 100,000 | 1.790 | 1994 CCSWT | 1B4GH44R3RX167493 | 7 | ED-TX-16-0029 | 2 | G | \$60,000 |
| 628-524 | 227,601 | 100,000 | 2.276 | 1993 CCSWT | 1FBJS31H4PHA46502 | 9 | RPT-0017(015) | 2 | G | \$60,000 |
| 656-375 | 313,080 | 100,000 | 3.131 | 1994 CCSWT | 1GAGG39K3RF153930 | 9 | RPT-0019(015) | 2 | G | \$60,000 |
| 203301 | 350,103 | 100,000 | 3.501 | 1991 CCSWT | 2B5WB35Z3MK442913 | 9 | LMT-1801(015) | 2 | G | \$60,000 |
| 672-551 | 176,159 | 100,000 | 1.762 | 1995 CCSWT | 1FMCA11UXSZA83920 | 9 | ED-TX-16-0029 | 3 | G | \$70,000 |
| 744-300 | 231,165 | 150,000 | 1.541 | 1998 CCSWT | 1FDXE40S8WHA73857 | 3 | RPT TX-03-0192 | 3 | G | \$70,000 |
| 870-881 | 253,163 | 100,000 | 2.532 | 1997 CCSWT | 1B4GP44R5VB421862 | 8 | TX-16-0033 | 3 | G | \$70,000 |
| 894-785 | 379,646 | 100,000 | 3.796 | 1991 CCSWT | 2B5WB35Z3MK424489 | 1 | ED-TX-16-0026 | 3 | G | \$70,000 |
| 603-299 | 389,180 | 100,000 | 3.892 | 1991 CCSWT | 2B5WB35Z7MK447869 | 9 | LMT-1801(015) | 3 | G | \$70,000 |
| 869 450 | 243,548 | 150,000 | 1.624 | 2004 Cen Tx | 1FDXE45S14HA32217 | 3 | VCR 0302(23)24 | 2 | G | \$60,000 |
| 1003211 | 183,865 | 100,000 | 1.839 | 2003 Cen Tx | 2G1WF55K039247165 | 8 | local funds | 2 | G | \$60,000 |
| 232-299 | 211,261 | 100,000 | 2.113 | 2007 Cen Tx | 1FAFP53U37A170378 | 8 | local funds | 2 | G | \$60,000 |
| 860-787 | 242,738 | 100,000 | 2.427 | 2002 Cen Tx | 1FDWE35S52HA23944 | 2 | VCR 0105(08)5 | 2 | G | \$60,000 |
| 866662 | 170,254 | 100,000 | 1.703 | 2003 Collin Co. | 1FTSS34S73HC02050 | 1 | ED 0301 | 2 | G | \$60,000 |
| 868928 | 197,438 | 100,000 | 1.974 | 2001 Collin Co. | 1FTSS34L52HA12660 | 1 | ED 0101 (18) | 2 | G | \$60,000 |
| 542914 | 172,480 | 100,000 | 1.725 | 2000 CVTD | 1FBSS31F7YHB73555 | 1 | RPT-0001-007 | 3 | G | \$70,000 |
| 859-035 | 282,098 | 150,000 | 1.881 | 2003 CVTD | 1FDWE35FX3HB01381 | 3 | ED 0301 (04) 40 | 3 | G | \$70,000 |
| 859-036 | 282,816 | 150,000 | 1.885 | 2003 CVTD | 1FDWE35F83HB01380 | 3 | ED 03010(04)40 | 3 | G | \$70,000 |
| 830-655 | 194,665 | 100,000 | 1.947 | 2002 CVTD | 1FDWE35F52HA63749 | 2 | VCR-103 (08) | 3 | G | \$70,000 |
| 782-397 | 232,870 | 100,000 | 2.329 | 2000 CVTD | 1FDWE35S4YHA54188 | 2 | RPT-0001-007 | 3 | G | \$70,000 |
| 793-634 | 246,782 | 100,000 | 2.468 | 2000 CVTD | 1FBSS31FXHYHB97834 | 1 | RPT-0001-007 | 3 | G | \$70,000 |
| 757-296 | 257,822 | 100,000 | 2.578 | 1999 CVTD | 1FBSS31L1XHA65663 | 1 | RPT-9901-007 | 3 | G | \$70,000 |
| 807-460 | 313,978 | 100,000 | 3.140 | 2001 CVTD | 1FBSS31F61HA83688 | 1 | VCR 0103 (07) | 3 | G | \$70,000 |
| 757-294 | 154,879 | 100,000 | 1.549 | 1999 CVTD | 1FBSS31L8XHA65661 | 1 | RPT-9901-007 | 7 | G | \$40,000 |
| 773-006 | 198,836 | 100,000 | 1.988 | 1999 CVTD | 1FBSS31L6XHC12866 | 1 | RPT-0001-007 | 7 | G | \$40,000 |
| 837-675 | 225,334 | 100,000 | 2.253 | 2002 CVTD | JM3LW28A520310093 | 10 | local funds | 7 | G | \$40,000 |

2012 State of Good Repair: Texas Rural Fleet Replacement

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|-----------|---------|---------|-------|-------------------|--------------------|----|----------------|---|------|----------|
| 837-674 | 253,580 | 100,000 | 2.536 | 2002 CVTD | JM3LW28A220315901 | 10 | local funds | 7 | G | \$40,000 |
| 635-551 | 284,349 | 100,000 | 2.843 | 1993 CVTD | 1FBJS31H3PHA79913 | 9 | local funds | 7 | G | \$40,000 |
| 824-580 | 248,284 | 100,000 | 2.483 | 2001 Del Rio | 1FDWE35F71HA85931 | 2 | VCR 0105(22) | 2 | D | \$63,000 |
| 824-581 | 249,647 | 100,000 | 2.496 | 2001 Del Rio | 1FDWE35F51HA85930 | 2 | RPT 0101(22) | 2 | D | \$63,000 |
| 734-653 | 253,380 | 100,000 | 2.534 | 1998 Del Rio | 1FDXE40S3WHA16062 | 2 | RPT 9801(22) | 2 | G | \$60,000 |
| 648-767 | 268,850 | 100,000 | 2.689 | 1993 Del Rio | 1FDKE30G7PHB75104 | 2 | RTE-9201(007) | 2 | G | \$60,000 |
| 824-577 | 242,092 | 100,000 | 2.421 | 2001 Del Rio | 1FDXE45F81HB21829 | 2 | VCR 0102(22) | 3 | D | \$74,000 |
| 1064509 | 306,989 | 100,000 | 3.070 | 2002 ETCOG | 1FDWE35S92HA07973 | 2 | VCR0104(10) | 2 | G | \$60,000 |
| 1014928 | 349,484 | 100,000 | 3.495 | 2002 ETCOG | 1FDWE35SX2HA07979 | 2 | ED0102(10)38 | 2 | G | \$60,000 |
| 1014915 | 367,751 | 100,000 | 3.678 | 2002 ETCOG | 1FDWE35S02HA07974 | 2 | ED0102(10)38 | 2 | G | \$60,000 |
| 1014931 | 394,143 | 100,000 | 3.941 | 1999 ETCOG | 1FBSS31L1XHA19640 | 9 | local funds | 2 | G | \$60,000 |
| 209-473 | 203,807 | 100,000 | 2.038 | 2005 Ft. Bend | 1FDWE35P65HB39086 | 2 | ED 0405(12)41 | 2 | D | \$63,000 |
| PL. error | 201,414 | 100,000 | 2.014 | 2005 GCRPC | 2FMZA57605BA66612 | 10 | local funds | 7 | G | \$42,000 |
| 890-746 | 153,556 | 100,000 | 1.536 | 2005 GCRPC | 1FDXE45S35HA36111 | 2 | ED-0401(13) | 2 | G | \$62,000 |
| 1035998 | 153,147 | 100,000 | 1.531 | 2008 GCRPC | 1FD3E35S98DA51135 | 2 | RPT-0704 | 2 | G | \$62,000 |
| 235-286 | 163,267 | 100,000 | 1.633 | 2006 GCRPC | 1FDWE35P76DA78825 | 2 | VCR-0601(13)26 | 2 | G | \$62,000 |
| 816-718 | 351,853 | 100,000 | 3.519 | 2001 GCRPC | 1FDWE35S01HA84035 | 2 | VCR-0101 | 2 | D | \$65,000 |
| 816-717 | 403,545 | 100,000 | 4.035 | 2001 GCRPC | 1FDWE35S91HA84034 | 2 | VCR-0101 | 2 | D | \$65,000 |
| 1052427 | 157,664 | 100,000 | 1.577 | 2007 GCRPC | GNDV231470172352 | 9 | Private | 7 | G | \$42,000 |
| 1009459 | 172,161 | 100,000 | 1.722 | 2000 GCRPC | 2FMZA5147YBB66394 | 7 | local funds | 7 | G | \$42,000 |
| 221-121 | 160,966 | 100,000 | 1.610 | 2006 Gulf Coast | 1FDWE35S86HA73193 | 2 | VCR 0402(12)26 | 3 | D | \$74,000 |
| 222518 | 178,772 | 100,000 | 1.788 | 2006 Gulf Coast | 1FDWE35S96HB20182 | 2 | VCR 0501 | 3 | D | \$74,000 |
| 221-122 | 184,421 | 100,000 | 1.844 | 2006 Gulf Coast | 1FDWE35S36HA88846 | 2 | VCR 0402(12)26 | 3 | D | \$74,000 |
| 816 842 | 158,550 | 100,000 | 1.586 | 2001 Hill Country | 1FDWE35F11HA93975 | 2 | VCR 0101(23) | 3 | ULSD | \$74,000 |
| 831 926 | 184,943 | 100,000 | 1.849 | 2002 Hill Country | 1FDWE35S72HA66021 | 2 | VCR 0103(23) | 3 | ULSD | \$74,000 |
| 816 837 | 204,127 | 100,000 | 2.041 | 2001 Hill Country | 1FDWE35F51HA93980 | 2 | VCR 0101(23) | 3 | ULSD | \$74,000 |
| 734-543 | 151,744 | 100,000 | 1.517 | 1998 HOTCOG | 1FDWE30S2WHA32100 | 2 | VCR-9701(09) | 3 | D | \$74,000 |
| 1022445 | 165,772 | 100,000 | 1.658 | 2007 HOTCOG | 1FDXE45P07DA32104 | 1 | RPT-0701 (09) | 3 | D | \$74,000 |
| 1110885 | 173,988 | 100,000 | 1.740 | 2002 HOTCOG | 1GNDX03EX2D191157 | 7 | | 3 | D | \$74,000 |
| 829-714 | 175,037 | 100,000 | 1.750 | 2002 HOTCOG | 1GNDX03E42D189615 | 7 | VCR | 3 | D | \$74,000 |
| 1110886 | 207,471 | 100,000 | 2.075 | 2001 HOTCOG | 1GNDX03E61D315794 | 7 | VCR-0104(09) | 3 | D | \$74,000 |
| 1110882 | 210,089 | 100,000 | 2.101 | 2000 HOTCOG | 1FDXE45F8YHB74167 | 2 | ED 0001(09)37 | 3 | D | \$74,000 |
| 1110879 | 210,346 | 100,000 | 2.103 | 2002 HOTCOG | 1FDWE35S92HA21596 | 2 | | 3 | D | \$74,000 |
| 1110881 | 219,159 | 100,000 | 2.192 | 2002 HOTCOG | 1FDWE35S72HA21595 | 2 | | 3 | D | \$74,000 |
| 714-401 | 234,904 | 100,000 | 2.349 | 1995 HOTCOG | 1GAFG35K8SF223283 | 9 | RPT-9501(09) | 3 | D | \$74,000 |
| 1110880 | 237,674 | 100,000 | 2.377 | 2000 HOTCOG | 1FDXE45FXHYHB74168 | 2 | ED 0001(09)37 | 3 | D | \$74,000 |
| 1110884 | 260,939 | 100,000 | 2.609 | 2001 HOTCOG | 1GNDX03E71D319756 | 7 | VCR-0104(09) | 3 | D | \$74,000 |
| 1032251 | 150,493 | 100,000 | 1.505 | 2009 KART | 1FD3E35S18DB59362 | 2 | NCTCOG | 2 | G | \$60,000 |
| 1020894 | 173,341 | 100,000 | 1.733 | 2008 KART | 1FD3E35S98DA70378 | 2 | NCTCOG Funds | 2 | G | \$60,000 |
| 1020893 | 192,953 | 100,000 | 1.930 | 2008 KART | 1FD3E35S78DA70380 | 2 | NCTCOG 2006 | 2 | G | \$60,000 |
| 1020892 | 246,597 | 100,000 | 2.466 | 2008 KART | 1FD3E35S08DA70379 | 2 | NCTCOG 2004 | 2 | G | \$60,000 |
| 852182 | 347,184 | 100,000 | 3.472 | 2002 KART | 1FDWE35S82HA32234 | 2 | VCR 0107 | 2 | G | \$60,000 |
| 700-631 | 164,091 | 100,000 | 1.641 | 1995 Kleberg | 1GAFG35KXFF123406 | 9 | local funds | 1 | G | \$52,000 |

2012 State of Good Repair: Texas Rural Fleet Replacement

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|---------|---------|---------|-------|----------------|-------------------|----|-----------------|---|-----|----------|
| 827-320 | 168,156 | 100,000 | 1.682 | 2002 Kleberg | 1FTSS34L72HA10764 | 1 | VCR 0102(16) | 1 | G | \$52,000 |
| 827-319 | 176,023 | 100,000 | 1.760 | 2002 Kleberg | 1FTSS34L02HA10766 | 1 | VCR 0102 (16) | 1 | G | \$52,000 |
| 837-884 | 292,557 | 150,000 | 1.950 | 2002 LRGVDC | 1FDXE45S62HA45204 | 3 | VCR0104(21) | 3 | D | \$74,000 |
| 691-585 | 240,194 | 100,000 | 2.402 | 1995 LRGVDC | 2B7KB31Z1SK574660 | 1 | RPT-9502(021) | 3 | D | \$74,000 |
| 811-822 | 157,101 | 100,000 | 1.571 | 2001 PCS | 1FDWE35S51HA86184 | 2 | VCR0102(04) | 3 | D | \$74,000 |
| 811-818 | 159,189 | 100,000 | 1.592 | 2001 PCS | 1FDWE35S01HA86190 | 2 | VCR0101(04) | 3 | D | \$74,000 |
| 792-269 | 159,612 | 100,000 | 1.596 | 2000 PCS | 2C4FJ25B7YR656274 | 10 | local funds | 3 | D | \$74,000 |
| 811-813 | 161,170 | 100,000 | 1.612 | 2001 PCS | 1FDWE35SX1HA86195 | 2 | VCR0102(04) | 3 | D | \$74,000 |
| 811-817 | 162,022 | 100,000 | 1.620 | 2001 PCS | 1FDWE35S41HA86189 | 2 | VCR0101(04) | 3 | D | \$74,000 |
| 850-878 | 166,028 | 100,000 | 1.660 | 2003 PCS | 1FDXE45S43HA11067 | 2 | VCR 0201(04) | 3 | D | \$74,000 |
| 811-823 | 174,416 | 100,000 | 1.744 | 2001 PCS | 1FDWE35S71HA86185 | 2 | VCR0102(04) | 3 | D | \$74,000 |
| 811-816 | 176,789 | 100,000 | 1.768 | 2001 PCS | 1FDWE35S21HA86188 | 2 | VCR0102(04) | 3 | D | \$74,000 |
| 811-820 | 178,170 | 100,000 | 1.782 | 2001 PCS | 1FDWE35S11HA86182 | 2 | VCR0102(04) | 3 | D | \$74,000 |
| 855-647 | 181,968 | 100,000 | 1.820 | 2003 PCS | KNDUP131536389811 | 8 | local funds | 3 | D | \$74,000 |
| 811-810 | 182,870 | 100,000 | 1.829 | 2001 PCS | 1FDWE35S41HA86192 | 2 | VCR0102(04) | 3 | D | \$74,000 |
| 811-814 | 202,263 | 100,000 | 2.023 | 2001 PCS | 1FDWE35S61HA84024 | 2 | ED0005(04)37 | 3 | D | \$74,000 |
| 811-819 | 204,374 | 100,000 | 2.044 | 2001 PCS | 1FDWE35S21HA86191 | 2 | VCR0102(04) | 3 | D | \$74,000 |
| 855-649 | 205,989 | 100,000 | 2.060 | 2003 PCS | KNDUP131936389827 | 8 | local funds | 3 | D | \$74,000 |
| 811-811 | 206,812 | 100,000 | 2.068 | 2001 PCS | 1FDWE35S61HA86193 | 2 | VCR0102(04) | 3 | D | \$74,000 |
| 855-646 | 221,602 | 100,000 | 2.216 | 2003 PCS | KNDUP131536391171 | 8 | local funds | 3 | D | \$74,000 |
| 792-270 | 232,732 | 100,000 | 2.327 | 2000 PCS | 2C4FJ25B9YR656275 | 10 | local funds | 3 | D | \$74,000 |
| 855-648 | 242,452 | 100,000 | 2.425 | 2003 PCS | KNDUP13113639056 | 8 | local funds | 3 | D | \$74,000 |
| 792-268 | 388,409 | 100,000 | 3.884 | 2000 PCS | 2C4FJ25B9YR746736 | 10 | local funds | 3 | D | \$74,000 |
| 869-262 | 154,606 | 100,000 | 1.546 | 2001 REAL | 1FDWE35S11HA84044 | 2 | VCR 0101 (16) | 1 | G | \$52,000 |
| 205974 | 160,803 | 100,000 | 1.608 | 2002 REAL | 1FTSS34S82HB64777 | 1 | ED 0301 (16) 39 | 1 | LPG | \$58,000 |
| 869-261 | 242,046 | 100,000 | 2.420 | 2000 REAL | 1FBSS31LXYHB03697 | 9 | local funds | 1 | G | \$52,000 |
| 212081 | 150,555 | 100,000 | 1.506 | 2006 RPMC | 1GNDV33L66D175694 | 10 | Local | 2 | G | \$60,000 |
| 743-983 | 230,918 | 150,000 | 1.539 | 1996 RPMC | 1FDLE40FXTHA58838 | 3 | local funds | 2 | G | \$60,000 |
| 766-628 | 156,034 | 100,000 | 1.560 | 1999 RPMC | 1FDWE30SXXHA96404 | 2 | VCR 9901(25) | 2 | G | \$60,000 |
| 880-323 | 158,334 | 100,000 | 1.583 | 2005 RPMC | 1GNDV23E95D114852 | 10 | local funds | 2 | G | \$60,000 |
| 797-504 | 158,590 | 100,000 | 1.586 | 2000 RPMC | 2B7KB31YXYK176928 | 1 | ED0001(25)37 | 2 | G | \$60,000 |
| 853-776 | 167,850 | 100,000 | 1.679 | 2003 RPMC | 1GNDX03E33D242046 | 10 | local funds | 2 | G | \$60,000 |
| 766-627 | 170,727 | 100,000 | 1.707 | 1999 RPMC | 1FDWE30S8XHA96403 | 2 | VCR 9901(25) | 2 | G | \$60,000 |
| 880-325 | 182,761 | 100,000 | 1.828 | 2005 RPMC | 1GNDV23E75D132671 | 10 | local funds | 3 | G | \$70,000 |
| 884-197 | 195,143 | 100,000 | 1.951 | 1998 RPMC | 1FDLE40S8VHB62017 | 2 | local funds | 3 | G | \$70,000 |
| 853-774 | 217,623 | 100,000 | 2.176 | 2003 RPMC | 1GNDX03E93D241046 | 10 | local funds | 3 | G | \$70,000 |
| 1005728 | 359,587 | 150,000 | 2.397 | 1999 RPMC | 1FDXE40S1XHB56550 | 3 | Local | 3 | G | \$70,000 |
| 1029884 | 239,745 | 100,000 | 2.397 | 2002 RPMC | 1FDWE35F92HB69928 | 2 | Local | 3 | G | \$70,000 |
| 1029885 | 267,061 | 100,000 | 2.671 | 2002 RPMC | 1FDXE45F02HB69956 | 2 | Local | 3 | G | \$70,000 |
| 866-649 | 238,605 | 100,000 | 2.386 | 2003 S. Plains | 1FDXE45S53HB85245 | | | 3 | G | \$73,000 |
| 866-651 | 233,215 | 100,000 | 2.332 | 2003 S. Plains | 1FDXE45S33HB85244 | | | 3 | G | \$73,000 |
| 866-681 | 244,506 | 100,000 | 2.445 | 2003 S. Plains | 1FDXE45S93HB85247 | | | 3 | G | \$73,000 |

2012 State of Good Repair: Texas Rural Fleet Replacement

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|----------|---------|---------|-------|--------------------------|-------------------|--------------------|----------|---|---------------------|
| 100-3671 | 225,101 | 150,000 | 1.501 | 2002 S. Plains | 1FDWE35S52HA40341 | ? | 3 | G | \$73,000 |
| 100-3667 | 236,830 | 100,000 | 2.368 | 2001 S. Plains | 1FDWE35S91HA92084 | VCR 0102 | 3 | G | \$72,000 |
| 103-4177 | 216,649 | 100,000 | 2.166 | 2007 SCRPT | 1d4gp25bx7b240044 | 10 Local | 7 (MV-1) | G | \$45,000 |
| 103-4178 | 206,367 | 100,000 | 2.064 | 2007 SCRPT | 1d4gp25b67b225377 | 10 Local | 7 (MV-1) | G | \$45,000 |
| 226-533 | 188,520 | 100,000 | 1.885 | 2006 SCRPT | 1D4GP25B56B630368 | 10 Local | 7 (MV-1) | G | \$45,000 |
| 725-778 | 285,786 | 100,000 | 2.858 | 1997 South Padre | 1FBJS31LXVHB66077 | 9 RPT-9703(021) | 3 | G | \$70,000 |
| U00002 | 232,513 | 150,000 | 1.550 | 2001 SPAN | 1FDXE45F01HB28306 | 3 URB 9903(18) | 3 | D | \$74,000 |
| T02-070 | 235,429 | 150,000 | 1.570 | 2002 SPAN | 1FDXE45FX2HA40204 | 3 ED 0104 (18) 38 | 3 | D | \$74,000 |
| T86656 | 267,068 | 150,000 | 1.780 | 2002 SPAN | 1FDXE45F82HA40203 | 3 ED 0104 (18) 38 | 3 | D | \$74,000 |
| U96-540 | 290,356 | 150,000 | 1.936 | 2001 SPAN | 1FDXE45F91HA57302 | 3 VCR 0101 | 3 | D | \$74,000 |
| U90-980 | 326,336 | 150,000 | 2.176 | 2001 SPAN | 1FDXE45F71HA57301 | 3 VCR 0101 | 3 | D | \$74,000 |
| 236-658 | 230,135 | 100,000 | 2.301 | 2007 TAPS | 1FDWE35P76DB15663 | 2 ED0603(01)01 | 3 | G | \$70,000 |
| 232-427 | 232,789 | 100,000 | 2.328 | 1995 TAPS | 1FBJS31H1SHA84116 | 9 ED 9501(01)31 | 3 | G | \$70,000 |
| 1020563 | 243,371 | 100,000 | 2.434 | 2002 TAPS | 1GNDX03E72D192363 | 7 VCR 0105 (18) | 3 | G | \$70,000 |
| 1020564 | 245,149 | 100,000 | 2.451 | 2002 TAPS | 1GNDX03E82D190525 | 7 VCR 0105(18) | 3 | G | \$70,000 |
| 1072027 | 267,880 | 100,000 | 2.679 | 2000 TAPS | 1FDWE35S1YHA54181 | 2 ED 9905 | 3 | G | \$70,000 |
| 1020567 | 292,425 | 100,000 | 2.924 | 2000 TAPS | 1FDWE35S2YHA30441 | 2 ED 9905 | 3 | G | \$70,000 |
| 232-429 | 212,764 | 100,000 | 2.128 | 1995 TAPS | 1FBJS31H3SHA84120 | 9 ED 9501(01)31 | 7 (MV-1) | G | \$45,000 |
| 232-430 | 229,805 | 100,000 | 2.298 | 1995 TAPS | 1FBJS31H5SHA84118 | 9 ED 9501(01)31 | 7 (MV-1) | G | \$45,000 |
| 239-310 | 257,554 | 100,000 | 2.576 | 1995 TAPS | 1FBJS31H3SHA84117 | 9 ED 9501(01)31 | 7 (MV-1) | G | \$45,000 |
| 736-587 | 331,174 | 100,000 | 3.312 | 1998 TAPS | 1FBSS31L2WHA46800 | 9 RPT 9802 (01) | 7 (MV-1) | G | \$45,000 |
| 736-586 | 363,488 | 100,000 | 3.635 | 1998 TAPS | 1FBSS31L8WHA46798 | 9 RPT 9802 (01) | 7 (MV-1) | G | \$45,000 |
| 692-691 | 225,078 | 100,000 | 2.251 | 1995 Webb Co. | 1FBJS31F9SHB00089 | 1 RPT-9502 | 3 | G | \$70,000 |
| 689-248 | 345,590 | 100,000 | 3.456 | 1996 Webb Co. | 1FBJS31H5THA11297 | 9 RPT-9502 | 3 | G | \$70,000 |
| 689-250 | 379,382 | 100,000 | 3.794 | 1996 Webb Co. | 1FBJS31H9THA11299 | 9 RPT-9502 | 3 | G | \$70,000 |
| 96LYL4 | 168,255 | 100,000 | 1.683 | 1999 WTOI / BIG BEND CAA | 16NDM19W9XB128228 | 10 NA Local Funds | 7 | G | \$40,000 |
| 591VMX | 358,658 | 100,000 | 3.587 | 2003 WTOI / BIG BEND CAA | 1GAHG35V731177437 | 5 NA Local Funds | 7 | G | \$40,000 |
| Y14GBD | 410,140 | 100,000 | 4.101 | 2004 WTOI / BIG BEND CAA | 1GAGG25U541204741 | Van NA Local Funds | 7 | G | \$40,000 |
| 1011085 | 163,482 | 100,000 | 1.635 | 2002 WTOI / BIG BEND CAA | 1GAHG39R921108060 | 1 DOL0001(24)01 | 7 | G | \$40,000 |
| 1011086 | 190,636 | 100,000 | 1.906 | 2002 WTOI / BIG BEND CAA | 1GAHG39R021108027 | 1 DOL 0001 (24) | 7 | G | \$40,000 |
| | | | | | | | | | <u>\$12,413,000</u> |



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division Office
300 East 8th Street, Rm 826
Austin, Texas 78701

January 23, 2009

In Reply Refer to:
HAM-TX

Mr. James M. Bass
Chief Financial Officer
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701

Dear Mr. Bass:

We have received your request dated July 22, 2008 for Toll Credit for the Non-Federal share for Federal Fiscal Year 2008, as allowed in Section 1995 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, P.L. 109-59). We are accepting your certification regarding the credit, and are approving credit in the amount of \$479,678,689.

A request to use these credits on a specific Federally funded project should be indicated on the Federal Aid Project Authorization and Agreement (FPAA), or any amendment to or modification of the FPAA. The FPAA or modification should indicate what the Federal share is and that toll credits are being used in lieu of all or part of the required State match, resulting in up to 100 percent Federal funds being used on the project. Also, TxDOT must continue to use a special account to track approved toll credits and their use.

If you have any questions, please contact Karen Grosskopf at 512-536-5910.

Sincerely yours,



Janice Weingart Brown
Division Administrator



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585



July 8, 2010

Categorical Exclusion
Bowie County
CSJ 9999-09-024

Ark-Tex Council of Government Rural Transit District City of Texarkana, Texas

Ms. Lynn Hayes
Federal Transit Administration
819 Taylor St., Room 8A36
Fort Worth, TX 76102

Dear Ms. Hayes:

Attached is one copy of the environmental document covering the Ark-Tex Council of Government Rural Transit District. Texarkana, Texas.

Coordination was completed for archeology on September 2, 2009, and Historical June 22, 2010 as specified in Memorandum of Understanding (MOU) between the Texas Historical Commission and the Texas Department of Transportation.

The project was coordinated for hazardous materials on July 29, 2009. It has been determined that a Phase I site assessment for contaminated soil and ground water will be performed if real property is to be acquired.

Our review indicates that the project is a categorical exclusion and that no additional coordination is necessary. Your review and concurrence is requested.

Sincerely,

James P. Barta Jr., P.E.
Director, Technical Services Section
Environmental Affairs Division

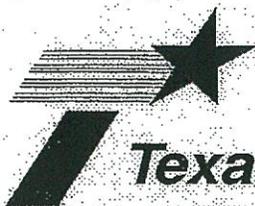
Attachments

Concur:

Date:

July 16, 2010

THE TEXAS PLAN
REDUCE CONGESTION • ENHANCE SAFETY • EXPAND ECONOMIC OPPORTUNITY • IMPROVE AIR QUALITY
PRESERVE THE VALUE OF TRANSPORTATION ASSETS



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

March 31, 2009



Categorical Exclusion
Wharton County

Colorado Valley Transit Hub Project: City of Wharton, Texas

Ms. Lynn Hayes
Federal Transit Administration
819 Taylor St., Room 8A36
Fort Worth, TX 76102

Dear Ms. Hayes:

Attached is one copy of the environmental documentation covering the proposed project for the construction of a maintenance building at the Colorado Valley Transit Hub located at 109 North Cloud Street, Wharton, Texas. Based on the Memorandum of Understanding between the Texas Historical Commission and TxDOT, internal review was conducted for historic structures and archeological resources. Copies of the internal review memos are attached.

Our review indicates that the project is a categorical exclusion and that no additional coordination is necessary. Your review and concurrence is requested.

Sincerely,


Jenise K. Walton
Project Management Section
Environmental Affairs Division

Attachment

Concur:



Date:

4/20/09

THE TEXAS PLAN
REDUCE CONGESTION • ENHANCE SAFETY • EXPAND ECONOMIC OPPORTUNITY • IMPROVE AIR QUALITY
INCREASE THE VALUE OF OUR TRANSPORTATION ASSETS

An Equal Opportunity Employer

Date: _____

Grant No.: _____

Grant Applicant: _____

**INFORMATION REQUIRED FOR PROBABLE
CATEGORICAL EXCLUSION
(SECTION 771.117(d))**

A. DETAILED PROJECT DESCRIPTION (INCLUDING ADDRESS):

The project will include the construction of a parking shelter, repair of fence, repair/replace asphalt, the erection of a sheet metal storage building, and the placement of a tornado shelter. The transit property for all of these facilities projects is located at 1105 West Highway 114 in Levelland, Texas.

B. LOCATION:

The facility is located at 1105 West Highway 114 in Levelland, Texas. There are no schools or hospitals in the vicinity. These projects will not have an impact on the nearby residential uses.

C. METROPOLITAN PLANNING:

There is no metropolitan planning in the area, which is outside of the boundaries of the Lubbock Metropolitan Planning Organization.

D. ZONING:

1105 W. Hwy 114 falls in to the Industrial Zoning area of Levelland, TX.

E. TRAFFIC IMPACTS:

These projects are contained to the property. No additional traffic will be generated as a result of the projects, as there will not be additional staffing requirements as a result of the work.

F. IMPACTS TO NOISE, AIR, AND WATER QUALITY:

Because there will be no additional staff added as a result of this project, there are no impacts to noise, air, or water quality.

G. IMPACTS TO CULTURAL RESOURCES:

There will be no impacts to cultural resources as a result of this project.

H. ACQUISITIONS & RELOCATIONS REQUIRED:

No additional land acquisition is required.

I. HAZARDOUS MATERIALS:

The facility has been previously surveyed and does not contain hazardous materials.

J. IMPACTS TO COMMUNITY COHESION AND ENVIRONMENTAL JUSTICE:

These projects will have no impact upon the surrounding community. The transit property at 1105 W. Hwy 114, Levelland TX falls within the Industrial Zone of Levelland.

K. IMPACTS TO PUBLIC PARKLAND / RECREATION AREAS:

These projects will have no impact upon any local parkland or recreation areas.

L. IMPACTS ON WETLANDS:

These projects will have no impact upon any wetlands in the vicinity.

M. IMPACTS TO FLOODPLAINS:

These projects will have no impact upon any floodplains in the area. The site itself is not located in a floodplain.

N. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, AND COASTAL ZONES:

There are neither navigable waterways nor coastal zones in Levelland. The project will not impact water quality.

O. IMPACTS ON ECOLOGICALLY SENSITIVE AREAS AND ENDANGERED SPECIES:

There are no ecologically sensitive areas in the vicinity. There are no identified endangered species in the vicinity.

P. IMPACTS ON SAFETY AND SECURITY:

The project will not have any impacts upon safety or security.

Q. IMPACTS CAUSED BY CONSTRUCTION:

The projects may generate a small amount of additional noise during the construction process. However, because the facility is located along a state highway and a railroad, the small amount of additional noise that may be created will be certainly offset by the already-occurring noise from other sources.

The action described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR 771.117.

Applicant's Environmental Reviewer

Date

FTA Grant Representative

Date

CATEGORICAL EXCLUSION

**Public Transit Services
7611 Hwy 180 East
PO Box 1055
Mineral Wells, Texas 76068**

March 5, 2012

DETAILED PROJECT DESCRIPTION:

The project is associated with the purchase of land and a 2518 sq. foot pre-constructed facility in Parker County. The facility shall be used for operational services, training facilities as well as bus, park & ride and employee parking. The project consists of construction of bus storage, bus shelters, fencing, paving and park & ride in Parker County. Funds to procure the facility were generated through Public Transit Services FTA Grant No. TX-18-X034 / Project Grant Agreement 51102F7202. PTS shall match federal funds to procure said property/facility but respectfully requests funding to complete the project; which consists of security fencing, land improvements, paving, vehicle storage and park & ride spaces. A breakdown of each project is provided within.

LOCATION:

Property/Facility is located at 1836 Santa Fe Drive Weatherford Texas - Parker County with property owned by Public Transit Services & Texas Department of Transportation. Site photos of the property being 1836 Santa Fe Drive Weatherford Texas is attached as part of Appendix A. The adjacent land and/or surrounding properties are primarily commercial. Property zone is commercial.

METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY:

The proposed project does not involve transportation improvements; therefore, it is not included in the current MPO plan. The proposed project is located in Parker County.

ZONING:

The property in Parker County is zoned as "Commercial". Bus garages, park & ride, paving, security fence are all permitted uses in this area. There are no changes to the zoning requirements as the facility is zoned commercial. An aerial photo of the property site being 1836 Santa Fe Drive Weatherford Texas is attached as part of Appendix B

TRAFFIC IMPACTS:

The facility is located in a commercial area with adequate entrance and exits through the front and rear of the property. There will be no impact on local traffic. Attached Appendix C

CARBON MONOXIDE (CO) HOT SPOTS:

The proposed project would involve land improvements, bus shelter construction, paving and park & ride construction; security fencing; land improvements and an entrance/exit opening to the rear of the property (Clear Lake - West side). The entrance to the property is sufficient with the Santa Fe entrance/exit paved. Pavement will be required for construction areas as well as exit to rear of property on Clear Lake Drive but would not affect carbon monoxide hot spots, air quality or vehicular traffic. No adverse impacts to air quality are anticipated as a result of the proposed project.

HISTORIC RESOURCES:

A review of the National Register of Historic Places (NRHP) indicated that there are no historically significant resources previously documented within the area that would potentially affect the project. There are no historic-aged resources on or near the property. Descriptions of historical places are attached as part of Appendix D.

NOISE IMPACT:

It is not anticipated that the proposed project would impact noise levels at the facility nor in the surrounding properties.

There are limited potential sensitive receptors for possible noise impacts associated with the construction of this project. Noise levels are typical as commercial properties are adjacent to and on the north side of the property. This includes:

- North: Restaurant - Domino's Pizza, Antonio's
- North: Better Health Clinic
- South: Open Property (Commercial Zone)

Noise associated with the construction of the project will be minimal. There will be little heavy machinery, with the major source of noise being construction. However; construction will occur during daylight hours when occasional loud noises are more tolerable and prevalent. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through appropriately established work hours and proper maintenance of heavy equipment (muffler systems, etc).

VIBRATION IMPACTS:

It is not anticipated that the proposed project would affect vibration of the facility or other properties in the surrounding area. The project shall not disrupt normal traffic activities. Proper maintenance of equipment and the establishment of reasonable work-hours shall be incorporated in the plans to ensure compliance during construction.

ACQUISITIONS & RELOCATIONS REQUIRED:

This project would not result in any acquisitions and relocations or displacement of residences and/or businesses. No residential relocations or commercial displacement would be necessary.

Utilities such as electric lines, water lines, sewer lines, gas lines and telephone cables are already in place. No new utilities relocations or disruptions to existing service in the surrounding blocks are anticipated.

HAZARDOUS MATERIALS:

The contractor shall take appropriate measures to prevent, minimize and control spillage of hazardous materials in the construction staging areas. All materials being removed or disposed of by the contractor would be handled in accordance to applicable state and federal laws so as to not degrade ambient water quality.

Should any existing asbestos containing materials be discovered or disturbed as part of this project; the asbestos or other hazardous material would be removed by a licensed contractor and disposed of in accordance with all applicable local, state and federal regulations.

Testing of exterior paint surfaces of those constructed items will be conducted by a certified inspector of lead Hazards and LBP Risk Assessor.

In the unlikely event that hazardous materials substances are encountered, the TXDOT Fort Worth; along with the TXDOT District Headquarters of Hazardous Materials Section would be notified.

COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE:

A socio-economic profile of the community is attached as part of Appendix E.

As of the 2000 U.S. Census, there were 19,000 people residing in the City of Weatherford with 88,495 living in Parker County. That number increased to 25,250 from the 2010 census report. The racial makeup of the city is 89.4% white, 2.4% Black, 13.6% Hispanic or Latino, 0.8% American Indian and Alaska Native, 0.9% Asian, 0.1% Native Hawaiian and Other Pacific Islander - Persons reporting two or more races is 2.1%.

Based on the analysis provided above, no significant direct socio-economic resources would result from the proposed project. There would be no community disruption in connection with this project.

USE OF PUBLIC PARKLAND AND RECREATION AREAS:

The proposed project would not impact any publicly owned parklands, wildlife or waterfowl refuges, recreational areas, or known National Register-listed or eligible sites. In addition; the project would not impact any areas of unique beauty or other lands of national, state or local importance.

IMPACTS ON WETLANDS:

The project is located in a developed commercial setting, with existing structures, pavement, sidewalks and roads. There is no water or wetlands located on the property that would impact the project. The facilities currently have city water; with a well and pump system located on the property.

FLOODPLAIN IMPACT:

A Federal Emergency Management Agency (FEMA) flood insurance rate map (Panel City of Weatherford 480522) was reviewed to identify if the proposed project is located within the 100-year floodplain. The proposed project is not located within the 100-year floodplain. Area floodplain map; to include FEMA Letter of map amendment documentation with most recent revisions (most recent date being October 27, 2011) are presented in Appendix F.

IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS & COASTAL ZONES:

The facility referenced as 1836 Santa Fe Drive is located in a developed setting characterized by existing structures in a commercial area with pavement, sidewalks and roads. There are no waters or wetlands located on the property that would impact the project. No permanent water quality impacts are expected. The facility currently has city water; with a well and well pump system located on the property for landscape use only. The project will require land improvements therefore Public Transit Services and the contractor(s) shall work with the City of Weatherford to ensure drainage patterns are maintained appropriately. Since the project already has city water infrastructure in place, no effect on the water table is anticipated.

IMPACTS ON ECOLOGICALLY SENSITIVE AREAS AND ENDANGERED SPECIES:

The property and 2518 sq ft facility has an available paved front entrance (Santa Fe Drive) and asphalt parking areas already established. The proposed constructions of bus shelters, paving, park & ride construction, fencing and land improvements would have no impact on wildlife, vegetation, migratory birds or threatened/endangered species.

There are no natural areas containing endangered wildlife or threatened species near the facility. There is no potential impact to wildlife since all construction is contained within the interior of the facility / properties. Land improvements will be necessary for the purpose of preparing pads for bus shelter and paving however the project would not interfere with ecologically sensitive areas or endangered species.

IMPACTS ON SAFETY AND SECURITY:

Security will be overseen by Public Transit Services management staff. Safety will be addressed at the project location through standard and typical methods within the construction industry such as safety vests worn by contractors and security fencing around the construction site as applicable. The construction area is confined within an established property line therefore construction will be isolated with no anticipated safety concerns.

IMPACTS CAUSED BY CONSTRUCTION:

The construction shall be performed inside the isolated areas of the existing facility / properties therefore safety and security shall not be an issue. The project would not result in the relocation, displacement or disruption of utilities. Debris and spoils disposal generated from the construction project shall be disposed of appropriately and according to the City of Weatherford, State, Local and Federal requirements. Air and water quality shall not be affected. Safety and security shall be overseen by management staff and there shall be no disrupt traffic access to properties as there are two entrances into the property. The PTS staff will not occupy the property until construction is complete therefore there will be no employee or operational disruptions.

CONCLUSION:

The evaluations performed under this investigation indicates that the proposed improvements do not have any significant impacts to the environment and meet the criteria for a Categorical Exclusion.

The Actions described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.117.

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Applicants Environmental Review

Date

| | |
|--|--|
| | |
|--|--|

FTA Grant Representative

Date

Attachments:

Appendix A, B, C, D, E, F, G

July 8, 2011



**TUCKER HILL TRACT
PRELIMINARY ANALYSIS FOR CE SUBMITTAL
INTERNAL CHECKLIST NOT FOR PUBLICATION ONLY FEASIBILITY**

___ A. DETAILED PROJECT DESCRIPTION:

Construct Vehicle Maintenance and Operations Complex, located on a 13.77 acre tract located adjacent to the intersection of State Highway 71 and Tucker Hill Rd.

Facility development will be phased as determined by resources acquired for the development with the first priority being the VMC. Tract will be master planned to include all CARTS central facility requirements, with an Operations Center as the second phase only if sufficient funding is unavailable to include it in the first.

___ B. LOCATION (INCLUDING ADDRESS): Attach a site map or diagram, which identifies the land uses and resources on the site and the adjacent or nearby land uses and resources. This is used to determine the probability of impact on sensitive receptors (such as schools, hospitals, residences) and on protected resources.

13.877 acre tract located adjacent to the intersection of State Highway 71 and Tucker Hill Rd. No schools, hospitals, scattered residences, not likely to have an impact. See Site Feasibility Analysis, June 2011 for location map.

___ C. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY: Is the proposed project "included" in the current adopted MPO plan, either explicitly or in a grouping of projects or activities? What is the conformity status of that plan? Is the proposed project, or are appropriate phases of the project included in the TIP? What is the conformity status of the TIP?

Project submitted to CAMPO for next TIP cycle for October 2011 adoption. Project is included in CAMPO 2035 Plan as grouped project, "MISC Local and Specialized Transportation Improvements", p.84.

_____K. **HAZARDOUS MATERIALS:** If real property is to be acquired, has a Phase I site assessment for contaminated soil and groundwater been performed? If a Phase II site assessment is recommended, has it been performed? What steps will be taken to ensure that the community in which the project is located is protected from contamination during construction and operation of the project? State the results of consultation with cognizant State agency regarding the proposed remediation.

No hazardous material or groundwater contamination indicated in initial review.

_____L. **COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE:** Provide a socio-economic profile of the affected community. Describe the impacts of the proposed project on the community. Identify any community resources that would be affected and the nature of the effect.

Initial review indicates no potential problems or negative impact to local population.

_____M. **USE OF PUBLIC PARKLAND AND RECREATION AREAS:** Indicate parks and recreational areas on the site map. If the activities and purposes of these resources will be affected by the proposed project, state how.

No parks or recreational areas nearby. Nearest ones (McKinney Roughs State Park, Travis County SE Metropolitan Park) are each 5 miles or more distant, and there will be no impact caused by the CARTS project.

_____N. **IMPACTS ON WETLANDS:** Show potential wetlands on the site map. Describe the project's impact on on-site and adjacent wetlands.

No impact anticipated.

_____O. **FLOODPLAIN IMPACTS:** is the proposed project located within the 100-year floodplain? If so, address possible flooding of the proposed project site and flooding induced by proposed project due to its taking of floodplain capacity.

No impact anticipated. A small portion of the property is within the floodplain map, but the use of that property is only for a driveway and mitigation will be accommodated in its design and construction. See Site Feasibility Analysis, June 2011 for discussion of this aspect of the project.

_____P. **IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES:** If any of these are implicated, provide detailed analysis.

No impact anticipated.

Public Transit Services Parker County Facilities Project



**Prepared by:
Public Transit Services
Reta Brooks, Executive Director
PO Box 1055
Mineral Wells, Texas 76086**

March 2012

**Parker County Land / Facility Construction Project:
1836 Santa Fe Driver
Weatherford, Texas 76086**

PROJECT: Operational Facility,
Employee Parking, Bus Shelter, Park &
Ride, Security Fencing, Paving; as defined
within.

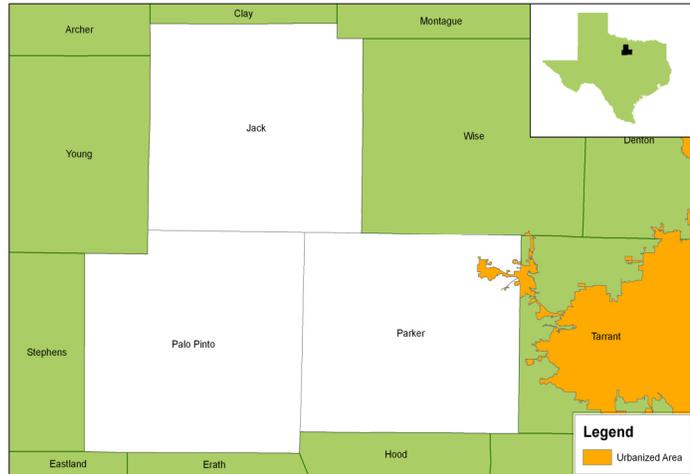
PUBLIC TRANSIT SERVICES

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Texas Department of Transportation
Fort Worth District
Tommie Fugate
Public Transit Coordinator
214-320-4471



PROPERTY/FACILITY CONCERNS:

Property/Facility Concerns: Public Transit Services currently operates service in Parker County through leased properties; with transit vehicles located approximately 3 blocks from the leased facility. This creates a hardship for the agencies operations and places the vehicles at high risk of vandalism as the vehicles are stored in an unsecured location (no fencing, lighting or covered garage protection).

Public Transit Services vehicles have been vandalized on numerous occasions with the most frequent occurrences being theft of fuel and damage to the vehicle(s) as a result. Windows are broken out and vehicles are scratched, dented and damaged by individuals who have nothing to gain from this type of behavior. Weather also plays a vital role; as the Parker County area is subject to large hail and high winds from March to June of each year. At any given time; Public Transit Services has up to \$1,105,000.00 in vehicles and equipment that remain unsecured under the current arrangement.

The Parker County vehicle storage location is a “land use” only property; leaving the staff without immediate access to restrooms, electricity, running water or other vital amenities needed in the event of an emergency. Such emergencies include fires; access to vehicle supplies; and the need for clean-up of airborne or blood-borne pathogens resulting from client illness, spills, blood and other germs in need of disinfecting.

Transit employees must travel from one location to the other to begin service each day. Drivers clock in at one location and thereafter travel; in their personal vehicles; to the bus location to begin preparation for service delivery. The drivers do not have immediate access to oil or other lubricants; paper products and/or cleaning supplies and must travel back to the leased properties when such items become necessary.

The current set-up creates an additional hardship for management; as supervisors are unable to adequately monitor vehicle pre-trip inspections and/or driver functions and performance.

FACILITY FUNCTIONS:

Facility Functions: The proposed facility would serve as the headquarters for operations; thereby providing safety and security for staff and vehicles. The facility is centrally located and would provide enhanced visibility for transportation. This in turn would potentially increase service. The facility location is ideal for a transportation organization; as it is located close to Interstate 20; in the Parker County Medical District.

The facility would allow for the consolidation of transit service with direct connection to intercity bus service for residents travelling out of the PTS service area (*Parker Co is within commuting distance of downtown Ft. Worth/Dallas*). Staffing and vehicle storage for Parker County would occur at this site; which is of the utmost of importance as transit vehicles are currently housed in an unsecured location. A centralized facility would allow for safe and efficient operations.

Parker County is the largest population center in the PTS service area and is within commuting distance of downtown Fort Worth & Dallas. The proposed project shall address the need for increased service in the Parker County area to reflect population increases as estimated under the 2009 US Census – with population increases for Parker County being that of 32.1%; compared to 20.6% in the State of Texas.

Parker County continues to grow; which is reflected in the 2010 census. To that regard; it is extremely important to address the need to reduce the use of private automobiles by making connections between public transportation modes - convenient, timely and safe. It is the goal of PTS to develop a linked system of common transfer points between transportation modes for the purpose of providing seamless travel for rural residents; all of which can be accomplished at the proposed facility.

Public Transit Services intends to partner with Greyhound Bus Services for the purpose of enhancing Greyhound Bus travel/services to the residents of our counties. Our goal is to utilize the transit complex to encourage multi-use / shared facility opportunity; including but not limiting to a partnership with Greyhound Bus; as well as regional training center and future preventive maintenance program. In addition; PTS shall incorporate Park/Ride commuter service in this project for the purpose of reducing congestion, enhancing safety and the improvement of air quality.

Public Transit Services has communicated with Greyhound and it is understood that Greyhound would support an inter-local agreement that meets the criteria set forth by Greyhound Bus Services (site location & complex layout that is at or near Interstate 20). Public Transit Services has communicated our intent and we are confident that the facility & location will meet the needs of both parties. We are confident that the procurement of this property/facility will enhance mobility options in the rural area of Parker County; as well as encourage the movement of people across the state.

Training Opportunities/Needs: Operating a transit vehicle requires a high level of skill, training and dedication. Transit operators across the state have consistently cited driver training as a top priority. A common problem for transit operators (most especially those in rural areas) is the scheduling of out-of-area drivers and/or staff training; as well as access to training courses and materials.

This facility/property is centrally located and will provide for an opportunity to bring operators together for the purpose of training and/or meetings to enhance service within our region. Those operators will be provided an opportunity to utilize the transit facility for the purpose of training; with shared preventive maintenance facility proposed in the near future.

In addition; time travel across the State of Texas, for the purpose of training, is cost prohibited; as this involves travel reimbursements, lodging and course fees; not to mention the time burden that is placed on most agencies (travel can sometimes exceed 4 to 5 hours each way).

PTS is committed to providing quality training programs through the use of its facilities and shall share its training programs with rural/urban transit providers as well as nursing homes, assisted living centers, meals on wheels programs, community action agencies, MHMR and senior centers that may otherwise be without access to this type of training. Through the incorporation of a regional training center; transit operators within the region or across the state will be able to utilize the training facility; as well as training programs and materials; that are offered by PTS.

The Park/Ride commuter service shall provide a long lasting benefit to the residents of Parker County; to include surrounding county/city residents who are interested in job commute service. PTS has established a Park/Ride Job Commute Service for the Parker County area; but to date clients are required to park their personal vehicles in empty lots, church parking lots and/or areas that are deemed undesirable. From communications with current and potential customers; it was determined that a higher percentage of clients would be willing to enter into an agreement for services; and know others who would participate if PTS were capable of providing a safe and reliable parking for personal vehicles. To that end; a Park-and-Ride would greatly benefit the Parker County area (Gaining new clients who live in edge communities and travel into the metropolitan areas for work).

PROJECT BENEFITS:

Greyhound: As mentioned; Greyhound shall support a cooperative agreement for the shared use of said facilities/properties. Properties and facilities shall adequately accommodate large Greyhound buses; as well as curbside passenger drop off & pickup; with our goal to incorporate ticket Kiosk equipment.

Training: It is the goal of Public Transit Services to promote “on-the-road” safety and safety in the workplace. We believe that regional training centers will benefit local and statewide transit operators. In fact; we feel it is important to incorporate regional training centers (host sites) throughout the State of Texas; through the use of currently established transit facilities. Through the use of the proposed training center; transit operators will be capable of arranging flexible schedules with subject content designed specifically to meet the training needs of the organization; and its employees; to include outside sources.

At a minimum; the following course training shall be offered:

- Defensive Driving Courses
- Pre and Post Trip Inspection Training
- Emergency Procedures
- Drug & Alcohol Compliance
- ADA – Wheelchair Lift Procedures
- Blood Borne Pathogens
- Customer Service / Client Relations
- Driver Qualifications (new / experienced)
- Safety – On the Road Driving Skills (testing)
- Management Oversight and Productivity
- Recertification Courses – Remedial Training

On-going training courses will provide long lasting benefits to transit operators within the region; to include nursing homes, senior centers, MHMR, community action agencies, assisted living centers, who may otherwise be without access to this type of training.

The main goal is to ensure that all transit drivers are trained to become professionals; which will in the end enhance the employee skills and make the trained employee a valuable employee. In addition; working with our colleagues; and a coalition of laborer’s, business and community groups will assist us in the incorporation of input from partners; as well as the development of curriculum and utilization of resources; which will assist in the enhancement of the overall training process.

Site Location and Accessibility (Benefits): The preferred location for a transit facility in Parker County is along I-20 - South of Weatherford, Texas. Direct access to I-20 has always been the desirable site for both PTS and Greyhound and we are confident that the Santa Fe location will provide long-lasting benefit for transportation. This property has immediate access to Interstate 20 with an enter/exit location on a main frontage road (Santa Fe Drive) and 1 enter/exit location to the rear of the property (Clear Lake Drive). This property is ideal for a transportation organization.

Park/Ride: A Park/Ride location will support the department’s goals to reduce congestion, enhance safety and improve air quality; while increasing the value of transportation assets (As defined in the Regional Public Transportation Coordination Plan). To date we have twenty-one (21) passengers throughout our service area; who participate in the Park and Ride Program. And with aggressive growth and the knowledge that the highest percentage of residents of Parker County commute to metro areas for work; we can anticipated increase of fifty-percent (50%); at a minimum; should the project be awarded.

PROJECT GOALS

The proposed facility would facilitate the following:

- Reduce PTS on-going operating costs by eliminating leased facilities in Parker County.
- Improve efficiencies by centralizing operations in the large rural/urban area of Parker County (PTS currently leases office space at one location and stores vehicles at another)
- Staff is currently required to make trips between the leased parking properties (for transit & personal vehicles) to the leased facility - This shall be eliminated
- Provide secured parking for transit buses, employees and park/ride vehicles
- Provides for vehicle security and client, employee safety
- Provide staff with necessary amenities; in the event of an emergency
- The facility provides an opportunity to develop a multi-use / shared regional safety training and meeting facility that would provide benefit to rural and urban transit providers throughout the region; as well as access for community meetings (public & private) - A large meeting room is available at the proposed facility. There is a direct entrance to the meeting room from the exterior of the building; which would make the room readily accessible without disruption to operations.
- Park & Ride facilities will provide for increased / enhanced service

SERVICE IMPACTS:

- Develop a linked system of common transfer points between transportation modes and make seamless travel available to citizens from a rural area to metro areas as stated in the Regional Public Transportation Coordination Plan.
- Reduce the use of private automobiles in the PTS service area by making connections between public transportation modes convenient, timely and safe.
- Reduce congestion; enhance safety and improved air quality while increasing the value of transportation assets.
- Develop a multi-use / shared operational complex that would provide benefit to rural and urban transit providers within the region (training programs, meetings, etc.).
- Increased services to general public and Park & Ride participants
- Facility is located in the Parker County Medical District; thus providing an opportunity for increased service to the medical community
- Facility is centrally located; thus allowing for walk-on tripper service
- Facility is closely linked to a major interstate which provides for improved service delivery
- The current vehicle storage property has a single entrance/exit point; thus slowing down service – The proposed facility has two access points; thus improving service deliveries
- Develop a working relationship with a coalition of laborers, businesses and community groups through the use of the community training center (*allow for the incorporation of input from partners; as well as the development of curriculum and resources*).
- Address the need for increased service in the Parker County area to reflect population increases (*US Census 2009 Estimates– Population Percentage Change – Parker County 29.9% - Texas 18.8%*) – Demographics Attached

CAPACITY CONSTRAINTS:

Public Transit Services has limited space available at its current “leased” property and facilities. The leased facility has a second floor entrance which creates hardship for the staff; and increased time “on-the-clock”. Office space and parking is extremely limited at the leased facility. Public Transit Services vehicles and employee vehicles are prohibited (by property owner) to park at the leased facility because the parking lot is shared with other businesses and customers. Public Transit Services limits the number of vehicles stored at the off-site vehicle storage location in Parker County because of limited space and fear of vandalism.

Public Transit Services has; on numerous occasions; tried to find other leased or rental properties; to no avail. Properties currently available in the Parker County area range from \$2,500.00 to \$5,000.00 per month. This would devastate the agencies budget; thus forcing PTS to remain at the current location.

To date; PTS houses approximately 12 to 15 vehicles at the Parker County storage property. The proposed property would allow the agency to increase the number of staff members and vehicles stationed at the Parker County location. Through increased capacity of staff and vehicles; PTS would be capable of increasing service to the residents of Parker County. Performance would increase as a result.

The proposed facility would address current capacity constraints through the accommodation of:

- 20 to 30 Bus Parking Slips
- 30 Park & Ride Spaces
- 4 Short-Term Public Parking Spaces
- 2 Handicapped Parking Spaces
- 1 Taxi - Bus Queuing
- 1 Passenger Drop Off & Pickup Location
- 20 to 30 Employee Parking Spaces
- 4 Visitor Parking Spaces