

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

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

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

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

A: State Government

*** Other (specify):**

b. Additional Description:

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

DOT/Federal Transit Administration

10. Catalog of Federal Domestic Assistance Number:

20.500

CFDA Title:

Federal Transit_Capital Investment Grants

11. Areas Affected by Funding:

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

12. CONGRESSIONAL DISTRICTS OF:

*** a. Applicant:**

TX-025

b. Program/Project:

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

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**

Empty text box for 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	TxDOT SGR 2012 Final SF424_Su	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	TxDOT Rural SGR 2012 Fleet to	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	FY08 Toll Credits Approval Le	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Environmental.pdf	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	PTS - Needs Assessment.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6		Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7		Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

Applicant and Proposal Profile

Bus and Bus Facilities Program: 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
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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
<input type="text" value="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).

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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
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Complete bid and contractor selection process	3/1/2013
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Complete project	6/1/2014
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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
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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:

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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