FY 2024 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

Applicant and Proposal Profile

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

Is this application for:
(If applying to both programs, please check both boxes)

☐ Low-No (FTA-2024-002-TPM-LWNO)
☒ Buses and Bus Facilities (FTA-2024-003-TPM-BUS)

Note: If applying to both programs, applicants should enter information for both programs on this form but **must** submit the application package, including the Supplemental Form and attachments, to **each** respective Opportunity ID on Grants.gov for each program. That is, complete one form, but submit it to both programs in Grants.gov.

Section I. Applicant Information (NOFO Section C.1)

Organization Legal Name: Texas Department of Transportation (TxDOT)

FTA Recipient ID Number: 1567

Organization Chief Executive Officer: (name and direct phone number) Marc Williams, (512) 305-9515

Applicant Eligibility:
○ Direct or Designated Recipient
◉ State
○ Local Governmental Authority
○ Federally Recognized Indian Tribe
Is the Federal requested amount less than $1 million? ○ Yes ○ No

Project Location (as of 2020 Census):
☐ Large Urbanized Area (200,000+ people)
☐ Small Urbanized Area (50,000-199,999 people)
☒ Rural (less than 50,000 people)

Description of Service Provided and Areas Served:

Texas has the largest rural area population of any state in the nation. Texas A&M Transportation Institute estimates the rural population of Texas was 5,916,228 in 2020 – nearly 1.3 million more rural residents than the second-ranked state, North Carolina. Across Texas, a network of 36 independently governed and operated Rural Transit Districts (RTDs) provide essential connections to jobs, healthcare, and education for rural communities with large numbers of low-income households and vulnerable populations that cannot operate or afford a private automobile. Working collaboratively with stakeholders and other providers (including private intercity bus carriers), RTDs in Texas provide a coordinated, basic mobility network which allows residents of rural areas to use transit for a variety of trip purposes including: health care (36%), shopping and personal business (24%), travel to work (23%), education and training (12%), and other purposes (5%).
Increasingly, RTDs are part of metropolitan area air quality and regional mobility solutions, providing longer-distance commuter service connections to major destinations or connection points into the regional service provider. In West Texas, several RTDs partner with rural

employers to provide low-cost, reliable access to employment locations. In coastal regions of the state, rural transit systems are an integral part of local and regional emergency response plans, providing support during natural disasters such as Hurricane Harvey in 2017. Additionally, many RTDs are under contract to provide non-emergency Medicaid Medical Transportation services, particularly in areas of the state where private sector providers and/or transportation network companies are not available.
Collectively, these rural systems maintain a fleet of close to 1,800 vehicles, which traveled over 30 million revenue miles and provided nearly 3.9 million trips in 2023. These agencies also maintain 102 facilities that perform a variety of important functions: operations, fleet maintenance, administration, and passenger transfers. See ProjectMap.pdf attachment.

Congressional Districts (Project Location)

Congressional District
TX-001
TX-002
TX-003
TX-004
TX-005
TX-006
TX-007
TX-008
TX-009
TX-010
TX-011
TX-013
TX-014
TX-015
TX-017
TX-019
TX-021
TX-022
TX-023
TX-025

TX-026

TX-027

TX-028

TX-031

TX-032

TX-034

TX-035

TX-036

Section II. Project Information (NOFO Section C.3 and D.2.6)

About the Project

Project Title:
(descriptive title of this project)

FY 2024 Rural Transit Asset Replacement & Modernization Project

Project Executive Summary:

As part of an ongoing program by TxDOT to ensure critical transit access in rural areas, the FY 2024 Rural Transit Asset Replacement & Modernization Project is requesting $26,880,000 to bring rural transit fleet to a state of good repair (SGR) and complete four bus facility projects across Texas.
TxDOT is seeking $18,480,000 to help RTDs replace 154 transit vehicles that have met useful life standards or are anticipated to meet them by 2026. The requested amount will allow the RTDs to keep the fleet in a SGR through 2026. TxDOT is also seeking $8,400,000 to complete the construction of four facility projects where costs have risen due in part to market conditions.
The projects are geographically diverse and have a range of scope items (see Demonstration of Need for more details). A rural transit program of this size requires considerable investment, and the scope of this Project will provide new fleet and/or facilities in nearly every RTD (30 of 36 RTDs) in Texas.

Propulsion Type (note: for facility projects, please select the predominant propulsion type used at the facility):

- ☐ Battery electric*
- ☐ CNG
- ☒ Diesel
- ☐ Diesel-electric hybrid
- ☒ Gasoline
- ☐ Hydrogen fuel cell*
- ☐ Other

If Other, specify:

*Battery electric vehicles, hydrogen fuel cell vehicles, or facility projects for those types of vehicles are considered zero-emission projects; the applicant must address whether it is using 5% of the requested zero-emission Federal funding for workforce development in the Project Budget section and include a Zero-Emission Fleet Transition Plan.

Project Type:

- ☒ Bus Replacement
  - Number of buses to be replaced: 154
- ☐ Bus Rehabilitation
  - Number of buses to be rehabilitated:
- ☐ Bus Fleet Expansion
  - Number of buses to expand fleet:
- ☒ Bus Facility Replacement
- ☐ Bus Facility Rehabilitation
- ☒ Bus Facility Expansion or New Facility
- ☐ Battery Electric Chargers
  - Number of chargers requested:
- ☐ Bus Equipment
- ☐ Other
  - If Other, specify:

Section III. Evaluation Criteria (NOFO Section E.1)

***** Address each of the evaluation criteria as described in the Notice of Funding Opportunity.*****

Demonstration of Need

The FY 2024 Rural Transit Asset Replacement & Modernization Project (the "Project") addresses unmet needs for transit capital investments in rural Texas where funding is needed to replace aging vehicles and ensure adequate facilities for safe and efficient operations. Texas is committed to exploring opportunities for low- and no-emission vehicles. An ongoing rural electric vehicle pilot project has found that EVs have low feasibility for rural areas, however, even with mid-day charging. Lacking a significant investment in remote charging stations statewide, Texas must invest in gasoline vehicles to keep vehicles in a SGR and ensure reliable mobility for transit-dependent rural residents. For a state as large as Texas, federal funding for rural transit lags behind other states on a per capita basis. For rural areas, 5339 formula funding is a fixed $4 million annually per state. In 2020, Texas had the largest rural population of any state in the nation—nearly 6 million people—yet ranked 50th in Section 5339 apportionment dollars per capita. Texas receives $0.57 per capita, 2% of what Rhode Island receives per capita.

Bus Replacement: The Project will replace 154 vehicles that have met useful life standards or will by 2026. The vehicles proposed for replacement are in 30 RTDs, have an average mileage of close to 180,000 miles and will have an average age of 9 years by 2026. The attached vehicle list (VehicleList.xlsx) provides the vehicle year, VIN, mileage, and age of the vehicles requested. Each of the vehicle requests conforms to FTA guidance regarding spare ratios.

Facility Replacement: Costs for the four facilities (described below) were originally estimated prior to significant inflationary market changes and cannot be absorbed in existing project budgets. All four facilities have undergone value engineering to reduce cost while maintaining core scope, but funds are still needed to complete construction. Construction of these facilities supports critical preventative maintenance, reduces costs, and improves operational efficiencies and service delivery. See FacilityProjects.pdf attachment for additional details.

Concho Valley Transportation District (CVTD) New Maintenance Facility: CVTD operates across 12 counties, spanning a vast area that causes heightened vehicle wear and tear. Lacking an internal maintenance facility, CVTD outsources preventative maintenance and repairs to local car dealerships and shops. Reliance on multiple vendors presents challenges in stabilizing costs, upholding quality and

compliance standards, and efficiently managing vehicle movement due to disparate site locations.
Panhandle Community Services (PCS) New Operations and Maintenance Facility: Despite growth in both passenger trips and revenue miles, PCS contracts out all fleet maintenance to private providers across a vast 26-county region. Expenses for outsourced preventative maintenance are no longer sustainable. Consolidation into a single, centrally located maintenance and operations facility will enable in-house provision of preventative maintenance, training, and administrative services.
Rural Economic Assistance League (REAL) Replacement Administration and Multimodal Facility: REAL's current facility in Alice, Texas was built in 1994; it is rated fair but is functionally obsolete. REAL doubled its size between 2009 and 2019, as neighboring RTDs discontinued rural transit service. Inadequate vehicle storage and circulation space have created operational challenges, and a single room serves as passenger waiting area, conference room, and break room for drivers.
Texoma Area Paratransit System (TAPS) New Operations and Administration Center: TAPS leases separate spaces for its administrative and dispatch/call center functions, limiting its capacity to expand operations to meet present and future demand. A new building on the existing maintenance site would consolidate all TAPS operations, improving efficiencies and customer service.

Demonstration of Benefits

Note: If applying to both programs, be sure to select "yes" and provide a response to both questions below.

Is this application for the Low-No program? ○ Yes ◉ No

Please describe how the proposed project will support the statutory requirements of the Low-No Program (See 49 U.S.C. 5339(c)(5)(A)):

Is this application for the Buses and Bus Facilities program? ◉ Yes ○ No

Please describe the benefits of the proposed project:

Safety:
Advanced technology is already supporting better safety outcomes for vehicles. In FY 2023, Texas RTDs reported 36 safety incidents, down 14% from the 42 reported in FY 2022. As more vehicles become equipped with driver-support systems, such as blind-spot detection, forward-collision warning, and lane departure, collisions can be reduced, protecting vulnerable road users, customers, and drivers.

New maintenance facilities provide modern equipment and support the RTDs' oversight of safe working practices. The replacement multimodal facility at REAL will provide safer vehicle movements, supporting worker and customer safety. Safety improvements are part of the design for each of the four new/replacement facilities.

System Condition:
Vehicle and facilities investments directly improve state of good repair and support improved preventive maintenance practices, minimizing service disruptions, improving reliability, and reducing costs. In FY 2023 there were 3,366 vehicle failures, up 20% from the 2,805 failures reported in FY 2022. Investing in new vehicles will reduce the failures by replacing those vehicles which are, or soon will be, beyond their Useful Life Benchmark (ULB). Rural fleet in a good state of repair will lead to maintenance and operational savings. Based on the Transit Cooperative Research Program's STVe model, newer vehicles also have 67% lower operating costs per mile compared to older ones, 23 cents/mile compared to 71 cents/mi for vehicles after 8 years.

Establishing facilities to support in-house maintenance operations enables the implementation of agency policies and best practices. The new facilities will support mid-life rehabilitation and overhauls, ensuring transit vehicle assets meet lifecycle requirements effectively. By bringing maintenance operations in-house, RTDs can streamline processes, reduce dependency on external vendors, and ultimately lower maintenance costs. This approach enables better risk management for RTDs by ensuring timely maintenance

interventions and reducing the likelihood of costly repairs. The new facilities are designed to reduce facility operating costs through energy-efficient design and consolidation of operations, improving overall operational efficiency and supporting operational savings.

Enhanced Access and Mobility
Ridership is growing in rural areas. In FY 2023, the total ridership reported by Texas RTDs was nearly 3.9 million, an increase of 16% from the prior year (of 3.3 million rides) and 82% of 2019 levels. Reductions in costs from capital investments will be directly reinvested into RTD operations, accommodating the escalating demand for services in the rural population, especially among older adults, individuals with disabilities, and other transit-dependent populations.

Rural transit services are an essential lifeline for communities, and investments address barriers to economic and social mobility compounded by the isolation of rural residents from employment, healthcare, recreational, commercial, and educational opportunities. Access to healthcare is a particularly daunting challenge in rural Texas and a critical service that the state's RTDs provide. Residents in some rural counties must travel long distances to see a physician. Data from the Texas Department of State Health Services indicates that 32 Texas counties have zero primary care physicians, and all of those counties are within the Project area.

These investments also support access to intercity mobility, providing a vital connection to larger regional cities and bridging gaps in existing route networks. For example, REAL is situated at a major north-south crossroads from San Antonio to the Rio Grande Valley in McAllen at the border. Daily, over 20 intercity buses use this heavily traveled corridor. The new REAL multimodal facility will support direct connections to this service, eliminating a 20-minute walk through an inaccessible environment.

Planning and Local/Regional Prioritization

The initiatives in this Project support state, regional, and local government priorities, including the goals established in the TxDOT-led Transit Asset Management (TAM) Group Sponsored Plan (2023-2026), which coordinates statewide policies for SGR across participating RTDs and tracks progress towards SGR targets. The TAM plan includes asset inventories and the age and condition of facilities and vehicles. It establishes a goal for rolling stock of at least 85% SGR with respect to the ULB, and a goal for at least 85% of statewide facilities to achieve a condition of 3.0+ on the TERM scale, or "adequate" condition (See TAMPlan.pdf attachment, pg. 6). The current Plan estimates a total need of $39.1 million: $26.1 million for rolling stock and equipment SGR and $13 million for facility assets (TAMPlan.pdf, pg. 17). The Project's scope aligns with the vehicle target of at least 85% SGR through 2026, and the facility investments support both the SGR condition goal and the maintenance strategy to "provide cost-effective, systematic, interruption free patterns of transit operation in conjunction with preserving an asset's useful life" (TAMPlan.pdf, pg. 18).

The State Transportation Improvement Plan (STIP) also anticipates the award of 5339 federal discretionary dollars for FY 2024 Bus Fleet Replacement & Transit Facilities Project, reflecting the goal to maximize discretionary funding to support capital needs for the rural transit program (see STIP.pdf attachment).

This Project is also consistent with the transit priorities in Regionally Coordinated Transit Plans (RCTP). Collaboration efforts to develop RCTPs between 24 regional planning agencies and the 36 RTDs have been ongoing for many years. In 2021, the RTDs prepared updates to their plans for the 2022-2026 timeframe. TxDOT works collaboratively with the RTDs to identify vehicles and facilities most in need of replacement and modernization to ensure overall system continuity and resiliency.

For example, the Panhandle's RCTP (2022-2026) includes the rural transit provided by Panhandle Community Services (PCS), which serves a broad geographic area (approximately 25,672 square miles and 26 counties) with very low population density and a population that is older and lower income than the other areas of the State (see PCS-RCTP.pdf attachment, pp. 21, 44, 46). A key goal of this plan is to "provide efficient and equitable service to as many people as possible while ensuring fair stewardship of funds" (PCS-RCTP.pdf, pg. 48). The new PCS Transit Operations & Maintenance Facility is featured in the Upcoming Projects section. The plan notes that the new maintenance and operations facility "will replace the existing facility which is outdated and too small to continue meeting the needs of the organization" (PCS-RCTP.pdf, pg. 25). Implementation of this project will allow the RTD to better service its vehicles, improving efficiency and reliability of its fleet. This is particularly important for vehicles in the Panhandle area where, given trip lengths, "the agency's vehicles are worked very hard and have a significant mileage" (PCS-RCTP.pdf, pg. 26). Program revenue, state and federal formula funds, are fully committed to service provision, making discretionary funds critical "to replace vehicles and construct facilities" (PCS-RCTP.pdf, pg. 26). The plan also includes a goal to "replace approximately twenty-four (24) vehicles" that have

passed their useful life, using funding from the FTA 5339 program (PCS-RCTP.pdf, pg. 25).

The funding requested from this discretionary grant will directly support the goals outlined in the many RCTPs for the 30 RTDs in this statewide application, allowing them to provide a critical service to rural residents.

Local Financial Commitment

Matching Funds Amount: 6,720,000

Provide information and supporting documentation on the source and availability of the local match amount, other Federal funds, and other funds noted in the Project Budget.

The State of Texas is a stable and reliable funding partner, committed to maintaining the existing system and building new infrastructure to encourage economic growth. A broad range of state funding sources are used to leverage federal funding support and are dedicated by the Texas Constitution to fund transportation projects, including:

1. State motor vehicle fuels tax;

2. State vehicle registration fees;

3. Oil and gas severance taxes (Proposition 1); and

4. General sales and use tax, motor vehicle sales, and rental tax (Proposition 7).

A letter of commitment is attached to this application (LocalMatch.pdf) to demonstrate that local funding of $6,720,000 will be provided to match the federal funding request of $26,880,000, for a total project cost of $33,600,000. Additional letters of support are provided to demonstrate broad support for this program and its local funding (SupportLetters.pdf).

Project Budget

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
CVTD Maintenance Facility – Additional Funds for Construction	1	4,000,000	1,000,000	0	0	5,000,000	X
PCS Operations & Maintenance Facility – Additional Funds for Construction	1	800,000	200,000	0	0	1,000,000	X
REAL Admin & Multimodal Facility – Additional Funds for Construction	1	3,200,000	800,000	0	0	4,000,000	X
TAPS Operations & Maintenance Facility – Additional Funds for Construction	1	400,000	100,000	0	0	500,000	X
Rural Transit District Vehicles	154	120,000	30,000	0	0	23,100,000	X

Total:	26,880,000	6,720,000	0	0	33,600,000

Does the project budget include funding for workforce development activities or training at the National Transit Institute (NTI)? **Note: if selecting "yes", please ensure a unique line item is listed in the project budget above for this activity.** ○ Yes ◉ No

For any zero-emission project components (vehicle, facility, or equipment), is 5% of the Federal request budgeted for workforce development? **Note: if including any request for workforce development activities, please ensure a unique line item is listed in the project budget above.** ○ Yes ◉ No

If no, an explanation must be provided for the project to be eligible.

N/A

Project Scalability

Is project scope scalable? ◉ Yes ○ No

If Yes, specify minimum Federal funds necessary: 24,800,000

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

Any reduction in capital funding will lead to a direct reduction in vehicles procured. The facility costs are not scalable, as the full amounts are required to complete construction of each of the four facility projects. These facilities are essential for RTD operations and are shovel ready, as noted in the timeline. Any reduction in funding could lead to a delay in delivery, ultimately resulting in cost increases. This would also delay the benefits anticipated with the new facilities, particularly the improved efficiency, vehicle maintenance and customer service. While all of the vehicles included in the attached file (VehicleList.xlsx) are currently beyond their useful life or will be by 2026, this project can be scaled to include only those vehicles that will be beyond their useful life by 2025. This would reduce the number of replacement vehicles from 154 to 138 vehicles, reducing the total vehicle cost from $23.1 million to $20.5 million. This would reduce the total project cost from $33.6 million to $31.0 million, and the federal share would be reduced proportionately from $26.88 million to $24.8 million. This will, of course, shorten the horizon until the RTDs require additional capital investment and may lead to more vehicles in operation that are beyond their ULB, before investments can be made. This could have a resulting impact on service reliability, particularly for rural areas with high-mileage vehicles.

Project Implementation Strategy

Can this project be obligated in a grant within 12 months? ◉ Yes ○ No

Please describe the project implementation strategy:

TxDOT and the RTDs are confident in their capacity to adhere to the schedule and budget as set forth in this application. Through strong collaboration between TxDOT and these agencies, funding obligation and spend-down has historically gone smoothly. Grant funds will be obligated within 12 months from the time of award, and costs are anticipated to be incurred starting in the Fall of 2024. The project timeline is anticipated to be complete within two years from funding obligation.

TxDOT will oversee all vehicle procurements as part of its standard compliance program for FTA grants, outlined in the annual

Certifications and Assurances executed by TxDOT and detailed in the Texas State Management Plan. Each RTD has a track record of vehicle procurement experience. For the RTDs that are participating in the joint procurement (see JPCommitLetter.pdf), they will identify a common specification for vehicles of the same type. They will work with FTA to verify that the planned procurement approach meets the joint procurement requirements, resulting in reduced vehicle customization. Following the initiation of a joint procurement with a common specification, the contracting process is anticipated to take up to a year. For RTDs that procure vehicles independently, using existing blanket agreements, the contracting process is anticipated to occur prior to execution of the joint procurement. All procurements would be complete within two years of grant obligation, and many would be complete well before. All of the facilities have completed or are close to completing the design phase and are advancing to bid phase. NEPA has been completed for all facilities, and evidence of approved categorical exclusions is included as an attachment (NEPA.pdf). Value engineering occurred for each of the four facilities during the design phase and updated independent cost estimates from the designers have been received.

Each of the facilities is on track for project bidding within the first half of the 2024 calendar year. Bidding is anticipated to be a combination of Invitation for Bid (IFB) and Requests for Proposals (RFPs), based upon the specific facility requirements. Contract awards are anticipated prior to the end of 2024. Construction will take between 12 and 24 months, depending upon the facility. The specific timeline is available below.

Project Timeline

Note: please be as specific as possible and include dates for notice to proceed and project close.

Timeline Item Description	Timeline Item Date
FY 2024 Project Selections Announced	07/09/2024
TxDOT Grant Agreement Executed	03/31/2025
Vehicle Subrecipient Grant Agreements Executed	06/30/2025
Facilities Subrecipient Agreements Executed	06/30/2025
Vehicle Subrecipient Procurements Executed (Non-Joint Procurement)	09/30/2025
Vehicle Subrecipient Procurements Executed (Joint Procurement)	01/31/2026
CVTD Maintenance Facility Bid	05/31/2024
CVTD Maintenance Facility Award	08/31/2024
CVTD Maintenance Facility NTP	11/30/2024
CVTD Maintenance Facility Substantial Completion	11/30/2025
CVTD Maintenance Facility Closeout	05/31/2026
PCS Maintenance Facility Bid	03/01/2024
PCS Maintenance Facility Award	05/31/2024
PCS Maintenance Facility NTP	08/31/2024

PCS Maintenance Facility Substantial Completion	02/28/2026
PCS Maintenance Facility Closeout	08/30/2026
REAL Maintenance Facility Bid	05/31/2024
REAL Maintenance Facility Award	08/31/2024
REAL Maintenance Facility NTP	11/30/2024
REAL Maintenance Facility Substantial Completion	02/28/2026
REAL Maintenance Facility Closeout	08/31/2026
TAPS Maintenance Facility Bid	05/31/2024
TAPS Maintenance Facility Award	08/30/2024
TAPS Maintenance Facility NTP	11/30/2024
TAPS Maintenance Facility Substantial Completion	08/31/2025
TAPS Maintenance Facility Closeout	02/28/2026

Partnership Provision

Note: The partnership provision is only applicable to low- or no-emission projects that are applying to the Low-No Program or both the Low-No Program and Bus Program. Projects applying only to the Bus Program are not eligible to use the partnership provision. See NOFO Section C.1.

Is this application a partnership between an eligible applicant and one or more partners? ○ Yes ◉ No

If yes, please list project partners

Project Partners

Provide a description of the partner(s) qualifications:

Technical, Legal, and Financial Capacity

TxDOT has ample experience implementing projects similar to the Project proposed in this grant application. The Project is part of a larger, multi-year strategy to rehabilitate and replace aging rural vehicles and facilities. Since 2015, TxDOT has funded the replacement of over 1,200 fleet vehicles and planned, designed, and constructed 12 new rural transit facilities to support operations, maintenance, and passenger activities. This includes the Texas Rural Transit Asset Replacement Project funded during the FY 2015 TIGER grant funding cycle as well as the Rural Transit Asset Replacement & Modernization Project funded through the FY 2019, FY 2021 and FY 2023 FTA Bus & Bus Facilities discretionary program. The Project and TxDOT's rural transit investment program overall align with the U.S. DOT's strategic objective for life cycle and preventative maintenance: "Keep the Nation's transportation infrastructure secure and in a state of good repair by maintaining and upgrading existing systems in rural [and urban] communities."

Maintaining fleet and facilities in a state of good repair reduces operating costs and maximizes service levels and quality. TxDOT is the lead project party and directs project implementation through completion, including technical assistance as needed. TxDOT is a strong financial and institutional supporter of all project components and tracks needs through updates to its TAM Plan. TxDOT will mitigate risk by continuing to be a financial partner in each component should any unforeseen conditions cause costs to rise above the Section 5339 funding dedicated to the project.

Furthermore, as evidence of the exceptional support and oversight provided by TxDOT, in its most recent State Management Review, TxDOT received an extremely favorable rating. There were no findings issued in its subrecipient oversight program, reflective of the agency's due diligence.

Section IV. Additional Considerations (NOFO Section E.2)

Procurement Methods that Reduce Vehicle Customization

Will this project procure vehicles? (•) Yes ( ) No

If yes:

Will this project use a joint procurement with at least 3 total transit agencies for a common specification? (•) Yes ( ) No

Will this project use the standard model from a vehicle original equipment manufacturer without customization? ( ) Yes (•) No

Note: This option is only applicable to Low-No and joint Bus/Low-No applications.

If yes to either question above, please identify other partners if applicable, and how the procurement approach will reduce vehicle customization:

Three RTDs have committed to using a common specification under a joint procurement. Several additional RTDs may also participate. The RTDs would procure a fixed quantity, using a common specification for each vehicle type required. If acceptable to FTA, this could be done as a single order against a blanket contract. If required, the RTDs are willing to pursue a new vehicle contract with common specifications. See attached JPCommitLetter.pdf for more information about approach.

Contract Terms

Will this project procure vehicles? (•) Yes ( ) No

If yes:

Will this project use advance payments? ( ) Yes (•) No

Will this project use progress payments? ( ) Yes (•) No

If yes to either question above, discuss the proposed approach and how the project's proposed contracting terms will expedite payments to vehicle original equipment manufacturers (OEMs):

N/A

Climate Change and Sustainability

Facility Projects

Is this a facility project that will strengthen the resilience of the transit system to climate change? (•) Yes ( ) No

If yes, describe:

RTDs play a key role in statewide evacuation plans, crucial during emergencies. TxDOT's Statewide Resiliency Plan (scheduled for completion in summer 2024) identifies RTD facilities as critical transportation assets that improve the resiliency of the transportation system against diverse hazards like coastal flooding, wildfire, rainfall flooding, drought, extreme heat, and extreme cold. Modern facilities shield providers from environmental exposure, enhancing operational readiness.

Bus Procurements

Is this application requesting 20 or more 40-foot zero-emission buses? ( ) Yes (•) No

If yes, input the amount of emissions reductions from the FTA Bus and Low-No Emissions Reduction Calculator:

Reduction Calculator: _____ MTCO2eq per vehicle per year

Full Fleet Transition

Is this a zero-emission project? ( ) Yes (•) No

Does the project support the conversion of the applicant's entire fleet to zero emission? ( ) Yes ( ) No

If yes, describe how and reference relevant content in the zero emission fleet transition plan:

Zero-Emission Fleet Transition Plan - Workforce Involvement

Is this a zero-emission project? ○ Yes ◉ No

Were workforce representatives consulted on all aspects of the workforce plan? ○ Yes ○ No

If yes, please describe which workforce representatives were consulted, and how they were consulted.

Is there a plan to provide or connect workers to supportive services (e.g., childcare and transportation assistance)? ○ Yes ○ No

If yes, please describe the supportive services that will be provided, as well as the plan to provide or connect workers to these services.

Does the workforce plan include at least one of the following strategies:

Use of labor-management partnerships for training? ○ Yes ○ No

Use of registered apprenticeship training to support skilling in incumbent and entry-level workers with focus on using registered apprenticeship to advance Black, Hispanic, Asian American, Native Hawaiian and Pacific Islanders, tribal women, and other groups facing systemic barriers to employment that may be underrepresented in the current workforce, especially in higher-paying jobs? If yes, please describe below. ○ Yes ○ No

If yes, please describe how the project will use registered apprenticeships that focus on advancing groups facing systemic barriers to employment.

Creating Good-Paying Jobs

Is this a facility project? (•) Yes ( ) No

Is there a commitment to registered apprenticeship positions and use of apprentices on the facility project? (•) Yes ( ) No

If yes, please describe how the facility project will use apprentices and registered apprenticeship positions.

The Texas Workforce Commission offers a variety of incentives for employers offering apprenticeship opportunities to skilled laborers. The TxDOT ConnectU2Jobs program, operated by the TxDOT Civil Rights Division in conjunction with FHWA, partners with organizations that represent people of color and other historically disadvantaged communities. Partner organizations connect applicants to good-paying construction jobs, including justice-involved young adults.

Will the facility project use workforce development programs that have supportive services? (•) Yes ( ) No

If yes, please describe partnerships with workforce development programs that have supportive services.

Both REAL and PCS offer workforce programs and supportive services as part of their agency's programming. PCS is participating in the Workforce Solutions Panhandle program, which is funded through the Department of Labor. REAL is partnering with the Workforce Commission to offer a CDL training program for their drivers through the Skills Development Fund (SDF), which is provided through a partnership with Del Mar College.

Is the total facility project cost (excluding vehicles, chargers, and equipment) over $35 million (including all funding sources)? ( ) Yes (•) No

If yes:

Is there a project labor agreement? ( ) Yes (•) No

Is there a commitment to participating in the U.S. Department of Labor's Office of Federal Contract Compliance Programs (OFCCP) Mega Construction Project Program if selected by OFCCP (see F.2.e. Federal Contract Compliance)? ( ) Yes (•) No

Justice40

Does the project impact one or more Justice40 population? (•) Yes ( ) No

Identify the disadvantaged communities that are impacted by or are expected to receive benefits from the project:

This Project will ensure dependable, quality transportation and mobility for over 2.4 million disadvantaged residents statewide, and 40% of the project area population lives in a disadvantaged census tract as defined in the Climate and Economic Justice Screening Tool (CEJST). An even larger share of this Project's funding (46.3%) will benefit disadvantaged communities. Project investments were identified by RTDs based on specific vehicle and facility requests. The percentage of each RTD service area composed of rural, disadvantaged tracts was calculated and applied to each RTD's total funding allocation. The funding allocated to the disadvantaged tracts was summed ($15.57 million) and divided by the total project cost ($33.6 million) to calculate the total percentage (46.3%). More than 46% of project benefits will flow to disadvantaged residents across the state. See J40Investment.xlsx attachment for details on the investments within disadvantaged communities by RTD.

Did you use the Climate & Economic Justice Screening Tool (CJEST) to identify these communities? (•) Yes ( ) No

Identify and discuss the expected benefits of the project for disadvantaged communities, and demonstrate how the project will address challenges:

The USDOT's ETC Explorer shows that the rural RTDs' disadvantaged census tracts rank high nationally for social vulnerability (75th percentile), which includes measures of income, education, employment, and language barriers. They also rank high for health vulnerability (66th percentile), which includes chronic health conditions. New vehicle investments will support transportation reliability for a population that is disproportionately transit dependent (46% of tracts exceed the 65th percentile for transportation insecurity) and includes a higher proportion of residents with disabilities (60th percentile). Improved vehicle reliability will support access to medical care, jobs (including through employer partnerships with RTDs), education, and other services. New vehicles will also have reduced emissions and safety benefits, further improving quality of life for these communities.

When planning the project, did you seek out and consider the needs of disadvantaged communities (e.g., by using public and community engagement)? (•) Yes ( ) No

If yes, describe the strategies used in the planning process to seek out and consider the needs of disadvantaged communities:

Through planning, analysis, and outreach, the vehicle and facility investments address the needs of their communities, which are largely transit dependent (due to high vehicle ownership costs relative to limited household incomes) and experience higher than average social and health vulnerabilities. All four RTDs with facility projects conduct equity analyses within their Title VI planning, assessing service delivery and impacts, particularly for limited English proficient and EJ communities. These analyses ensure fairly distributed benefits and minimize disproportionate project impacts. For example, REAL's proposed multimodal facility underwent a thorough site selection process that weighed the Benefits and Burdens (e.g., noise, traffic) of potential sites (See attachment REALTitleVI.pdf, pg. 32). Given its focus on mobility, priority was given to sites that provided greater connectivity to regional transit services (Greyhound), while sites nearby neighborhood residences were removed.

CONCHO VALLEY TRANSPORTATION DISTRICT (CVTD) NEW MAINTENANCE FACILITY

PROJECT SCOPE

- The new maintenance facility will enable CVTD to conduct in-house maintenance on its vehicles, replacing reliance on outsourced services.
- The increased facility size will also accommodate support offices.

PROJECT NEED

- CVTD operates across 12 counties, covering a vast area, and leading to increased vehicle wear and tear.
- Lacking an internal maintenance facility, CVTD outsources preventative maintenance and repairs to local car dealerships and shops.
- Reliance on multiple vendors poses challenges in stabilizing costs, maintaining quality and compliance standards, and efficiently managing vehicle movement due to scattered locations.

NEPA Status: Approved CE

Total Project Cost: $12.5 million

Current Funding Need: $5 million

Federal Request: $4 million

Project Rendering 06/13/2023: CVTD New Maintenance Facility, including Phase 1(b)

PANHANDLE COMMUNITY SERVICES (PCS) NEW OPERATIONS AND MAINTENANCE FACILITY

PROJECT SCOPE

- A single, centrally located facility will consolidate operations, including vehicle maintenance, training, and administrative services.
- Bringing vehicle maintenance in-house will allow PCS to establish a comprehensive preventative maintenance program.
- This will allow for greater control over maintenance costs and enhanced efficiency; any cost savings will be applied to additional transit service needs.
- PCS will be able to offer vehicle maintenance services to other operators throughout the region.

PROJECT NEED

- PCS operates Panhandle Transit across 26 counties and faces unsustainable costs for outsourced preventative maintenance.
- PCS currently outsources vehicle maintenance, which is more expensive and less efficient.

NEPA Status: Approved CE

Total Project Cost: $11.4 million

Current Funding Need: $1 million

Federal Request: $800,000

Project Rendering 06/05/2023: PCS New Operations and Maintenance Facility

RURAL ECONOMIC ASSISTANCE LEAGUE (REAL) REPLACEMENT ADMINISTRATION AND MULTIMODAL FACILITY

PROJECT SCOPE

- The new multimodal transportation center in Alice, TX will centralize transit operations, passenger facilities, and administrative offices.
- The facility will accommodate growing transit needs across the region.

PROJECT NEED

- The REAL service area doubled in size between 2009 and 2019 due to neighboring RTDs discontinuing rural transit services.
- Spanning over 150 miles in each direction, REAL's service area in the Costal Bend Region is experiencing growing demand, necessitating an upgrade.
- Built in 1994, REAL's current facility is considered in fair condition but functionally obsolete. A single room serves as a passenger waiting area, conference room, and break room for drivers.
- The existing operations facility and bus storage site faces operational challenges from inadequate vehicle storage and circulation space along with limited room for drivers and dispatchers.

NEPA Status: Approved CE

Total Project Cost: $13.3 million

Current Funding Need: $4 million

Federal Request: $3.2 million

Project Rendering 04/11/2024: REAL Replacement Administration and Multimodal Facility

TEXOMA AREA PARATRANSIT SYSTEM (TAPS) NEW OPERATIONS AND ADMINISTRATION CENTER

PROJECT SCOPE

- A new transit operations facility and administration center will be constructed on the existing maintenance site.
- This will consolidate all RTD operations, improving efficiencies and customer service.

PROJECT NEED

- TAPS currently leases separate spaces for administrative and dispatch/call center functions, which limits capacity to expand operations to meet present and future demand.

NEPA Status: Approved CE

Total Project Cost: $5 million

Current Funding Need: $500,000

Federal Request: $400,000

Project Rendering 10/14/2022: TAPS New Operations and Administration Center

FACILITY ECONOMIC IMPACT INFORMATION

Following Federal funding in FY2020 and FY2021 for transit facility upgrades, TxDOT encountered budgetary challenges due to a significant escalation in material and construction costs. This surge has resulted in a budget deficit hindering the completion of intended improvements. Addressing this shortfall necessitates securing supplementary funding.

Starting in late 2021, rising inflation has led to a substantial increase in construction costs nationwide. According to the Producer Price Index (PPI), non-residential construction costs surged by 28.77% between September 2021 and September 2023 (Federal Reserve Bank of St. Louis).

Despite TxDOT's efforts to contain costs through value engineering, identifying cost-saving measures and scaling projects to core scope, there is still a financial gap that cannot be covered by local resources alone. Additional financial support from USDOT is essential to bring these transit facility projects on line, supporting critical rural transit operations and efficient and effective vehicle maintenance. A description of the cost growth for each facility follows:

CONCHO VALLEY TRANSPORTATION DISTRICT (CVTD)

The initial allocation of $7.5 million for the new CVTD Maintenance Facility was only sufficient to complete a portion of the Phase 1 work (Phase 1a), and additional funds are needed to address Phase 1b scope. Requesting an additional $5 million for the project will facilitate the simultaneous awarding of both the base scope (Phase 1a) and the bid alternate scope (Phase 1b) during the project's bidding phase. This approach promises enhanced functionality for the RTD upon Phase 1 project delivery and streamlines construction efficiency by authorizing both scope elements at project initiation.

PANHANDLE COMMUNITY SERVICES (PCS)

TxDOT was initially allocated $8.4 million for the construction of the new PCS Operation and Maintenance Facility, with a total budget set at $10.4 million. However, additional funding of $1 million is now necessary, with $800,000 requested from federal sources. This constitutes a 9.6% increase, which falls below the inflation rate observed over the past two years since the grant's inception.

RURAL ECONOMIC ASSISTANCE LEAGUE (REAL)

The scope for the REAL Replacement Administration and Multimodal Facility evolved through the final design phase to better address future needs, including a growth in size to accommodate longer-term vehicle projections, as well as forward-compatibility with sustainability initiatives such as photovoltaic and vehicle charging systems. The combination of forward-compatible design and background inflationary growth has led to an increase of $4 million, or 42.2%, even after value engineering efforts.

FACILITY ECONOMIC IMPACT INFORMATION

TEXOMA AREA PARATRANSIT SYSTEM (TAPS)

The initial estimate for the construction of the new TAPS Operations and Administration Center was $4.5 million, which has since been revised to $5 million, reflecting an increase of $500,000 or 11.1%. This adjustment remains significantly below the inflation rate observed since the original grant award.