Attachment List

1. Rural Transit Asset Replacement and Modernization Project Narrative
2. Rural Transit Asset Replacement and Modernization Project Benefit Cost Analysis
3. Fleet Replacement Vehicle List
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Attachment 1

Texas Department of Transportation

RURAL TRANSIT ASSET REPLACEMENT & MODERNIZATION PROJECT

FTA BUS AND BUS FACILITIES GRANT

November 2021

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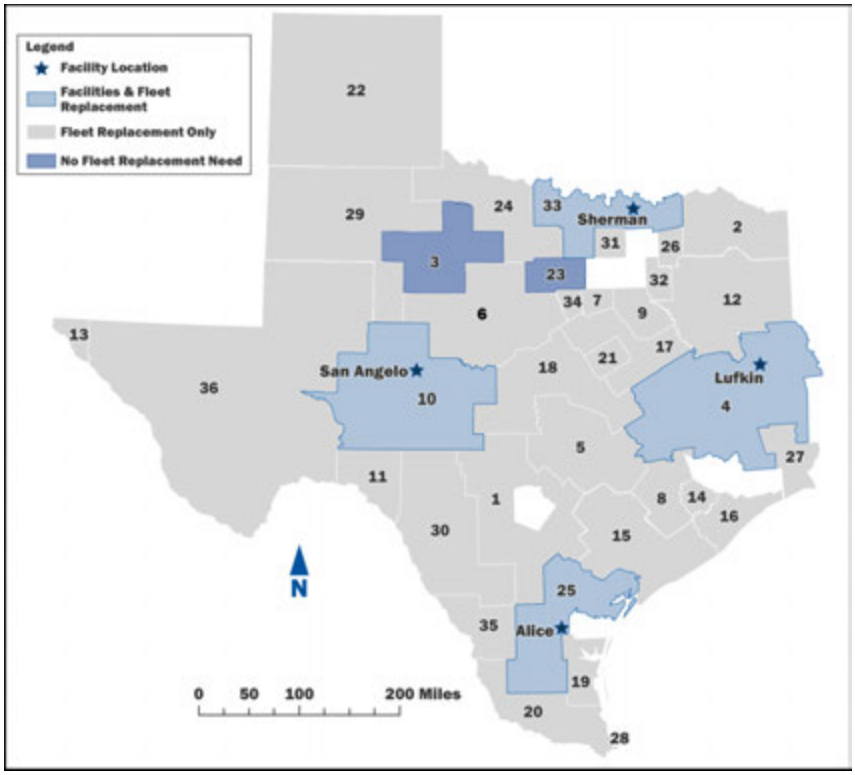
1. Project Information

Project Executive Summary

The Texas Department of Transportation (TxDOT) is seeking $23,192,758 in FY2021 Buses and Bus Facilities (Section 5339) grant funding for the **Rural Transit Asset Replacement & Modernization Project** (Project) to bring critically needed rural transit facilities and fleet in rural transit districts (RTDs) throughout Texas to a state of good repair (SGR). The Project is part of an ongoing program by TxDOT to ensure transit accessibility in rural areas, and includes the replacement of 194 transit vehicles, construction of four new transit facilities, and an electric vehicle (EV) pilot program to integrate zero emission fleet and charging station infrastructure into existing rural transit vehicle fleets.

Texas is the largest federally funded rural transit program in the nation, collaborating with 36 RTDs to provide an integrated, seamless network of critical mobility services supported with essential fleet, operation/maintenance, and passenger facility assets. In FY2019, RTDs in Texas spent $80,023,693 to provide 27,271,549 revenue miles of service using a fleet of over 1,600 vehicles carrying 4,125,705 passengers.[1] 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 in Texas.

This grant award will help RTDs in Texas replace aged vehicles and construct four vital facilities. Without the requested funding, by 2024 approximately 13 percent of the rural fleet will exceed FTA recommended useful life standards, and construction of the four facilities will stretch for years into the future, further delaying other critically needed investments. Error! Reference source not found. identifies the RTDs where fleet replacement is needed and the location of proposed new transit facilities. The numbers in the map correspond to the RTD numbers in the 2020 Texas Transit Statistics Report.[2]



[1] TxDOT Public Transportation Division.

[2] TxDOT. 2020 Texas Transit Statistics Report. Prepared by the Public Transportation Division in cooperation with public transit agencies and local officials throughout the state of Texas.

Project Statement of Work

The Rural Transit Asset Replacement & Modernization Project will bring critically needed rural transit facilities and fleet in RTDs throughout Texas to an SGR by replacing 194 transit vehicles, constructing four new transit facilities, and implementing an EV pilot program to integrate zero emission fleet and charging station infrastructure into existing rural transit vehicle fleets. The Project is comprised of six components, summarized in **Table**.

Table 1 | Rural Transit Asset Replacement & Modernization Project Components

Project Component	Description
1a – Vehicle Replacement	Replacement of 194 transit vehicles of varying vehicle types.
1b – EV Pilot Program	Purchase of 25 EVs and 15 direct current fast chargers as part of a pilot program. Includes training and support costs for the pilot program.
2a – Concho Valley Transit District (CVTD) Maintenance Facility	Construction of a secure facility for bus storage and in-house maintenance on a property owned by CVTD.
2b – Rural Economic Assistance League (REAL) Multimodal Transit Facility	Construction of a multimodal transit facility to serve as a hub for ground transportation services, passenger amenities, operations, and administration.
2c – Texoma Area Paratransit System (TAPS) Operations and Administration Center	Construction of a building for administration and transportation functions on property owned by the agency.
2d – Brazos Transit District (BTD) Maintenance Facility	Construction of a new maintenance facility to enable BTD to expand its bus fleet, recoup travel time savings, and minimize deadhead miles and transit operating costs.

Nonattainment Areas

The bus fleet replacement and EV pilot program will improve emissions conditions in counties in nonattainment or near non-attainment status. This Project will reduce the concentrations of nonattainment pollutants in the atmosphere by replacing aging vehicles that are less efficient in fuel consumption and emit more greenhouse gases and pollutants. New generations of transit vehicles follow current fuel economy standards and have technological improvements such as aerodynamic designs, lighter materials, and computerized sensors and algorithms to utilize fuel more efficiently. The EV pilot program will test and deploy new technologies and, if successful, will provide valuable insights, training, and institutional knowledge for future low emission or zero emission vehicle infrastructure in rural communities. Nonattainment and maintenance areas in Texas are generally focused near urbanized locations. There are currently 13 counties in the Project area that are in nonattainment for various National Ambient Air Quality Standards (NAAQS) pollutants. **Figure 2** shows the nonattainment or near-nonattainment counties and **Table 2** depicts the specific counties in nonattainment within each RTD.

Figure 2 | Map of the Rural Transit Asset Replacement & Modernization Project Components and Areas of Interest in Texas

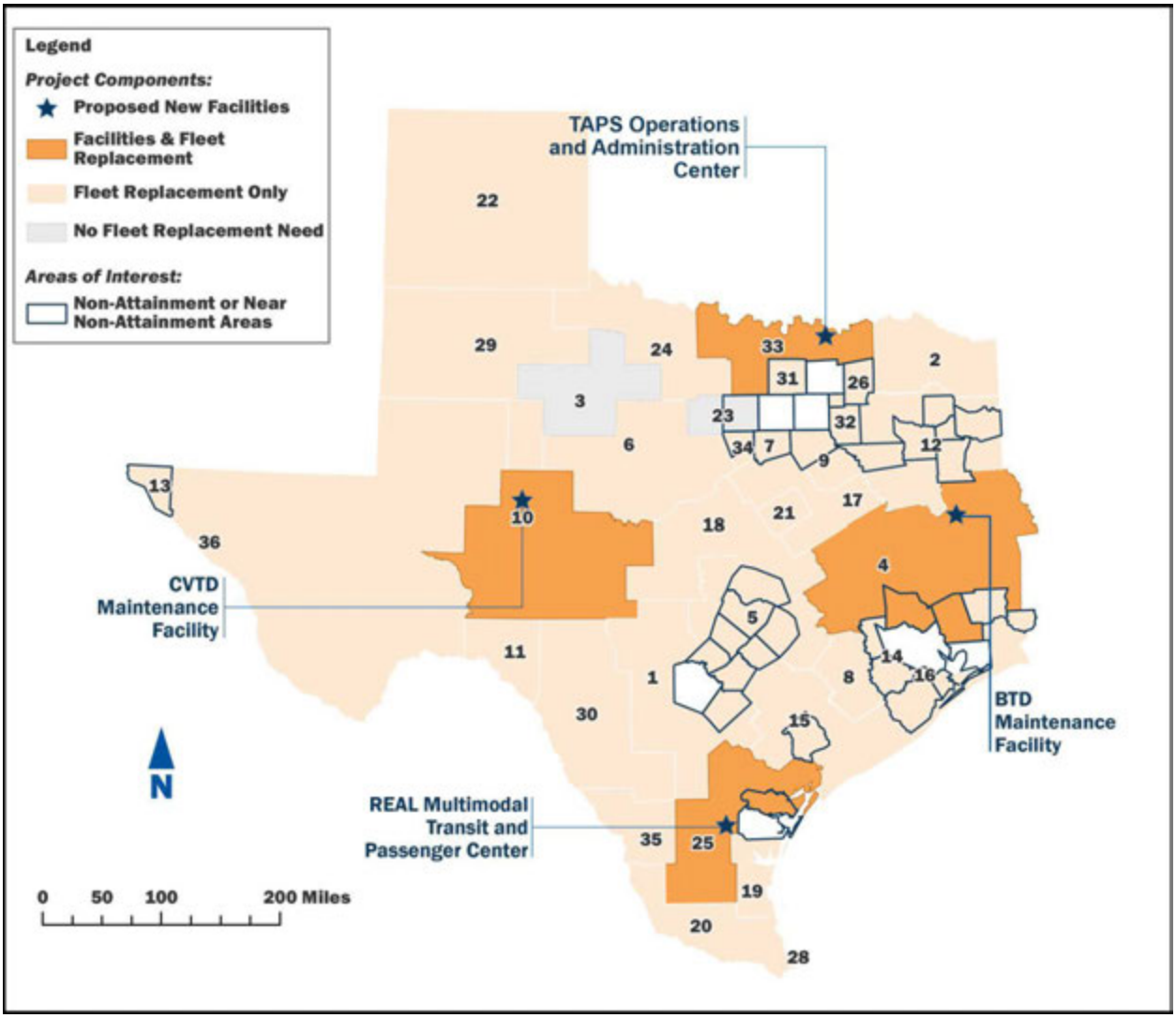


Table 2 | List of Rural Transit Asset Replacement and Modernization Project RTDs and Non-Attainment or Near Non-Attainment Areas in Texas

Project RTD Name	Non Attainment (in Bold) or Near Non Attainment Counties
Alamo Area Council of Governments	Comal, Guadalupe, Wilson
Brazos Transit District	**Liberty, Montgomery**
Capital Area Rural Transportation System	Bastrop, Caldwell, Hays, Travis, Williamson
City of Cleburne	**Johnson**
Colorado Valley Transit	**Waller**
Community Services, Inc.	**Ellis**

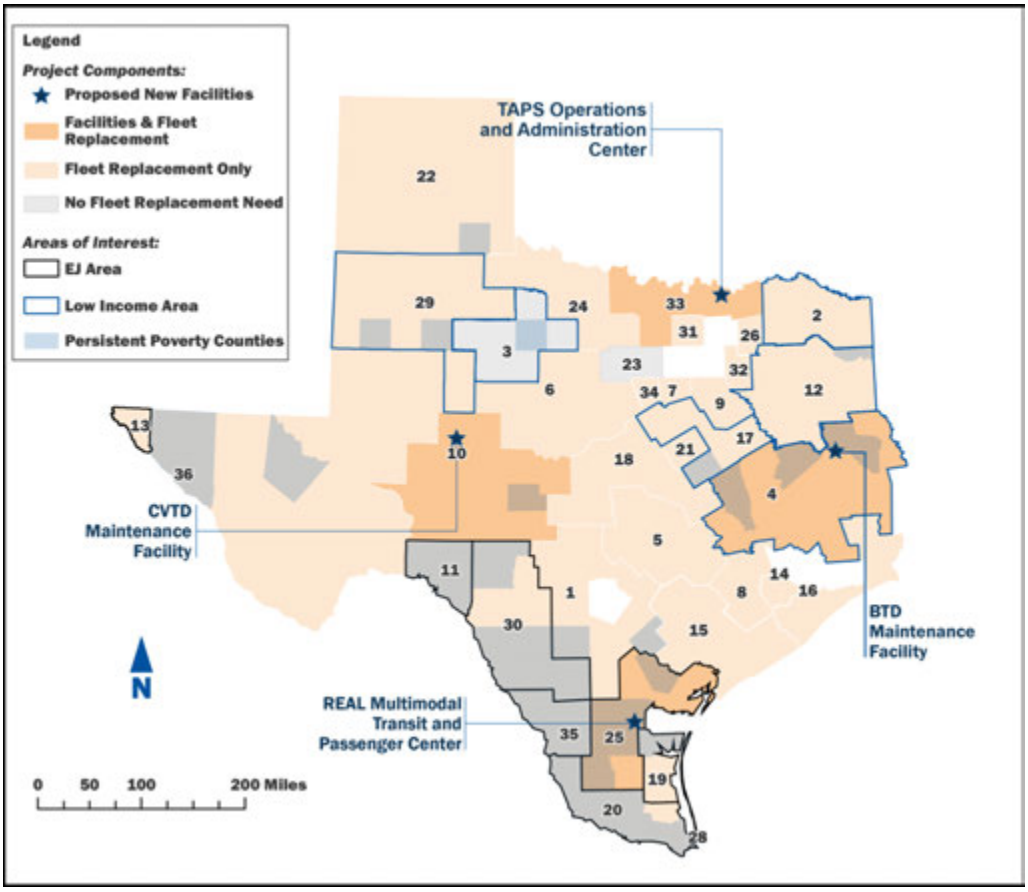
Project RTD Name	Non Attainment (in Bold) or Near Non Attainment Counties
County of El Paso	**El Paso**
East Texas Council of Governments	Gregg, Harrison, Henderson, Rusk**,** Smith, Upshur
Fort Bend County Rural Transit District	**Fort Bend**
Golden Crescent Regional Planning Commission	Victoria
Gulf Coast Transit District	**Brazoria, Galveston**
Public Transit Services	**Parker**
Rural Economic Assistance League, Inc.	Nueces, San Patricio
Senior Center Resources & Public Transit, Inc.	Hunt
Southeast Texas Regional Planning Commission	Hardin, Orange
SPAN, Inc.	**Denton**
STAR Transit	**Kaufman, Rockwall**
The Transit System, Inc.	Hood

Environmental Justice Populations

Based on the analysis method described above, a total of seven RTDs were identified as Environmental Justice (EJ) areas due to the percentages of low-income and minority populations in their rural service areas being higher than the state-level percentages for those two populations. As shown in **Figure 3**, six of these EJ areas are concentrated at the southernmost part of the state, particularly along the border between Texas and Mexico, with the seventh EJ area being the County of El Paso RTD, which is the furthest west RTD in the state but is also situated along the border with Mexico.

In addition, six other RTDs were identified as low-income areas due to the percentage of low-income populations in their rural service areas being higher than the state-level percentage for that population. Two of these low-income areas are located at the bottom of the Panhandle and the remaining four low-income areas are clustered on the easternmost side of the state.

Figure 3 | Map of the Rural Transit Asset Replacement & Modernization Project Components and Environmental Justice Populations



All but one of the RTDs identified as EJ areas or low-income areas are included in the Project area. One low-income area RTD, the Aspermont Small Business Development Center, Inc. south of the Texas Panhandle is not expected to receive any investments through the Project because they do not have a current fleet replacement need. The total benefits of the Project serving EJ areas are shown in **Table 3.** Project benefits are based on the Rural Transit Asset Replacement & Modernization Project Benefit Cost analysis found in **Appendix B** and discussed in the Justice40 section below.

Table 3 | Project Benefits of EJ Populations

RTDs Serving Environmental Justice Areas	Project Components	Project Benefits
County of El Paso	Vehicle replacement	$1,644,582
City of Del Rio	Vehicle replacement	$656,720
Kleberg County Human Services	Vehicle replacement	$1,313,440
Webb County Community Action Agency	Vehicle replacement	$2,298,521
Southwest Area Regional Transit District	Vehicle replacement	$1,313,440
Rural Economic Assistance League, Inc.	Vehicle replacement Facility upgrade	$14,379,335
Lower Rio Grande Valley Development Council	Vehicle replacement	$2,298,521

Racial Equity

Texas is one of the most racially diverse states in the country with a non-white population representing nearly 60 percent of all residents. Eighty-eight of the state's 254 counties have a majority non-white population and 94 percent of those counties are located within the geographic scope of the Project.[3,4] The Project would direct much needed investments to marginalized communities that have been impacted by institutional barriers to opportunities.

The Project further addresses racial equity by expanding access to sustainable transportation alternatives for the state's rural disadvantaged communities. The RTD service areas benefiting from the Project account for 80 percent of the 35 total counties in Texas classified by the USDOT as areas with persistent poverty (**Figure 3**). Additionally, over half of the 628 Opportunity Zone tracts in Texas are located in counties within the Project area. Promoting transit usage reduces emissions in rural areas and expanded mobility options can improve the quality of life for disadvantaged communities. Investments in rural area transit are needed to address barriers to equity and social mobility that is compounded by the isolation of rural residents from employment, healthcare, recreational, commercial, and educational opportunities. Combined, these benefits lead to better outcomes in terms of health, environmental quality, and economic mobility.

Barriers to Opportunity

Safe, reliable, and modern fleet and facilities form the backbone of an essential network of rural area transit services, providing connections to jobs, healthcare, and education for lower-income persons, seniors, individuals with disabilities, or single-parent households living in the largest rural area state in the nation. Within the RTDs scoped for investment as part of this Project, there is a greater share of people over 18 years old that have less than a high school education compared to the national average in rural counties (16.0 percent vs. 13.6 percent). In addition, 11.4 percent of families and people earn incomes below the poverty line, 7.6 percent of people have veteran status, and 12.5 percent of this population has a disability, such as hearing, vision, cognitive, ambulatory, self-care, or independent living difficulties.

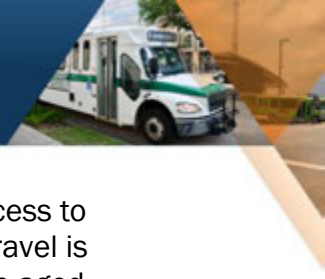
The Rural Transit Districts receiving critical fleet and facilities as part of this Project represent:

- **93%** of Texas counties
- **96%** of RTD counties
- **97%** of Texas counties with persistent poverty
- **61%** of Texas Opportunity Zone Tracts

Despite the benefits of TxDOT's rural transit services, just 0.8 percent of adults residing in the Project's RTDs commute to work by transit, suggesting that there are untapped

[3] Texas Demographics Center (2019). Texas Population Estimates Program; Age, Sex, and Race/Ethnicity for State and Counties.

[4] Non-white population is defined as any person not identifying as White Alone using the Census race categories. This definition does not consider ethnicity. For this purpose, white alone includes both Hispanic and non-Hispanic white alone populations.



populations in rural Texas—people that would benefit from better, more reliable access to transit services, and people who are not using transit regularly (or at all) because travel is unreliable or difficult to access. For older adults, in particular, the number of people aged 65 or older in these RTDs is projected to grow from 2.3 million in 2020 to over 4 million by 2040, representing not only a change in absolute numbers but also a growing share of the total population, from 19 percent to 24 percent. Sustaining a strong, reliable, and resilient rural transit network is essential to support changing demographics and provide a lifeline to critical services. This Project will ensure the sustainability of RTD operations by enabling them to provide affordable, safe, and reliable rural transit services to transit-dependent Texans. **Table 4** provides a summary of the share of the state's disadvantaged populations for the RTD counties that would benefit from the Project.

Table 4 | Rural Transit Project Area Socioeconomic Indicators for Vulnerable/Disadvantaged Populations

Socioeconomic Indicator	RTD Project County Totals	Percentage of Statewide Total
Population age 65 or older	2,333,578	59.7%
Veteran Status (Civilian Population age 18+)	863,043	59.4%
Population with a Disability	1,888,499	59.2%
Family and People whose Income in the Past 12 Months is Below the Poverty Line	420,837	55.4%
Total Population in Project Counties	15,937,461	55.0%

Sources: Texas Demographics Center (2019). Texas Population Estimates Program; Census Bureau (2019). American Community Survey 5-Year Estimates Subject Tables.
Note: Total population totals include both urban and rural populations.

Justice40

Project Support of the Justice40 Initiative

The Justice40 Initiative aims to create a transformative process through which federal funds are fairly distributed to disadvantaged communities. The initiative evaluates social, environmental, and economic vulnerabilities to identify these communities. It then requires agencies to ensure that a minimum of 40 percent of the benefits from federal investment are distributed to disadvantaged communities.

The characteristics of disadvantaged are multi-faceted and often interconnected. This is demonstrated through the 2018 CDC Social Vulnerability Index (SVI) which shows similar distribution patterns across the following four themes of vulnerability:

- Socioeconomic Status;
- Household Composition & Disability;
- Minority Status & Language; and

- Housing Type & Transportation.[5]

Based on a distribution of Project benefits total dollar values to the percentage of either low-income or minority populations aggregated across the state, the benefits associated with the Project largely serve disadvantaged populations. At least 45 percent of the Project benefits are attributed to disadvantaged populations as shown in **Table 5.** Of the total $92 million in benefits attributed to the Project, approximately $42 million in Project benefits are distributed to disadvantaged groups.[6]

Table 5 | Minimum Distribution of Project Benefits Delivered to Disadvantaged Populations

Agency (RTD)	Percent Low Income	Percent Minority	Benefit Dollar Value Distribution	Benefit Dollar Value Distribution to Highest Disadvantaged Group
Alamo Area Council of Governments	28%	40%	$ 3,286,382.68	$ 1,310,267.63
Ark-Tex Council of Governments	37%	23%	$ 328,360.09	$ 122,064.58
Aspermont Small Business Development Center, Inc.	38%	31%	$ -	$ -
Brazos Transit District	36%	28%	$ 11,934,099.19	$ 4,280,116.94
Capital Area Rural Transportation System	29%	37%	$ 2,301,302.41	$ 862,318.73
Central Texas Rural Transit District	33%	21%	$ 1,313,440.36	$ 431,009.39
City of Cleburne	32%	25%	$ 659,501.97	$ 214,266.91
City of Del Rio	46%	76%	$ 656,720.18	$ 499,350.98
City of South Padre Island	33%	26%	$ 328,360.09	$ 109,258.86
Colorado Valley Transit	34%	46%	$ 328,360.09	$ 149,580.50
Community Services, Inc.	34%	35%	$ 656,720.18	$ 231,003.95
Concho Valley Transit District	30%	38%	$ 3,846,508.49	$ 1,464,761.97
County of El Paso	55%	90%	$ 1,644,582.24	$ 1,473,256.24
East Texas Council of Governments	37%	27%	$ 1,644,582.24	$ 608,872.04
Fort Bend County Rural Transit District	18%	46%	$ 331,141.88	$ 153,784.61
Golden Crescent Regional Planning Commission	32%	39%	$ 985,080.27	$ 384,016.80

[5] https://www.atsdr.cdc.gov/placeandhealth/svi/index.html

[6] Benefits based on Rural Transit Asset Replacement & Modernization Project Benefit Cost analysis.

Agency (RTD)	Percent Low Income	Percent Minority	Benefit Dollar Value Distribution	Benefit Dollar Value Distribution to Highest Disadvantaged Group
Gulf Coast Transit District	27%	41%	$ 1,316,222.15	$ 543,250.95
Heart of Texas Council of Governments	36%	27%	$ 1,970,160.53	$ 714,811.67
Hill Country Transit District	32%	28%	$ 985,080.27	$ 314,509.53
Kleburg County Human Services	42%	69%	$ 1,313,440.36	$ 911,342.41
Lower Rio Grande Valley Development Council	60%	92%	$ 2,298,520.62	$ 2,115,939.94
McLennan County Rural Transit District	26%	23%	$ 328,360.09	$ 86,924.14
Panhandle Community Services, Inc.	32%	35%	$ 8,537,362.31	$ 3,018,452.75
Public Transit Services	23%	14%	$ -	$ -
Rolling Plains Management Corporation	31%	21%	$ 3,611,960.98	$ 1,113,199.15
Rural Economic Assistance League, Inc.	41%	62%	$ 14,379,335.33	$ 8,872,553.18
Senior Center Resources & Public Transit, Inc.	34%	20%	$ 331,141.88	$ 113,438.28
South Plains Community Action Agency	36%	47%	$ 2,626,880.71	$ 1,243,520.67
Southeast Texas Regional Planning Commission	28%	19%	$ 1,316,222.15	$ 364,852.83
Southwest Area Regional Transit District	52%	76%	$ 1,313,440.36	$ 997,036.51
SPAN, Inc.	24%	24%	$ 656,720.18	$ 159,003.12
STAR Transit	29%	28%	$ 5,913,263.39	$ 1,687,805.03
Texoma Area Paratransit System, Inc.	27%	16%	$ 3,660,859.06	$ 992,085.48
The Transit System, Inc.	29%	15%	$ 1,972,942.33	$ 570,705.13
Webb County Community Action Agency	57%	97%	$ 2,298,520.62	$ 2,225,315.04
West Texas Opportunities, Inc.	34%	50%	$ 6,567,201.78	$ 3,302,396.22
Total			**$ 91,642,777.43**	**$ 41,641,072.16**

The determination of Justice40, discussed in greater detail in the following section, calculated benefits provided to disadvantaged groups using only one type of disadvantaged category per RTD which ensures that the Justice40 Initiative threshold was exceeded without double-counting individuals who fall into two or more disadvantaged categories. It is likely the actual percentage of benefit that will be delivered to all disadvantaged rural transit riders is even higher, especially when considering that most rural transit riders will fall into at least one of the disadvantaged categories listed in the Justice40 definition. As shown in **Table 6**, the estimated annual ridership of these Project RTDs totals nearly 6.2 million unlinked passenger trips.

Table 6 | Estimated Annual Ridership of Project RTDs

Project RTD	Estimated Annual Ridership (2019 Unlinked Passenger Trips)
Alamo Area Council of Governments	130,793
Ark-Tex Council of Governments	168,083
Brazos Transit District	438,979
Capital Area Rural Transportation System	179,114
Central Texas Rural Transit District	109,697
City of Cleburne	37,263
City of Del Rio Transportation	41,582
City of South Padre Island	447,372
Colorado Valley Transit District	99,491
Community Services, Inc.	61,292
Concho Valley Transit District	299,791
County of El Paso	443,895
East Texas Council of Governments	104,409
Fort Bend County Rural Transit District	407,714
Golden Crescent Regional Planning Commission	300,709
The Gulf Coast Center	250,041
Heart of Texas Council of Governments	30,172
Hill Country Transit District	502,048
Kleberg County Human Services	54,212
Lower Rio Grande Valley Development Council	819,209
McLennan County	53,143
Panhandle Community Services, Inc.	309,950
Rolling Plains Management Corporation/SHARP Lines	172,750
Rural Economic Assistance League, Inc.	287,897
Senior Center Resources and Public Transit, Inc.	68,604
South East Texas Regional Planning Commission	53,364
South Plains Community Action Association, Inc.	142,063
Southwest Area Regional Transit District	117,693
SPAN, Inc.	56,335
STAR Transit	227,542

Project RTD	Estimated Annual Ridership (2019 Unlinked Passenger Trips)
Texoma Area Paratransit System, Inc.	43,852
The Transit System, Inc.	19,356
Webb County Community Action Agency	68,557
West Texas Opportunities, Inc.	92,563
Total	**6,192,163**

Source: National Transit Database, 2019

During the development of TxDOT-sponsored Health and Human Services - Transit Coordinated Plans in RTDs across the state, the plan development teams engaged rural stakeholders and transit customers to identify deficiencies in service delivery. Discussions in that stakeholder engagement process regarding vulnerable populations, system reliability due to fleet age, and the long travel distances to reach jobs and services were a contributing factor in the development of the bus replacement portion of the Project.

An example of this level of engagement is demonstrated by the 2017 South Texas Five Year Coordinated Public Transit - Human Services Transportation Plan. This plan explicitly used three strategies to get substantive input on transportation needs and service gaps in the South Texas region:

- Stakeholder Interviews;
- Public Meetings; and
- Public, Stakeholder and Rider Surveys.[7]

These strategies were used to engage transit providers, community members, health and human service organizations, veteran organizations, community leaders and private businesses to assess unmet transportation needs particularly for individuals with disabilities, senior adults, individuals with low incomes, veterans, and children.

Methodology Used to Determine the Project Meets Justice40 Initiative

To establish whether the benefits of the Project meet or exceed the criteria of the Justice40 initiative, EJSCREEN data on low-income and minority populations was used to determine which individual category of rural disadvantaged population comprises the largest percentage of the total rural service area population in each RTD benefiting from the Project. This percentage was used to determine the minimum amount of known disadvantaged populations that would benefit from the proposed projects. By using the single largest disadvantaged group in each RTD to determine whether the Justice40 Initiative is met, this methodology avoids double-counting individuals who may fall into two or more of the disadvantaged categories.

The percentage of total RTD service area population comprised by the largest disadvantaged group was used to estimate what percentage of each RTD's rural transit

[7] https://stdc.cog.tx.us/wp-content/uploads/2017/07/Final-South-Texas-Five-Year-Coordinated-Public-Transit-Human-Service-Transportation-Plan330.pdf

riders fell into that same disadvantaged group. For example, if 30 percent of an RTD's total rural service area population is low income, it was assumed that 30 percent of the RTD's rural transit riders are also low income. It was also assumed that all rural transit riders in each RTD will receive the same amount of benefit per capita from the proposed projects, so the percentage that the largest disadvantaged group comprises of all rural transit riders was equated to the percentage of that RTD's benefit received. For example, if 30 percent of the rural transit riders in an RTD are estimated to be low income, then it is assumed that 30 percent of the project benefit in that RTD is received by those low-income transit riders.

In each RTD served by the Project, a total dollar value of benefits to be received by the disadvantaged portion of transit riders was calculated using the percentage of benefit determined based on the portion of rural transit riders they comprise. Once the benefit dollar value being received by disadvantaged transit riders in each RTD was calculated, these benefit dollar values were summed to determine a statewide dollar value for benefit being received by disadvantaged transit riders. This dollar value was then divided by the total benefit dollar value attributed to the entire collection of projects across the state to determine whether at least 40 percent of Project benefits will be received by disadvantaged populations.

Identifying the Geographic Distribution of Project Benefit Dollar Values

A four-pronged approach was used to determine the geographic distribution of project benefit dollar values. The process evaluated the various components of the Project to determine which RTDs will receive a calculated benefit value and how much each will receive. Benefits were evaluated in the benefit/cost analysis (BCA) provided in **Attachment B**. Each RTD was evaluated for seven identified benefits, detailed below with an explanation of the distribution method.

Benefit 1 - Annual ridership increases due specifically to facilities that improve access to transit, rider amenities, and inter-agency coordination:

- This benefit was only attributed to the Component 2b - REAL Multimodal Transit Facility based on BCA calculations.

Benefit 2 - New facilities and SGR vehicle replacement preserve the ability to provide services to accommodate 80 percent of population-induced ridership increase (the other 20 percent needs additional fleet);

- For each of the four RTDs receiving facility construction/upgrades, the BCA calculated the benefit dollar value individually and values were distributed to their respective RTDs.
- For the remaining 34 RTDs receiving vehicles, including the ones which received facility construction/upgrades, the average Vehicle Revenue Miles (VRM) for each RTD was calculated by multiplying the Five-Year Average for VRM across all RTDs with the Revenue Fleet number for each RTD. The sum of this equation across all RTDs was used to find the proportion of benefit dollar value each RTD will receive.

Benefits 3 & 4 - Serve existing foregone trip demand with a more reliable fleet | Reduced maintenance expense per mile:

- Both benefits 3 and 4 divide the total BCA benefit dollar value by the total number of vehicles to be replaced (194) to get a per-vehicle unit measurement of benefit dollar value. This benefit per vehicle value was then multiplied by the planned vehicle allocation by RTD.

Benefit 5 - Reduced Emissions:

- Emissions reductions were calculated in two ways in the BCA. First, the 194 new vehicles replacing existing fleet were assigned a total cost savings benefit due to improved emissions ratings as compared to the aging fleet. This total was divided by the total number of vehicles to be replaced (194) to obtain a per-vehicle unit measurement. The per-vehicle unit measurement was then multiplied by the number of vehicles to be replaced for each RTD.
- In addition to the value distributed above, the 13 RTDs interested in the EV pilot program results in a total cost savings for each of the 25 electric vehicles. EV benefit total was distributed evenly among the 13 interested RTDs because the final locations for the pilot program have yet to be determined.

Benefit 6 - Safety Benefits of Transit Trips over Automobile Trips:

- The average VRM for each RTD was calculated by multiplying the Five-Year Average for VRM across all RTDs with the Revenue Fleet number for each RTD. The sum of this equation across all RTDs was then used to find the proportion of benefit dollar value each RTD will receive.

Benefit 7 - Residual Value of Assets:

- The proportion of benefit dollar value for each of the four RTDs receiving facility construction/upgrades was calculated individually and were distributed to their respective RTDs.

When dollar value of each benefit was distributed to the RTDs, each of the benefit dollar value distributions were then summed at the RTD level to determine a total benefit dollar value per RTD.

Project Budget

Table 7 provides details on the cost, committed and expected funding, federal funding overview, project budget, and Section 5339 funding request. In managing this project, TxDOT uses a procurement standard with the latest provisions of Buy America as listed - in 23 CFR 635.410.

Table 7 | Total Project Cost and Funding Sources

Vehicle Replacement/ EV Pilot	Total Cost	Other Federal Funds	State Funds	Section 5339 Grant
1a—Vehicle Replacement	$15,392,758[1]	$10,000,000	$0	$5,392,758
1b—EV Pilot Program	$6,050,000	$0	$1,210,000	$4,840,000
Subtotal	**$21,442,758**	**$10,000,000**	**$1,210,000**	**$10,232,758**
Transit Facilities	**Total Cost**	**Other Federal Funds**	**State Funds**	**Section 5339 Grant**
2a—CVTD Maintenance Facility	$4,500,000	$0	$900,000	$3,600,000
2b—REAL Multimodal Transit Facility	$5,000,000	$0	$1,000,000	$4,000,000
2c—TAPS Operations and Administration Center	$3,000,000	$0	$600,000	$2,400,000
2d—BTD Maintenance Facility	$3,700,000	$0	$740,000	$2,960,000
Subtotal	**$16,200,000**	**$0**	**$3,240,000**	**$12,960,000**
Project Total	**$37,642,758**	**$10,000,000**	**$4,450,000**	**$23,192,758**

[1] The total cost of 1a-Vehicle Replacement component will be matched at 20 percent with Transportation Development Credits amounting to $3,848,189.50.

Matching Funds Information

The remaining $14,450,000 matching funds will come from States Funds and Surface Transportation Program FLEX. State funds totaling $4.45 million, and Transportation Development Credits (TDCs) are provided as local match for the Project. TDCs are a federal transportation funding tool used to meet federal funding matching requirements. State credits are accrued when capital investments are made in federally-approved tolled facilities including toll roads and bridges.[8] TDCs are permitted by this grant program to constitute the non-federal share of a project's cost. The Vehicle Replacement component of the Section 5339 funding request is $5,392,758 and the total Vehicle Replacement component cost is matched at 20 percent by TDCs. The Section 5339 funding request for the EV Pilot Program and all transit facilities Project components are matched at 20 percent by State funds.

The Texas Transportation Commission has committed TDCs in the amount of $15,000,000 each fiscal year to match FTA funds for capital projects.[9] The required amount of $3,848,190 will be dedicated to match the awarded funds.

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8 Transportation Development Credits, https://www.txdot.gov/government/programs/local-financing/transportation-development-credits.html.

9 TxDOT 2022 Unified Transportation Program, https://ftp.txdot.gov/pub/txdot/tpp/utp/utp-2022.pdf.

Project Scalability

If necessary, the Project can be scaled by removing Component 1b—EV Pilot Program. This project reduction would result in a total project cost of $31,592,758. The minimum required funding is $18,352,758 supporting the vehicle replacement and development of critical transit facilities. The budget reflecting a scaled Project is shown in **Table 8**.

Table 8 | Scaled Project Budget

Vehicle Replacement/EV Pilot	Total Cost	Other Federal Funds	State Funds	Section 5339 Grant
1a—Vehicle Replacement	$15,392,758[1]	$10,000,000	$0	$5,392,758
Subtotal	**$15,392,758**	**$10,000,000**	**$0**	**$5,392,758**
Transit Facilities	**Total Cost**	**Other Federal Funds**	**State Funds**	**Section 5339 Grant**
2a—CVTD Maintenance Facility	$4,500,000	$0	$900,000	$3,600,000
2b—REAL Multimodal Transit Facility	$5,000,000	$0	$1,000,000	$4,000,000
2c—TAPS Operations and Administration Center	$3,000,000	$0	$600,000	$2,400,000
2d—BTD Maintenance Facility	$3,700,000	$0	$740,000	$2,960,000
Subtotal	**$16,200,000**	**$0**	**$3,240,000**	**$12,960,000**
Project Total	**$31,592,758**	**$10,000,000**	**$3,240,000**	**$18,352,758**

[1] The total cost of 1a-Vehicle Replacement component will be matched at 20 percent with Transportation Development Credits amounting to $3,848,189.50.

Project Timeline

Following the execution of the Section 5339 agreement between TxDOT and the FTA, TxDOT will initiate grant agreements with subrecipients. The timeline of each development step for each component is shown in **Table 9.**

Table 9 | Timeline for Project Components

	Timeline Description	Timeline Duration
Component 1a—Vehicle Replacement	Execute Grant Agreement with Subrecipients	4 months
	Purchase Agreement	6 months
	Procurement	8 months
Component 1b—EV Pilot Program	Select RTDs	2 months
	Execute Grant Agreement with Subrecipients	4 months
	Purchase Agreement	6 months
	Procurement	8 months
	Installation	2 months

	Timeline Description	Timeline Duration
Component 2a—CVTD Maintenance Facility	Execute Grant Agreement with Subrecipients	4 months
	Procurement	8 months
	Construction	33 months
Component 2b—REAL Multimodal Transit Facility	Execute Grant Agreement with Subrecipients	4 months
	Procurement	8 months
	Construction	33 months
Component 2c—TAPS Operations and Administration Center	Execute Grant Agreement with Subrecipients	4 months
	Design	8 months
	Procurement	8 months
	Construction	30 months
Component 2d—BTD Maintenance Facility	Execute Grant Agreement with Subrecipients	4 months
	Procurement	8 months
	Construction	33 months

Congressional Districts

The Project provides rural transit investments in 26 of the 36 Texas Congressional Districts. The Texas Congressional Districts outside of the Project limits include Districts 2, 3, 7, 18, 20, 24, 29, 30, 32, and 33.

2. Evaluation Criteria

Demonstration of Need

Unmet Capital Investment Need

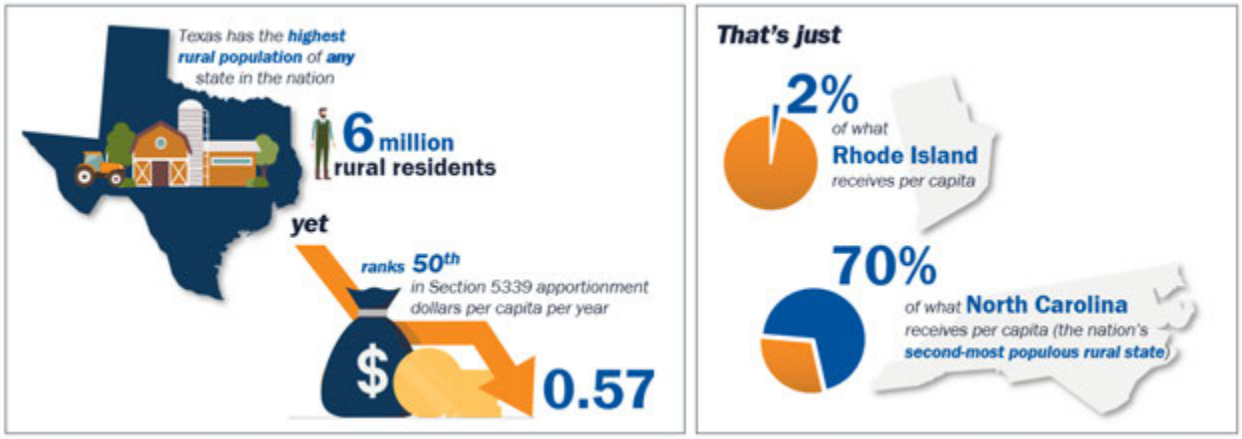
The Project addresses unmet needs for capital investments in rural transit in Texas where additional funding is necessary to replace aging vehicle fleets and facilities that have exceeded their functional service life. The condition of these assets impacts the ability of RTDs in Texas to operate systems efficiently, maintain an SGR, and meet the growing demand for service. 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.

The fleet replacement project will replace a total of 194 vehicles, a majority of which (53 percent) have been in service for six to 10 years and nearly 30 percent are between 11 and 15+ years old. Provided as **Attachment** is a database of documents: information on the age, mileage, condition, and performance of each of the 194 bus assets replaced as part of this grant funding request. TxDOT considers and adheres to the spare ratio requirements of circular FTA C 5010.1E.

The condition of existing transit facilities is summarized below and underscores a need for capital investments that will enable RTDs to perform preventative maintenance more frequently and cost effectively. The new facilities also provide opportunities to collocate administrative and transportation functions to improve operational efficiencies and service delivery:

- **Component 2a—CVTD Maintenance Facility:** CVTD serves 12 counties in central and western Texas. Covering this expansive geographic area leads to accelerated vehicle wear and tear. Without its own in-house maintenance facility, CVTD contracts with car dealerships and local shops to perform preventative maintenance and repairs. The reliance on multiple vendors makes it difficult to stabilize costs, maintain standards of quality and compliance, and move vehicles efficiently due to different site locations.
- **Component 2b—REAL Multimodal Transit Facility:** REAL's existing facility in Alice, TX was constructed in 1994 and is rated in fair condition. The operations and bus storage areas has insufficient parking and maneuvering for buses, employees, and visitors. The passenger waiting area of the first floor is used as a conference room and a break room for drivers. Vehicle storage is challenging as vehicles cannot circulate properly and must be parked in their order of use throughout the day. These constraints are impacting the ability of REAL to maintain its vehicle fleet, which has doubled from 2009 to 2019–a period when REAL has expanded its service area as neighboring RTDs ceased rural transit services.
- **Component 2c—TAPS Operations and Administration Center:** TAPS currently leases space to house its administrative and dispatch/call center functions, which constrains its ability to scale its operations to meet current and future needs. A new building constructed on an existing maintenance site owned by TAPS is needed to consolidate all of the RTD's operations and improve efficiencies in serving rural paratransit users that depend on TAPS for curb-to-curb service.
- **Component 2d—BTD Maintenance Facility:** BTD's existing facility in Livingston, TX was built in 1978 and functioned as a car dealership until it was purchased by the RTD in 2000. The facility is in critical need of repairs and a major rehabilitation is required to bring it to an SGR. Less than a third of BTD's fleet vehicles are housed at the facility due to deteriorating building conditions, which has rendered four of six maintenance bays inaccessible and unsafe for employees. The reduced capacity of the building has created a vehicle maintenance backlog.

For a state as large as Texas, federal funding for rural transit lags behind other states on a per capita basis. The Fixing America's Surface Transportation (FAST) Act federal authorization bill provides funding via the FTA Bus and Bus Facilities Formula Program, Section 5339. For rural areas, formula funding is a fixed $3.5 million annually per state. In 2010, Texas had the highest rural population of any state in the nation—over 6 million people—yet ranked 50th in Section 5339 apportionment dollars per capita per year for rural bus replacement and facility improvements. Texas receives $0.57 per capita, 2 percent of what Rhode Island receives per capita (the leading state in rural transit funding per capita) and just 70 percent of what North Carolina (the nation's second-most populous rural state) receives per capita for asset replacements. A Section 5339 grant award will help RTDs in Texas replace aged vehicles and construct four vital facilities.



Without the requested Section 5339 funding, by 2024 approximately 13 percent of Texas' rural fleet will exceed FTA recommended useful life standards. Construction of the four facility projects will stretch for years into the future, further delaying other critically needed investments such as passenger facilities and technology needs.

TxDOT requests a Section 5339 grant for $23,192,758 to continue to move the state's rural transit providers toward a higher SGR and improve services for rural populations. The funds to replace 194 transit vehicles in Texas' RTDs, construct four new transit facilities, and implement an EV pilot program will improve access in growing rural areas with transit-dependent populations that include relatively older and lower-income people. RTDs partner with rural area employers to provide transit-dependent populations with lower cost, reliable access to employment, healthcare, education, and other essential services. Furthermore, across the state, rural transit assets are an integral part of local and regional emergency response plans in the event of natural disasters. Many RTDs are under contract to provide Non-emergency Medicaid Medical Transportation (NMMT) services, particularly in areas of the state where private sector providers and transportation network companies are limited or not available, which is a significant issue that this Project is uniquely positioned to address.

Safety Need

Investing in this Project will enhance the safety of the transit system through the following measures:

- Reducing the rural area crash rate by serving additional transit trips, resulting in **$260,000** in safety cost savings throughout the Project's lifecycle.[10]
- Replacing older fleet vehicles reaching end of life that are less reliable and could break down and expose passengers to unsafe conditions.
- Providing facilities that allow RTD operators to properly maintain vehicles in good operating condition, providing a safer and more reliable rider experience.

[10] See attached Rural Transit Asset Replacement & Modernization Project Benefit Cost documentation.

- Facilitating emergency response and recovery, particularly for the coastal regions where the RTD systems are an integral part of local and regional emergency response efforts during hurricanes and major storm events.

Promoting safety is an overarching goal of TxDOT and the Project. The fleet replacement and new maintenance facilities will enable RTDs to keep assets in an SGR and perform vehicle maintenance more effectively with in-house resources. SGR ensures that vehicle and facility conditions pose fewer safety risks to passengers, the traveling public, vehicle operators, and facility workers.

The replacement of the older vehicles provides an opportunity to put vehicles with advanced or upgraded safety technologies into service. Vehicles in the market today can be equipped with driver assistance systems such as blind-spot detection, forward collision warning and lane-keeping. Additional safety features could include monitoring systems (e.g., telematics and onboard cameras) and advancements to standard components such as braking, lighting, and reverse sensing systems.

Connectivity Need

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 25 Texas counties have zero primary care physicians, while an additional 24 counties have only one.[11] Most of these "medical desert" counties are over 1,000 square miles, though some are as large as 6,000 square miles. Seeing a specialist can mean traveling even farther, often to an urban area that can be over 100 miles away. The Project provides critical access to healthcare for some of the most disadvantaged communities in the state.

In addition to addressing accessibility across the state's most rural places, this Project will improve connectivity of bus systems in the Coastal Bend region in South Texas. The proposed REAL Multimodal Transit Facility in Alice, Texas is needed to close existing gaps among different route networks in the region and provide a centralized hub for rural transit users to access intercity bus service (ICB). Each day, over 20 intercity buses travel along the north-south corridor connecting San Antonio, the Rio Grande Valley, and the City of McAllen at the southern border. To access the ICB transfer point in the REAL service area, passengers are required to walk 20 minutes from the existing transit center in conditions that are both inconvenient and unsafe.

The REAL Multimodal Transit Facility will serve as a multimodal hub for ground transportation services, passenger amenities, operations, and administration. The facility will create an opportunity for multiple providers in South Texas to coordinate service, share costs, and enhance user mobility. As a key transfer hub for the Coastal Bend region, the facility will connect rural transit users seeking access to employment, educational and recreational opportunities throughout the nine-county service area and with the Corpus Christi and San Antonio metropolitan areas. REAL is in discussions with other transit

[11] Primary Care Physicians by County, Texas Department of State Health Services. Texas Health and Human Services, 2020. URL: https://dshs.texas.gov/chs/hprc/tables/2020/pc20.aspx

providers to bring intercity bus service to the facility, which could further expand connectivity for rural transit users throughout the region.

Demonstration of Benefits

Project Improves Condition and Reliability of the Rural Transit System

The Project will improve the condition and reliability of the transit system by:

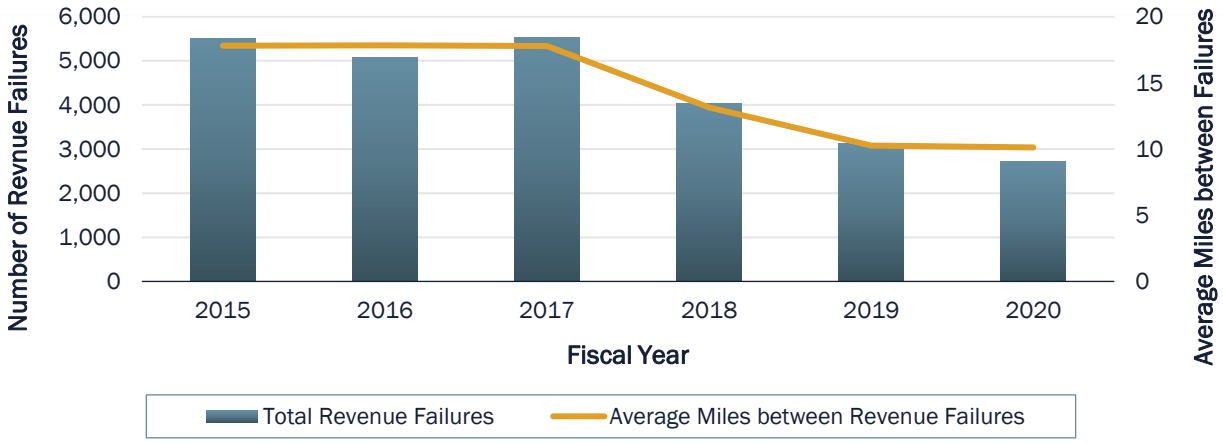
- Replacing older, unreliable vehicles with new transit vehicles, resulting in $3.7 million in maintenance cost savings throughout the Project's lifecycle.[12]
- Providing facilities that support in-house maintenance operations will allow RTDs to lower costs, increase quality, and apply agency policies and best practices for maintaining SGR—enabling RTDs to increase safety and manage risks.
- Providing facilities that will enable RTDs to perform mid-life rehabilitation and overhauls to meet the lifecycle needs of transit vehicle assets.

The statewide program to modernize the rural transit system reflects TxDOT's continuing focus on spending taxpayer resources responsibly by keeping assets well-maintained and in good working condition. A well-maintained system is the foundation for delivering safe, cost-effective, and quality transit services. Since the receipt of U.S. DOT TIGER funding in 2015, TxDOT has partnered with RTDs in a multi-year program to invest in SGR for rural transit systems. Since FY 2015, the Statewide Rural Facilities Modernization program has successfully applied FTA funds to construct nine transit facilities. The TIGER grant provided funding to replace 325 vehicles in FY 2015 and the FY 2019 Rural Transit Asset Replacement Project (RTARP) provided for the replacement of 256 vehicles. The FY 2019 RTARP also provided funding to rehabilitate one maintenance facility and advance six additional facilities to construction readiness. The FY2020 Rural Transit Facility Development Project (RTFDP) requested funding to construct three of the facilities advanced to construction readiness using the FY 2019 funds.

Figure 4 shows the number of total revenue failures from FY 2015 to FY 2020. Revenue failure is defined as a vehicle breakdown that prevents it from completing scheduled revenue service. Between FY 2015 and FY 2017, total revenue failures averaged 5,366 incidents a year before declining in FY 2018 through FY 2020. The average miles between failures also declined starting in FY 2018. The data points suggest that the transit facility and fleet replacement projects are contributing to the declining number and rate of vehicle failures.

[12] See attached Rural Transit Asset Replacement & Modernization Project Benefit Cost documentation.

Figure 4 | Total Revenue Failures (FY2015 – FY2020)



Source: TxDOT (FY 2015 to FY 2020). Texas Transit Statistics.

Project Improves Accessibility and Mobility of Rural Texans

The Project will enhance access and mobility by:

- Improving service reliability by reducing the frequency of breakdowns or other service interruptions through improved, in-house preventative maintenance.
- Providing opportunities for Texas RTDs to reinvest cost savings into operations to expand mobility options as population growth in rural areas increases demand for service, especially among seniors, persons with disabilities, and other transit-dependent populations.

Investments in rural transit fleets and facilities directly improve long-term efficiency and reliability of service and reduce costs. The new facilities proposed as part of this Project cost less to operate, with some replacing leased facilities with owned facilities, resulting in long-term savings. Texas RTDs will reinvest these cost savings back into their operations to provide more trips for the public and disadvantaged populations as demand for service increases in concert with population growth. **Table 10** presents a summary of the forecasted growth for RTD areas; population is expected to grow by 62 percent between 2020 and 2050.[13] [14]

[13] Estimated Impacts of the 2010 Census on the Texas Transit Funding Formula. Report No. FHWA/TX-10/0-6199-1. Prepared by the Texas Transportation Institute and the Institute for Demographic and Socioeconomic Research at the University of San Antonio. Report Date: April 2010. Published: September 2010.

[14] This analysis assumes that over the next 30 years, the RTD's rural population will increase at the same rate it has grown over the 2000 – 2010 period. The compound annual growth rates (CAGR) are used to frame future transit trip demand.

Table 10 | Rural Transit District (RTD) Population Projections

Agency	2020 Population	2030 Population	2040 Population	2050 Population	CAGR 2020 2050
Concho Valley Transit District	60,650	62,836	65,100	67,446	0.4%
Rural Economic Assistance League, Inc.	107,379	113,022	118,962	125,215	0.5%
Texoma Area Paratransit System, Inc.	254,911	287,309	323,824	364,979	1.2%
Brazos Transit District	1,080,526	1,257,208	1,462,779	1,701,963	1.5%
Total All RTDs	**7,946,115**	**9,330,725**	**10,956,603**	**12,865,791**	**1.6%**

Source: Cambridge Systematics, Inc.

Planning and Local/Regional Prioritization

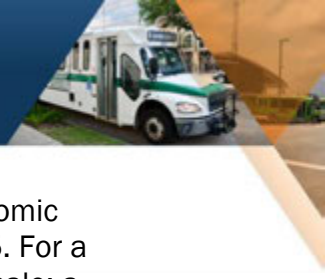
Project Supports State and Local Government Priorities

The facility and fleet replacement components as part of this Project are aligned with the goals and objectives established as part of the TxDOT-led, group-sponsored Transit Asset Management (TAM) plan covering the state's rural transit providers.[15] The group TAM plan ensures that asset management planning and outcomes comply with FTA requirements and regulations. The plan coordinates statewide policies for SGR across the 36 RTDs and includes performance goals for tracking progress towards SGR targets. The group TAM plan inventories transit assets and reports on the condition of facilities and fleet vehicles. The following identifies the useful life benchmarks in the plan for identifying fleet vehicles that need replacement or rehabilitation:

- Heavy Duty Large Bus (35' to 40'): 14 years or 600,000 miles
- Heavy Duty Small Bus (30' to 35'): 12 years or 420,000 miles
- Medium-Duty and Purpose-Build Bus (25' to 35'): 9 years or 260,000 miles
- Light-Duty Small Bus and Cutaways (20' to 25'): 7 years or 210,000 miles
- Light-Duty Van, Modified Van, Automobiles (16' to 20'): 6 years or 150,000 miles.

Based on the benchmarks, the group TAM plan has an SGR goal of 85 percent for rolling stock assets operating within its useful life. To meet the SGR goal of 85 percent, the plan identified a need to replace 70 vehicles per year for the planning period from FY 2019 to FY 2023. The fleet replacement project, part of this funding application, would provide funding to replace 194 vehicles, 53 percent of which have been in service for 6 to 10 years and nearly 30 percent are between 11 and 15+ years old.

[15] TxDOT (2018). Group Sponsored Transit Asset Management Plan. Retrieved from: https://ftp.dot.state.tx.us/pub/txdot-info/ptn/tam-plan.pdf.



The benchmarks for assessing SGR for transit facilities utilize the FTA Transit Economic Requirements Model (TERM) Scale that rates facility conditions on a scale of 1 to 5. For a facility to be in an SGR, the facility needs to be rated 3.0 or greater on the TERM Scale; a rating of 2.0 or less determines that the facility has reached the end of its useful life and is a candidate for replacement. The transit facility improvements will construct four new facilities to replace or augment existing facilities. These facilities are reaching the end of useful life or have poor conditions that do not meet the operations and maintenance requirements of the RTDs. The new facilities will be constructed to current building standards and, over the long run, the facilities will be more cost-effective to operate. Fleet maintenance can be performed more safely and efficiently with expanded work areas, vehicle storage, and improved on-site circulation. The efficiencies afforded by the new facilities contribute to further reductions in operations and maintenance costs, which can be reinvested into SGR programs or applied to increasing revenue operations. These benefits, in turn, contribute to a higher quality of service and availability that are factors for promoting transit usage in RTD areas.

Project is Consistent with Transit Priorities in Local Human Services Public Transportation Coordinated Plans

Collaboration between TxDOT and the 36 RTDs throughout the state has been ongoing for many years. Since 2006, the Public Transportation Division at TxDOT has worked closely with transit providers and other key stakeholders on increasing the efficiency and effectiveness of rural transit services through the development of regionally coordinated transportation plans. In 2016 the RTDs prepared updates to their plans for the 2017 – 2021 timeframe. In these collaborative efforts, TxDOT works with the RTDs to identify aspects of the network most in need of replacement and modernization to ensure overall system continuity and resiliency. In seeking capital funding for fleet and facility replacements, this Project is consistent with achieving an SGR as a goal that cross-cuts the regional coordination plans. By replacing aging assets the RTDs can increase operational performance and reinvest cost savings, thereby improving service availability and quality. These benefits, support regional priorities to improve transit service delivery to the public and transit-dependent users such as low-income households, seniors, veterans, families with young children, and other vulnerable populations.

The RTDs collectively operate millions of trips each year as they partner with each other, health and human service agencies, workforce agencies, government entities, intercity bus operators, employers, educational institutions, and TxDOT. Through this collaboration and TxDOT's commitment to rural transit mobility and accessibility, a broad range of partners and stakeholders have offered their support for the continuation of the rural transit investment program and this Project in particular.

Community support of the Project is evidenced by letters of support received from critical health and human service organizations throughout the state. Support ranges from community health centers in East and South Texas to public entities, including U.S. Senator John Cornyn and regional entities such as the Texoma Council of Governments.

Letters of Support Received

- U.S. Senator John Cornyn
- East Texas Community Health Services, Inc.
- Impact Lufkin
- South Coastal Area Health Education Center
- Workforce Solutions of the Coastal Bend
- Texoma Council of Governments

Local Financial Commitment

The Rural Transit Asset Replacement & Modernization Project replaces fleet vehicles and constructs four new facilities at a total estimated cost of $37,642,758, including:

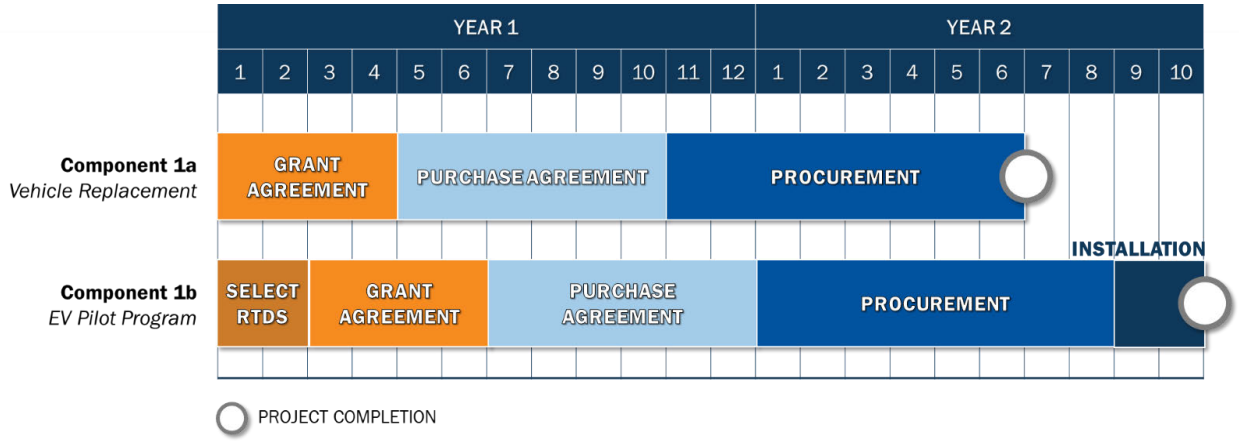
- $15,392,758 for Component 1a: replacement of 194 fleet units;
- $6,050,000 for Component 1b: 25 electric vehicles, 15 DC fast chargers, and training and support as part of the EV pilot program; and
- $16,200,000 for Component 2: CVTD, REAL, TAPS, and BTD facility projects.

TxDOT is requesting $23,192,758 in FY2021 Section 5339 grant funds for the Project (estimates in year of expenditure dollars). The remaining $14,450,000 will come from Surface Transportation Program FLEX and State Funds. The Vehicle Replacement component of the Section 5339 funding request is $5,392,758 and will be matched by TDCs. The Section 5339 funding request for all other Project components is matched at 20 percent by the State Funds.

Project Implementation Strategy

Following the execution of the Section 5339 funding agreement between TxDOT and the FTA, grant funds will be obligated within 12 months from the time of award. The Component 1 vehicle replacement and EV pilot program timeline are shown in **Figure 5.** The Component 2 facility construction timeline is shown in **Figure 6.** The project timeline for both components will be complete within five years from funding obligation.

Figure 5 | Timeline for Component 1

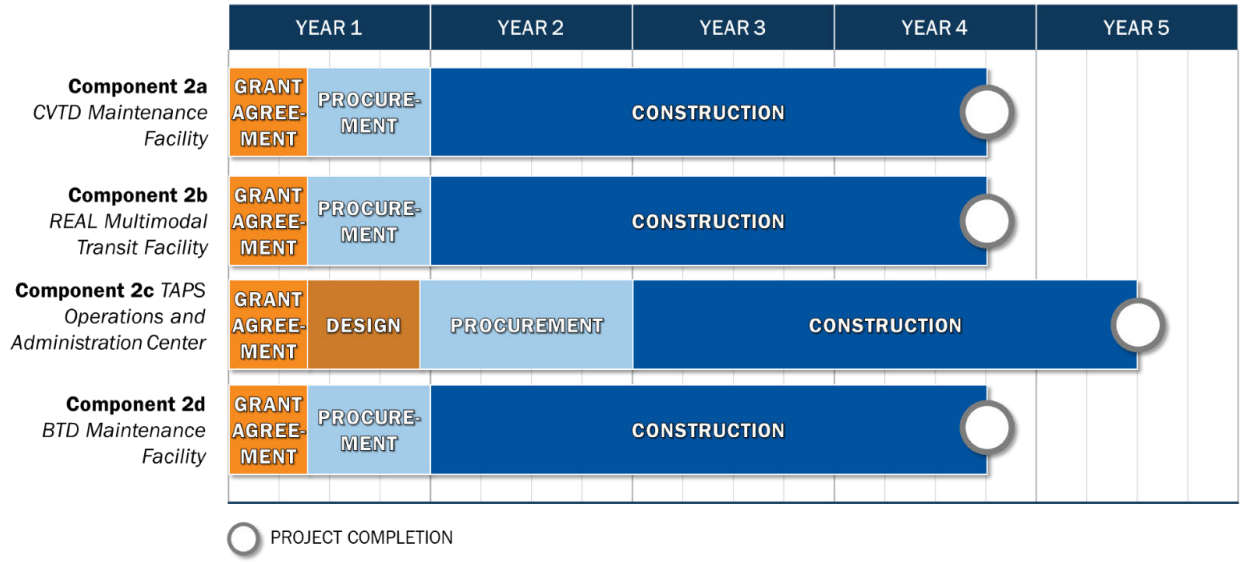


TxDOT reviewed the vehicle components to identify potential risks to delivering the Project within the determined project timeline.

- **Component 1a**—Vehicle Replacement is ready for implementation as soon as funds are awarded. TxDOT and RTDs have existing processes and practices to facilitate distribution of funds and procurement of vehicles. TxDOT determined that there are no significant risks to successful implementation of this component on time as planned.
- **Component 1b**—EV Pilot Program is ready for implementation as soon as funds are awarded. TxDOT and RTDs have existing processes and practices to facilitate distribution of funds and procurement of vehicles. TxDOT determined that there are no significant risks to successful implementation of this component on time as planned.

All vehicle procurements will be monitored by TxDOT as part of the normal compliance program for FTA grants, as described in the Certifications and Assurances executed annually by TxDOT, and as described in the Texas State Management Plan. All RTDs have experience in procuring vehicles.

Figure 6 | Timeline for Component 2



TxDOT reviewed each of the four facility components to identify potential risks to delivering the Project within the determined project timeline.

- TxDOT found **Component 2a—CVTD Maintenance Facility** to have minimal risk because it has completed environmental review, acquisition, and a site survey.
- TxDOT found **Component 2b—REAL Multimodal Transit Facility** to have minimal risk because it has completed environmental review, acquisition, a site survey, and final design.
- TxDOT found **Component 2c—TAPS Operations and Administration Center** to have minimal risk. Initial design for the building had NEPA clearance, but because the building layout has since been modified, TAPS will need to revisit an approved Categorical Exclusion (CE) after finalizing the new design plans. However, the proposed structure is smaller, and TAPS owns the site and has already done site design once so is familiar with any site issues.
- TxDOT found **Component 2d—BTD Maintenance Facility** to have minimal risk because it has completed acquisition and a site survey. There was little or no environmental concerns on the property based upon the Phase I Environmental Site assessment.

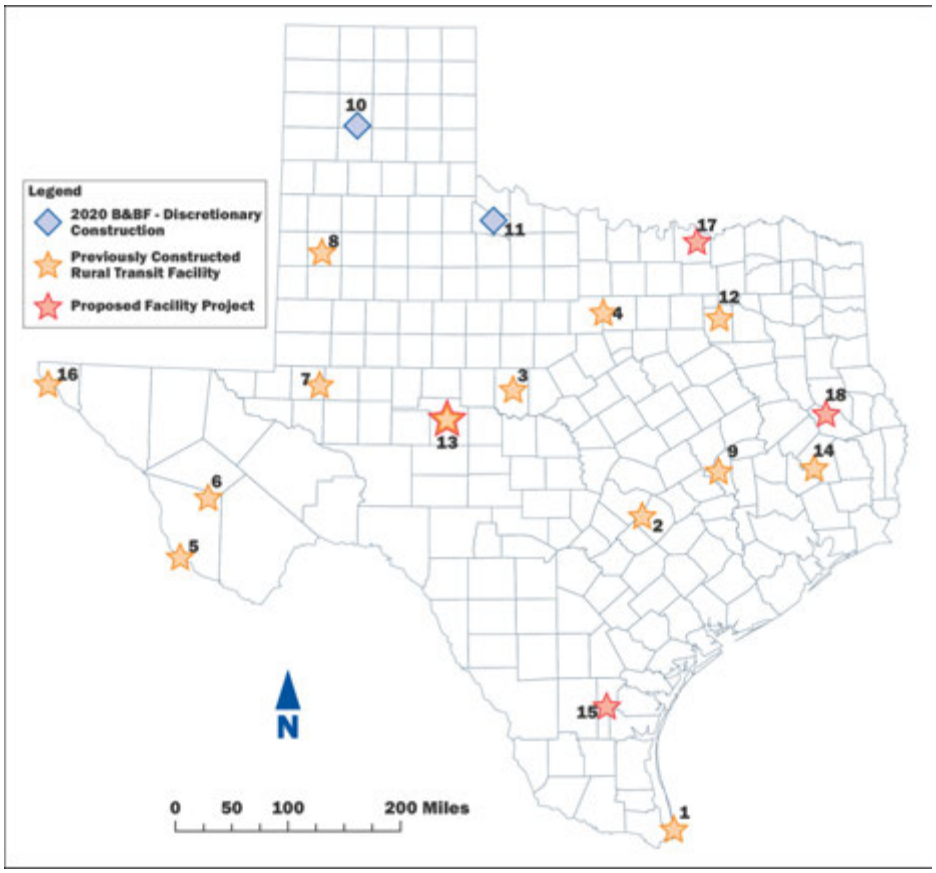
For the facility components, TxDOT will adhere to NEPA and complete all necessary documentation. Environmental documentation completed to date is available upon request.

- **Component 2a—CVTD Maintenance Facility** has completed the environmental process and was determined to be a CE in April 2020. All required state and local approvals as well as associated public engagement have been completed.
- **Component 2b—REAL Multimodal Transit Facility** has completed the environmental process and was determined to be a CE in April 2021. All required state and local approvals as well as associated public engagement have been completed.
- **Component 2c—TAPS Operations and Administration Center** has previously gone through the NEPA process and was determined to be a CE; however, it will revisit an approved CE following updates to the building layout. All required state and local approvals as well as associated public engagement will be completed in advance of project clearance.
- **Component 2d—BTD Maintenance Facility** recently completed the environmental process and received CE approval in July 2021. All required state and local approvals as well as associated public engagement will be completed in advance of project clearance.

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 facilities (see **Figure 7**). Since 2015, TxDOT has funded the replacement of over 800 fleet vehicles and planned, designed, and constructed nine 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. 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.

Figure 7 | Statewide Rural Facilities Modernization Program



TxDOT is the lead project party and directs project implementation through to completion. TxDOT is a strong supporter of all project components, both financially and institutionally, because it is familiar with the critical need for the facilities and vehicles. TxDOT will mitigate risk by continuing to be a financial partner in each component, as needed, should any unforeseen conditions arise above the Section 5339 funding dedicated to the project.

TxDOT has been awarded and successfully managed many grants within the past decade. TxDOT is familiar with and has complied with U.S. DOT's processes for grant awards and implementation. A listing of recent Federal awards is shown in **Table 11**.

Table 11 | TxDOT Federal Grant Awards

Year	Grant	Project	Amount Awarded
2010	TIGER	Tower 55	$34.0 million
2015	TIGER	Texas Rural Transit Asset Replacement Project	$20.8 million
2016	ATCMTD Grant	ConnectSmart: Connecting TSMO and Active Demand Management	$8.9 million
2017	FASTLANE	SORR Rehabilitation and Presidio Rail Bridge Reconstruction	$7.0 million
2017	ATCMTD Grant	The Texas Connected Freight Corridors Project	$6.1 million
2018	Bus & Bus Facilities	Rural Transit Vehicle Replacement Project	$7.0 million
2018	BUILD	Glascock County Improvement	$25.0 million
2018	BUILD	Winkler County Improvement	$25.0 million
2018	INFRA	I-35 North Tarrant Express "Accelerated Elements" Project	$65.0 million
2018	ATCMTD Grant	I-10 Corridor Coalition Truck Parking Availability System (I-10 Corridor Coalition TPAS)	$6.9 million
2019	Bus & Bus Facilities	Rural Transit Asset Replacement Project	$13.8 million
2020	Bus & Bus Facilities	Rural Transit Facility Development Project	$10.2 million
2020	BUILD	Interstate 20 Energy Sector Safety Project	$25.0 million
2021	INFRA	I-35 Red River Project	$50.0 million

Source: TxDOT, November 2021.

Attachment 2

Texas Department of Transportation

RURAL TRANSIT ASSET REPLACEMENT & MODERNIZATION PROJECT

FTA BUS AND BUS FACILITIES GRANT

November 2021

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Attachment B: Benefit-Cost Analysis

Executive Summary

The **Rural Transit Asset Replacement & Modernization Project** brings critically needed rural transit facilities and fleet in Rural Transit Districts (RTDs) throughout Texas to a state of good repair (SGR). The Project is part of an ongoing program by TxDOT to ensure transit accessibility in rural areas, and includes the replacement of 194 transit vehicles, construction of four new transit facilities, and an electric vehicle (EV) pilot program to integrate zero emission fleet and charging station infrastructure into existing rural transit vehicle fleets.

Project Feasibility

- Benefit Cost Ratio of 1.4
- Net Present Value of nearly $11.2 million

This benefit-cost analysis (BCA) was conducted for the **Rural Transit Asset Replacement & Modernization Project** for submission to the U.S. Department of Transportation (USDOT) as a requirement of a prior discretionary grant application for the FY 2021 RAISE program. The analysis was conducted in accordance with the benefit-cost methodology as outlined by USDOT in the Benefit-Cost Analysis Guidance for Discretionary Grant Programs, released in February 2021. The period of analysis corresponds to 21 years and includes one-year construction period and 20-years analysis period after the completion of construction during which the full benefits of the Project begin in 2023 (assumed).This technical memorandum documents the seven quantified benefits of the **Texas Rural Transit Asset Replacement and Modernization Project** which have been repurposed for inclusion in the Buses and Bus Facilities Program (49 U.S.C. 5339) grant application.

Table ES2 presents a summary of the benefits and costs of the proposed improvements. The project is estimated to generate a discounted benefit-cost ratio of 1.4 and a net present value of $11,238,901.

Table ES1 Summary of Project Benefits

Status and Problem	Change to Baseline	Types of Impacts	Affected Population	Benefit
Component 1: Transit Vehicles				
Rural transit districts fall further behind the state of good repair (**SGR**) of transit vehicles each year due to inadequate funding and therefore struggle	Replace 194 transit vehicles past Federal Transit Administration (FTA) minimum service life Pilot 25 electric transit vehicles	Reduce transit vehicle maintenance expenses per mile, bring rural fleet into better **SGR**, improve passenger safety, and comfort, and reduce transit vehicle emissions.	Rural transit district staff, drivers, existing bus riders, and future bus riders. Rural transit dependent populations tend to be older and	**Benefit 2.** New facilities and **SGR** vehicle replacement preserve ability to provide services to accommodate 80% of population increase (other 20% requires funding outside of the grant funding request).

Status and Problem	Change to Baseline	Types of Impacts	Affected Population	Benefit
to continue to			have lower	**Benefit 3**. Serve existing foregone trip demand with more reliable fleet. **Benefit 4**. Reduced maintenance expense per mile of transit vehicles. **Benefit 5**. Reduced **emissions**. **Benefit 6.** Improved **safety** (reduced crash costs) - transit versus private auto.
Component 2: Transit Facilities				
Rural transit districts struggle to maintain and operate effective services, train staff, and help passengers safely transfer because of non-existent, outdated, or inadequate rural multimodal transit facilities.	Construct one rural multimodal passenger and operations facility, two maintenance facilities and one administrative/operations facility.	Attract and service increased transit ridership, reduce transit fleet operating costs, update technological capabilities, construct adequate training space for transit district staff, provide safer passenger transfers, and enable multi-agency transfer locations for coordinated services.	Rural transit district staff, rural residents, existing bus riders, and future bus riders. Rural transit dependent populations tend to be older and have lower incomes and are more likely to be veterans.	**Benefit 1**. Annual ridership increases due to facilities that improve access to transit, rider amenities, and inter-agency coordination improving **equity** and **accessibility to rural transit services**. **Benefit 2**. New facilities and **SGR of** vehicle fleet preserve ability to provide services to accommodate 80% of population increase (other 20% requires funding outside of the grant funding request). **Benefit 7.** Residual value of facilities after 20 years.

Table ES2 Summary of Project Benefits and Costs

Project Costs Nominal Dollars	Project Costs Discounted 2019 Dollars	Project Benefits Nominal Dollars	Project Benefits Discounted 7% 2019 Dollars	Discounted Benefit Cost Ratio
Transit Facilities: • Concho Valley Transit District $4,500,000 (transit maintenance facility) • Rural Economic Assistance League, Inc. $5,000,000 (multimodal transit passenger and operations facility) • Texoma Area Paratransit System, Inc. $3,000,000 (operations & administration facility)	**Transit Facilities:** **$13,224,490** **Cleaner Transit Vehicles:** **$12,565,517** **Electric Transit Vehicles Pilot** **$4,938,776** **Total Costs:** **$30,728,783**	**Benefit 1.** Annual ridership increases due specifically to facilities that improve access to transit, rider amenities, and inter-agency coordination improving equity and accessibility. **$5,644,648** **Benefit 2.** New facilities and SGR vehicle replacement preserve ability to provide services to accommodate 80% of population increase (other 20% requires funding	**Benefit 1.** **$1,916,647** **Benefit 2.** **$33,838,350** **Benefit 3.** **$488,055** **Benefit 4.** **$3,656,524** **Benefit 5.** **$99,887**	**Discounted Benefit=** **$41,967,684** **Discounted Costs=** **$30,728,783** **BC Ratio =** **1.4** **Net Present Value =** **$11,238,901**

Project Costs Nominal Dollars	Project Costs Discounted 2019 Dollars	Project Benefits Nominal Dollars	Project Benefits Discounted 7% 2019 Dollars	Discounted Benefit Cost Ratio
• Brazos Transit District $3,700,000 (transit maintenance facility) **Sub-Total Facilities $16,200,000** **Cleaner Transit Vehicles:** • Fleet Replacement **$15,392,758** **Electric Transit Vehicles Pilot:** • 25 Vehicles @ 210k each $5,250,000 • 15 fast chargers @ $30k each $450,000 • Training & Support $350,000 **Subtotal EV Pilot** $6,050,000 **Total Costs:** **$37,642,758**		outside of the grant funding request). **$70,675,611** **Benefit 3**. Serve existing foregone trip demand with more reliable fleet. **$851,258** **Benefit 4**. Reduced maintenance expense per mile. **$5,632,205** **Benefit 5**. Reduced **emissions**. **$175,569** **Benefit 6.** Improved **safety** (reduced crash costs) - transit versus private auto. **$563,486** **Benefit 7.** Residual Asset Value. **$8,100,000** **Total Nominal Benefits:** $91,642,777	**Benefit 6.** **$259,551** **Benefit 7.** **$1,708,670** **Total Discounted Benefits:** $41,967,684	

Source: Cambridge Systematics, Inc.

1. Introduction

A benefit-cost analysis (BCA) was conducted for the **Rural Transit Asset Replacement & Modernization Project** for submission to the U.S. Department of Transportation (USDOT) as a requirement of a prior discretionary grant application for the FY 2021 RAISE program. This report is organized as follows:

- Section 2 contains the Project description.
- Section 3 documents the BCA methodology, including key methodological components, assumptions, and the study scenarios.
- Section 4 provides population projections for the Project area and transit district-specific operating data.
- Section 5 contains a detailed explanation and calculation of the Project benefits.
- Section 6 contains a detailed explanation and calculation of the Project costs.
- Section 7 contains the detailed results of the BCA.
- Section 8 document the results of a sensitivity analysis.

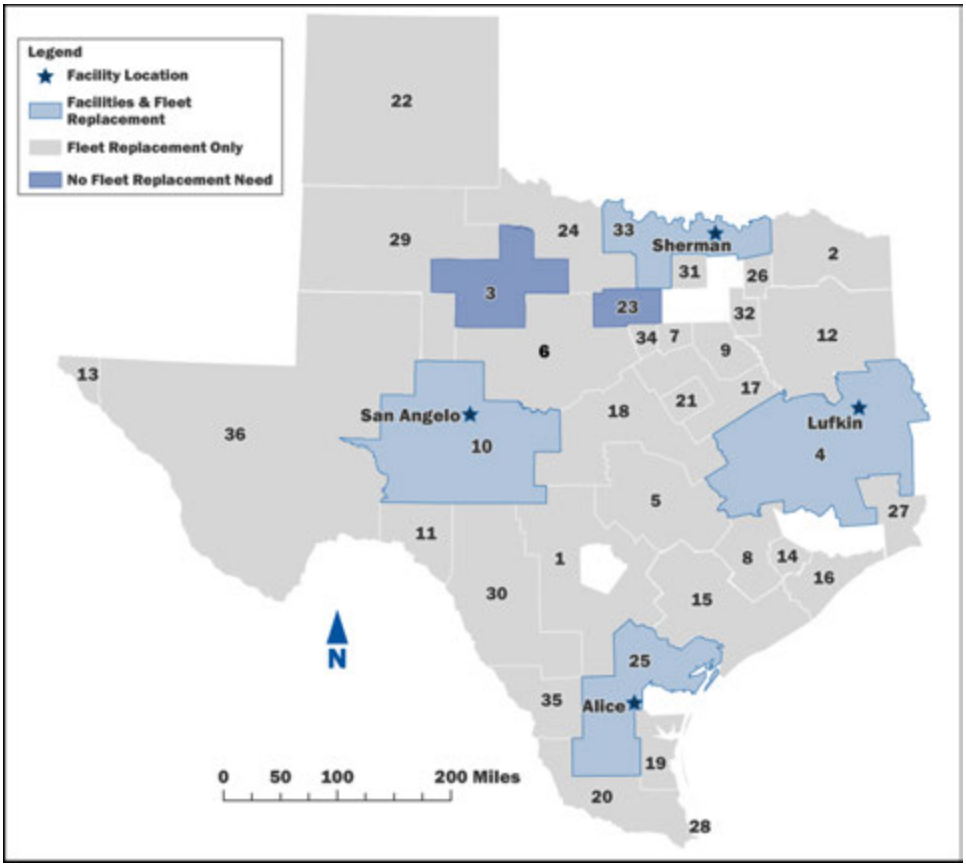
2. Project Description

The Texas Department of Transportation (TxDOT) is seeking $23,192,758 in FY2021 Buses and Bus Facilities (Section 5339) grant funding for the **Rural Transit Asset Replacement & Modernization Project** (Project) to bring critically needed rural transit facilities and fleet in RTDs throughout Texas to an SGR. The Project is part of an ongoing program by TxDOT to ensure transit accessibility in rural areas, and includes the replacement of 194 transit vehicles, construction of four new transit facilities, and an electric vehicle (EV) pilot program to integrate zero emission fleet and charging station infrastructure into existing rural transit vehicle fleets.

A Section 5339 grant award will help rural transit districts in Texas replace aged vehicles and construct four vital facilities. Without the requested Section 5339 funding, by 2024 approximately 13 percent of the rural fleet will exceed FTA recommended useful life standards and construction of the four facilities will stretch for years into the future, further delaying other critically needed investments. **Figure A-1** identifies the RTDs where fleet replacement is needed and the location of proposed new transit facilities. The numbers in the map correspond to the RTD numbers in the 2020 Texas Transit Statistics Report.[1]

[1] TxDOT. 2020 Texas Transit Statistics Report. Prepared by the Public Transportation Division in cooperation with public transit agencies and local officials throughout the state of Texas.

Figure A-1



3. Benefit Cost Analysis Framework

The BCA provides an evaluation framework to assess the economic advantages (benefits) and disadvantages (costs) of a potential project. Project benefits and costs are broadly defined and are quantified in monetary terms to the extent possible. The overall goal of the project BCA is to assess whether the expected benefits of the project justify the costs from a national perspective. The BCA framework attempts to capture the net welfare change created by the project, including cost savings and increases in welfare (benefits), as well as disbenefits where costs can be identified (e.g., project capital costs), and welfare reductions where some groups are expected to be made worse off because of the proposed project.

The BCA framework involves defining a Base or "No Build" scenario, which is compared to the "Build" scenario. The BCA assesses the incremental difference in benefits and costs between the "Build" scenario and the "No Build" scenario, which represents the net change in welfare. BCAs are forward-looking exercises which seek to assess the incremental change in welfare over a project life cycle. The importance of future changes is determined through discounting, which is meant to reflect the time value of money.

Key Methodological Components

The project BCA is conducted in accordance with the benefit-cost methodology recommended by the USDOT.[2] The methodology includes the following key components:

- Defining existing and future conditions under the "No Build" (Base) scenario as well as under the "Build" scenario.
- Assessing the project benefits over the 20 years of operations beyond the Project completion when benefits accrue and using USDOT recommended values to monetize changes in ridership value, vehicle maintenance costs, emissions and traffic crashes while relying on best practices for monetization of other benefits or disbenefits.
- Estimating the project capital costs during Project construction and Project operation and maintenance (O&M) costs over the 20 years beyond the Project completion when benefits accrue.
- Discounting Project benefits and costs using a real discount rate of 7 percent consistent with USDOT guidance.
- Discounting Project benefits from reductions in CO_2 emissions using a real discount rate of 3 percent consistent with USDOT guidance.

Key Assumptions

The assessment of the Project benefits and costs associated with the **Rural Transit Asset Replacement & Modernization Project** involve the following key assumptions:

- The evaluation period includes Project implementation during which capital expenditures are undertaken, plus 20 years of operations beyond the Project completion within which to evaluate ongoing benefits and costs.
- The implementation phase of the Project is assumed to be completed by the end of 2022.
- The Project benefits are assumed to begin accruing the beginning of 2023 and the 20-year operational period will conclude in 2042.
- All Project benefits and costs are conservatively assumed to occur at the end of each calendar year for purposes of present value discounting.
- Monetary values of Project costs and benefits are discounted to 2019 dollars. In instances where cost estimates and benefits valuations are expressed in historical dollar years, the analysis uses the Inflation Adjustment Values recommended by the USDOT guidance[3] to adjust these values to 2019 dollars.

"Build" and "No Build" Scenarios

The analysis of the **Rural Transit Asset Replacement & Modernization Project** considers how the balance of costs and benefits resulting from the implementation of the Project

[2] U.S. Department of Transportation. Benefit-Cost Analysis Guidance for Discretionary Grant Programs, February 2021.

[3] U.S. Department of Transportation. Benefit-Cost Analysis Guidance for Discretionary Grant Programs, February 2021.

would result in long-term benefits to its users and general society. This is accomplished by comparing the "Build" scenario relative to the "No-Build" scenario.

- The "No Build" (Base) scenario would consist of not constructing the new transit facilities or purchasing new transit vehicles (including the electric vehicles and their supporting infrastructure for the pilot).
- The "Build" scenario would entail constructing one rural multimodal transit passenger and operations facility, two transit maintenance facilities and one transit administrative/operations facility ($16,200,000-undiscounted); purchasing 194 replacement transit vehicles past FTA minimum service life ($15,392,758-undiscounted); and implementing a 25 electric transit vehicle pilot ($6,050,000 - undiscounted) by December 2022. This scenario would entail the capital costs associated with the construction until the Project has been completed. Routine operational and maintenance costs of the transit facilities are assumed a "wash" between the "No-Build" and "Build" scenarios. A residual value of the assets of $8.1 million (undiscounted) is calculated based on remaining useful life.

4. Population Projections and RTD Operating Statistics

Table A-1 presents the forecast population growth for the rural transit districts. Rural population forecasts are based on the research project conducted by the Texas Transportation Institute and the Institute for Demographic and Socioeconomic Research at the University of San Antonio that reviewed the impacts of the changes in urbanized area population and non-urbanized (rural) population and land area for 2010 on the current Texas Transit Funding Formula for allocation of Federal Section 5311 and state rural and urban funds.[4] This analysis assumes that over the next 30 years, the RTD's rural population will increase at the same rate it grown over the 2000-2010 period. The compound annual growth rates (CAGRs) are used to frame future transit trip demand.

Table A-2 presents operating statistics for the rural transit districts (RTDs) from 2015 through 2019.[5] These operating statistics form the baseline data for the assessment of the Project benefits.

Table A-1 Rural Transit District Population Projections

Agency	2020 Population	2030 Population	2040 Population	2050 Population	CAGR 2020 2050
Concho Valley Transit District	60,650	62,836	65,100	67,446	0.4%
Rural Economic Assistance League, Inc.	107,379	113,022	118,962	125,215	0.5%

[4] Estimated Impacts of the 2010 Census on the Texas Transit Funding Formula. Report No. FHWA/TX-10/0-6199-1. Prepared by the Texas Transportation Institute and the Institute for Demographic and Socioeconomic Research at the University of San Antonio. Report Date: April 2010. Published: September 2010.

[5] Texas Transit Statistics Report (2015 through 2020); Prepared by: TxDOT Public Transportation Division, In cooperation with public transit agencies and local officials throughout the state. https://ftp.dot.state.tx.us/pub/txdot-info/ptn/transit_stats/

Texoma Area Paratransit System, Inc.	254,911	287,309	323,824	364,979	1.2%
Brazos Transit District	1,080,526	1,257,208	1,462,779	1,701,963	1.5%
Total All RTDs	**7,946,115**	**9,330,725**	**10,956,603**	**12,865,791**	**1.6%**

Source: Cambridge Systematics, Inc.

Table A-2 Rural Transit District Annual Operating Statistics

All RTDs in Texas	2019	2018	2017	2016	2015	Annual Average
Revenue Miles	30,601,314	30,736,952	31,087,522	31,087,522	30,922,835	30,887,229
Total Miles	35,446,629	36,056,467	35,451,515	33,642,261	36,437,323	35,406,839
Total Hours	1,729,507	1,809,494	1,855,511	1,768,529	1,907,721	1,814,152
Revenue hours	1,485,191	1,538,128	1,560,825	1,486,823	1,616,781	1,537,550
Number of Vehicles	1,689	1,742	1,793	1,793	1,710	1,745
Unlinked Trips	4,717,374	4,634,135	5,380,742	5,360,416	6,057,232	5,229,980
Safety Incidents	27	34	39	30	12	28
Revenue System Failures	3,136	4,038	5,527	5,056	5,503	4,652
Miles/Vehicle	20,987	20,698	19,772	18,763	21,308	20,286
Miles/Trip	6.5	6.6	5.8	5.8	5.1	5.9
Safety Incidents per 100 M miles	76.17	94.30	110.01	89.17	32.93	80.21

Source: TxDOT Public Transportation Division.

5. Project Benefits

Benefit 1. Annual ridership increases due to the Rural Economic Assistance League, Inc. facility that improves access to transit, rider amenities, and inter-agency coordination

The "No Build" (Base) scenario assumes no grant investment in the Rural Economic Assistance League, Inc. facility which means this facility is not constructed and therefore not able to generate trips per capita growth each year (i.e., attracting more of a region's total trips each year). Therefore, the net value of this benefit is the value of additional passenger trips served by rural transit due specifically to better passenger facilities and enhanced demand response services minus a baseline scenario of no increase in trips.

The value of each additional passenger trip is estimated at $8.58 (in 2019 dollars) and includes transportation cost savings (positive or negative) and low-cost mobility benefits (foregone medical, work, and other trip purpose benefits) accruing to rural transit riders. The value of each additional trip of $8.58 per rural trip is based on research findings specific to FTA Region Six, which includes Texas,[6] but reduced by 50 percent[7] as these are new riders induced by the transit improvements.

This analysis assumes the new Rural Economic Assistance League, Inc. facility will create a **1 percent** increase in passenger trips, compounded annually, each year from 2023 to 2042. The modest growth of one percent each year is deemed reasonable through consensus of TxDOT and rural transit agencies.

To estimate the dollar value of Benefit 1, the value of each additional trip is multiplied by the additional annual passenger trips. The value of Benefit 1 is $5,644,648 with no discount or, $1,916,647 at 7 percent discount.

Benefit 2. New facilities and vehicle replacements preserve ability to provide services to accommodate ridership increase in response to population growth

Population changes were developed for the four RTDs (Concho Valley Transit District, Rural Economic Assistance League, inc., Texoma Area Paratransit System, Inc., and Brazos Transit District) and the combined 36 Based on these data, the non-urbanized (i.e., rural) population is expected to increase approximately 1.6 percent compounded annually from 2020 to 2050 (the project horizon is 2023 to 2042). The population growth rates for the individual RTDs where facilities will be built range from 0.4 to 1.5 percent compounded annually from 2020 to 2050.

The "No Build" (Base) scenario assumes no grant investment in rural transit facilities and vehicles (both project components) in the RTDs which means facilities are not

[6] Cost-Benefit Analysis of Rural and Small Urban Transit (National Center for Transit Research, July 2014 (revised October 2014), page 36).

[7] U.S. Department of Transportation. Benefit-Cost Analysis Guidance for Discretionary Grant Programs, February 2021.

constructed and vehicle fleet condition continues to be under-funded resulting in continuing decline in SGR of the rural transit facilities and transit fleet.

TxDOT has determined that under the "No-Build" (Base) scenario rural transit districts are only able to accommodate 10 percent of annual increase in ridership for demand-response services over the 20-year horizon. The "Build" scenario assumes rural transit districts can accommodate 80 percent increase in ridership for demand-response services because of improved transit facilities and upgraded transit vehicles. The ability to accommodate the remaining 20 percent of increased demand is contingent on increasing fleet size (not a consideration for either scenario).

The calculated net benefit is value of baseline additional trips accommodated deducted from "Build" scenario's larger accommodation of trips. The value of each passenger trip is assumed to be $17.16.[8] To estimate the dollar value of Benefit 2, the value of each new trip is multiplied by the full $17.16 (not reduced by 50 percent) because the potential increase in ridership is not induced by the improvements, but rather the improvements are in response to increased ridership demand created by population growth. Ridership increase is assumed to equal the rate of population increase in the RTDs.

The value of Benefit 2 is $70,675,611 with no discount and $33,838,350 at 7 percent discount.

Benefit 3. Serve existing foregone (trips not made or completed due to vehicle mechanical failures) trip demand with more reliable fleet

Benefit 3 quantifies the negative impact of rural transit fleet SGR declining using data on revenue system failures from the Texas Transit Statistics Reports (2015 through 2020), prepared by TxDOT Public Transportation Division.[9]

Continuing status quo replacement methods (the "No-Build" or Base scenario) with existing funding streams results in continuing inability to maintain transit fleet in SGR; therefore, none of currently denied/foregone trips are provided over the next 7 years. The "Build" scenario replaces vehicles and successfully provides the trips previously disrupted/foregone (trips not completed or made due to vehicle mechanical failures). The "Build" scenario benefit is the value of trips that are made that would have otherwise been foregone in the "No-Build" scenario. The net benefit is "Build" scenario minus "No-Build" (Base) scenario. In other words, the benefit to society is the number of currently foregone passenger trips (due to unreliable fleet) multiplied by foregone benefit to society. The value of each passenger trip is assumed to be $17.16, not reduced by 50 percent because the potential increase in ridership is not induced by the improvements, but rather the improvements meet ridership demand disappointed by vehicle mechanical failures. The useful life of rural transit vehicles is assumed to be 7

[8] Cost-Benefit Analysis of Rural and Small Urban Transit (National Center for Transit Research, July 2014 (revised October 2014), page 36).

9 https://ftp.dot.state.tx.us/pub/txdot-info/ptn/transit_stats/

to 10 years; therefore, benefits are calculated for the new replacement vehicles for 10 years.[10]

No growth in denied/foregone (trips not completed or made due to vehicle mechanical failures) trips over the ten-year period is assumed, though the status quo may be for increasing missed/foregone trips each year due to the aging fleet and inadequate replacement funds compounding effect year by year.

The value of Benefit 3 over the 2023-2032 timeframe is $851,258 with no discount and $488,055 at 7 percent discount.

Benefit 4. Reduced transit vehicle maintenance expense per mile

Benefit 4 quantifies the comparative cost to maintain older transit vehicles and new transit vehicles within their useful service life. On average, older transit vehicles beyond FTA recommended useful service life are less reliable, operating fewer miles per year due to more time required for repairs. For those miles operated, the cost of maintenance per mile is higher, reflecting the reduced efficiency of the older fleet.

Table A-3 highlights the estimated cost of vehicle maintenance per mile by vehicle age based on TxDOT and Texas A&M Transportation Institute analysis of four of the 34 RTD fleets with vehicles identified for replacement.[11] The estimated vehicle maintenance cost per mile closely aligns with escalating maintenance expense per mile with vehicle age as published in 2000 in Transit Cooperative Research Report 61[12] (inflated to 2019 per USDOT guidance). These vehicle maintenance cost per mile by vehicle age are also validated by 2018 Concho Valley Transit District Maintenance Study.[13]

Table A-3 Rural Transit District Estimated Vehicle Maintenance Costs Per Mile Traveled by Vehicle Age

Vehicle Age	1 to 4 years	5 to 7 years	>7 years
Maintenance Cost Per Mile (in $2019)	$0.15	$0.40	$0.46

Source: Cambridge Systematics, Inc.

Based on the age distribution of the vehicles being replaced as of 2022, a weighted average vehicle maintenance cost of $0.436 per mile was used for the “No Build (Base) scenario. For the “Build” scenario, this analysis uses an average vehicle maintenance cost of $0.15 per mile for the first four years of the replaced vehicles life, and $0.40 per mile for the remaining six years of service life for the vehicles. The maintenance

10 https://www.ugpti.org/resources/reports/details.php?id=1019

11 Texas Rural Transit Asset Replacement Project – 2015 TIGER VII FY2015 National Infrastructure Investments; https://ftp.dot.state.tx.us/pub/txdot-info/ptn/tiger-grant-app.pdf

12 www.tcrponline.org/PDFDocuments/tcrp_rpt_61.pdf

13 Concho Valley Transit District Maintenance Study-San Angelo, Texas, July 6, 2018

costs per mile were multiplied by the average vehicle miles from (2015-2019) with the average miles held constant over the study period.

The value of Benefit 4 over the 2023-2032 timeframe with no discount is $5,632,205 and $3,656,524 at 7 percent discount.

Benefit 5. Reduced transit vehicle emissions

Benefit 5 quantifies the comparative cost due to harmful air emissions between older vehicles purchased on average in 2006 and new vehicles purchased in 2015. Older vehicles came equipped with similar engines as today's new vehicles (gasoline/diesel fueled) but operate less efficiently and have lower standard emissions equipment. The reduction to air emissions between the baseline "No-Build" and "Build" scenarios replacement of 194 vehicles beyond useful service life were calculated using fuel economy and emissions rates for the most common pollutants from U.S. EPA and Caltrans.[14]

The net benefit of the "Build" scenario is the value of lower emissions between replacement of the 194 vehicles (lower emissions over 10 years) versus baseline no-replacement of the vehicles. It is assumed that for the vehicles being replaced, the same type of vehicle is replaced, just newer model year. The reduction in tailpipe emissions (CO2, SO2, NOx and PM2.5) was valued using the damage costs for emissions per metric ton provided by the USDOT.[15]

The value of Benefit 5 (Replacement of aging vehicles) with no discount is $139,406 and $79,215 at 7 percent discount.

The avoidance of environmental damage costs was also calculated for the 25 vehicles to be included in the Electric Transit Vehicle Pilot. For this scenario, the emissions and their costs calculated per vehicle for the replacement vehicles was multiplied by 25 electric vehicles over the 2023-2032 timeframe to obtain the environmental damage cost avoidance benefit for the Pilot. The value of Benefit 5 (Pilot Electric Vehicles) with no discount is $36,163 and $20,672 at 7 percent discount.

Total Benefit 5 value over the 2023-2032 timeframe is $175,569 with no discount and $99,887 at 7 percent discount.

Benefit 6. Safety Benefits of Transit Trips over Automobile Trips

This benefit was calculated based on a differential in crashes between transit and private automobile travel in the rural areas of Texas. The difference in crashes was multiplied by the additional trip miles that would be realized through Benefits 1, 2 and 3 - all of which

[14] The EPA Automotive Trends Report: https://www.epa.gov/automotive-trends/download-automotive-trends-report#Report-Tables; Caltrans: The California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C): https://dot.ca.gov/programs/transportation-planning/economics-data-management/transportation-economics

[15] U.S. Department of Transportation. Benefit-Cost Analysis Guidance for Discretionary Grant Programs, February 2021.

increase the transit trips and miles which would otherwise be fulfilled by automobile, given the lack of alternative transportation modes and the general dotage of the demand-response transit ridership in the RTDs.

The overall average crash rate for all vehicles in rural Texas based on TxDOT crash data for 2015 through 2019 was 87.2 crashes per 100 million miles.[16] This crash rate was assumed to represent the crash rates of passenger vehicles. Based on rural transit safety incidents reported in the Texas Transit Statistics Report[17] for 2015 through 2019, the average crash rate where injuries occurred was calculated to be 80.2 per 100 million miles. Given that detail regarding injuries was not available, the USDOT Benefit-Cost Guidance for Discretionary Grants value of $284,100 per injury crash was used to monetize the difference in crashes between transit and private automobile travel. The safety calculation used was:

(Miles of additional transit travel under the "Build" scenario) in year *t* (2023≤ *t* ≤2042)

times

(87.2 – 80.2 crash differential per 100 million miles)

times

(Cost of injury crash of $284,100)

equals

Improved safety (reduced crash costs) benefit

Total Benefit 6 value is $563,486 with no discount and $259,551 at 7 percent discount.

Benefit 7. Residual Value of Assets

The four new transit facilities to be constructed as part of the "Build" scenario have a service life of 40 years.[18] At the end of the 20-year operational period (2023 to 2042), using straight line depreciation, half of the value of the facilities should remain, assuming reasonable maintenance of the facilities.

The value of remaining life of the facilities after 20 years is $8,100,000 with no discount and $1,708,670 at 7 percent discount.

[16] https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/

[17] https://ftp.dot.state.tx.us/pub/txdot-info/ptn/transit_stats/

[18] https://www.cmich.edu/fas/fsr/OAC/AccSvcs/AccIntCntrl/ACCFixedAssetsCIP/Pages/Use_of_Standard_Useful_Lives_for_Fixed_Assets.aspx

6. Project Costs

Facilities

Table A-4 presents descriptions, project needs, and costs for the four RTD facilities to be constructed under the "Build" scenario. In total, the facilities are expected to cost $16,200,000 not discounted and $13,224,490 discounted to 2019 at 7 percent.

Table A-4 Rural Transit District Facilities and Cost

Facility Projects		
Project/Location	**Project Description, Need/Benefit, and Status**	**Estimated Facility Construction Cost**
Concho Valley Transit District (CVTD): Maintenance Facility – San Angelo, TX	**Description:** Construction of a secure facility for bus storage and an in-house maintenance facility based on the recommendations of a feasibility study conducted in 2018. CVTD has purchased a property at 5430 Link Road with an existing maintenance building. The existing building will be enlarged to include 4 maintenance bays, one wash bay, one lube bay, parts storage, a tire room, battery room, break room, oil and fluid storage room, and an office area for up to 10 maintenance employees. The new building area will be 6,000 square feet for a total building area of 7,900 square feet. **Project Need/Benefit**: Current maintenance program utilizes outside vendors (dealerships, vehicle repair shops) resulting in expenses that are difficult to predict, varying levels of service quality and compliance, and inefficient vehicle movement among vendors when maintenance is required. Project anticipates long term reduction in maintenance expenses and overall improvement in fleet condition, maintenance, and replacement practices.	$4,500,000
Rural Economic Assistance League (REAL): Multimodal Transit and Passenger Center – Alice, TX	**Description:** REAL's Coastal Bend Regional Multimodal Transit Facility will be a hub for ground transportation services, passenger amenities, operations, and administration. The facility will create an opportunity for multiple providers to coordinate service, share costs, and enhance user mobility. **Project Need/Benefit:** REAL has more than doubled its service area in the last several years, absorbing additional counties into the district in response to neighboring transit district decisions to cease rural transit operations. Not only will the facility provide much needed additional operational and administrative capacity, but it will also provide a hub for South Texas intercity bus services and coordination of surrounding area rural services.	$5,000,000
Texoma Area Paratransit System, Inc.	**Description:** TAPS is bringing administration and transportation functions from leased space to a new	$3,000,000

Facility Projects		
(TAPS): Operations and Administration Center – Sherman, TX	facility to be located on property owned by the agency. The maintenance function as well as the parking functions are already provided on the existing site located at 6104 Texoma Parkway. **Project Need/Benefit:** Increased efficiency of agency operations and related cost savings.	
Brazos Transit District (BTD): Maintenance Facility – Lufkin, TX	**Description:** BTD currently provides transportation services to sixteen counties in Central and East Texas covering approximately 13,000 square miles. BTD was founded in 1974. Counties in their service area include Montgomery, San Jacinto, Liberty, Walker, Polk, Trinity, Houston, Anderson, Angelina, and Nacogdoches. Planned service expansion and desire to fuel vehicles on site, as well as the need for another maintenance facility closer to services in the cities of Lufkin and Nacogdoches, indicate a maintenance facility should be built in Angelina County. **Project Need/Benefit:** Ability to refuel vehicles on site, ability to expand services is East Texas, reduced costs for maintenance due to not having to drive vehicles to Lexington maintenance facility.	$3,700,000

Source: TxDOT

Replacement Vehicles

Though subject to non-substantive revision post-grant award, the proposal is to replace 194 aging vehicles with vehicles of like type and capacity. The estimated cost of the vehicles is $15,392,758 not discounted and $12,565,517 discounted to 2019 at a 7 percent discount rate. **Table A-5** presents the vehicles to be replaced by model year.

Table A-5 Fleet Replacement by Model Year

Year	Count	Percent
1998	1	1%
1999	2	1%
2001	1	1%
2003	1	1%
2004	1	1%
2005	2	1%
2007	1	1%
2008	8	4%
2009	13	7%
2010	6	3%
2011	6	3%

Year	Count	Percent
2012	7	4%
2013	24	12%
2014	43	22%
2015	25	13%
2016	20	10%
2017	25	13%
2018	8	4%
Total	**194**	**100%**

Source: TxDOT

Electric Vehicle Pilot

As part of the grant application, funds are being requested to stand up a pilot of 25 electric transit vehicles. As shown in **Table A-6**, the cost of the pilot is $6,050,000 not discounted and $4,938,776 discounted at 7 percent discount rate.

Table A-6 Rural Transit District Electric Vehicle Pilot Costs

Electric Vehicle Pilot Component	Electric Vehicle Pilot Cost Not Discounted	Electric Vehicle Pilot Cost Discounted @ 7% to 2019$
25 Vehicles @ 210k each	$5,250,000	$4,285,714
15 fast chargers @ $30k each	$450,000	$367,347
Training & Support	$350,000	$285,715
Total	**$6,050,000**	**$4,938,776**

Source: Cambridge Systematics, Inc.

7. Benefit-Cost Analysis

Evaluation Measures

The BCA converts potential gains (benefits) and losses (costs) from the **Rural Transit Asset Replacement & Modernization Project** into monetary units and compares them. The following common benefit-cost evaluation measures are included in this BCA:

- Net Present Value (NPV): NPV compares the net benefits (benefits minus costs) after being discounted to present values using the real discount rate assumption. The NPV provides a perspective on the overall dollar magnitude of cash flows over time in today's dollar terms.
- Benefit Cost Ratio (BCR): The present value of incremental benefits is divided by the present value of incremental costs to yield the BCR. The BCR expresses the relation of discounted benefits to discounted costs as a measure of the extent to which a project's benefits either exceed or fall short of the costs.
- Payback Period: The payback period refers to the period required to recover the funds expended on a project. When calculating the payback period, the time value of money (discounting) is not considered.

BCA Results

Table A-7 presents the evaluation results for the **Rural Transit Asset Replacement & Modernization Project**. Results are presented in undiscounted and discounted at seven percent. All benefits and costs were estimated over an evaluation period extending 20 years (2023-2042) beyond implementation in 2022. The total benefits from the project improvements within the analysis period represent $41,967,683 (including asset residual value) when discounted at seven percent. The total costs are calculated to be $30,728,782 when discounted at a 7 percent. The difference of the discounted benefits and costs equal a NPV of $11,238,901, resulting in a BCR of 1.4. Payback on investment is expected in 2031 (9 years).

Table A-8 presents the Life-Cycle Benefit-Cost Analysis.

Table A-7 Rural Transit District Benefit-Cost Analysis Summary

Project Benefits	Non Discounted	Discounted to 2019$ @ 7% Discount Rate
Benefit 1. Annual ridership increases due to the Rural Economic Assistance League, Inc, facility that improves access to transit, rider amenities, and inter-agency coordination	$5,644,648	$1,916,647
Benefit 2. New facilities and vehicle replacements preserve ability to provide services to accommodate ridership increase in response to population growth	$70,675,611	$33,838,350
Benefit 3. Serve existing foregone (trips not made or completed due to vehicle mechanical failures) trip demand with more reliable fleet	$851,258	$488,055
Benefit 4. Reduced transit vehicle maintenance expense per mile	$5,632,205	$3,656,524
Benefit 5. Reduced transit vehicle emissions	$175,569	$99,887
Benefit 6. Safety benefits of transit trips over automobile trips	$563,486	$259,551
Benefit 7. Residual Value of Assets	$8,100,000	$1,708,670
Total Project Benefits	**$91,642,777**	**$41,967,683**
Project Costs	Non Discounted	Discounted to 2019$ @ 7% Discount Rate
Facility Projects	$16,200,000	$13,224,490
Fleet Replacement	$15,392,758	$12,565,517
EV Pilot	$6,050,000	$4,938,776
Total Project Costs	**$37,642,758**	**$30,728,782**
Benefit-Cost Ratio	**2.4**	**1.4**
NPV	**$54,000,019**	**$11,238,901**

Source: Cambridge Systematics, Inc.

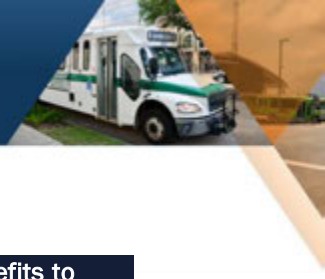


Table A-8 Rural Transit District – Life-Cycle Benefit-Cost Analysis

	Non Discounted Costs and Benefits		Discounted Costs and Benefits to 2019$	
Year	Costs	Benefits	Costs	Benefits
2022	$37,642,758	$-	$30,728,782	$-
2023	$-	$2,300,656	$-	$1,755,160
2024	$-	$3,391,376	$-	$2,418,004
2025	$-	$4,499,324	$-	$2,998,090
2026	$-	$5,624,768	$-	$3,502,823
2027	$-	$5,784,136	$-	$3,366,420
2028	$-	$6,945,426	$-	$3,777,852
2029	$-	$8,125,072	$-	$4,130,375
2030	$-	$9,418,318	$-	$4,474,575
2031	$-	$10,635,506	$-	$4,722,292
2032	$-	$11,871,936	$-	$4,926,431
2033	$-	$1,029,737	$-	$399,350
2034	$-	$1,129,900	$-	$409,528
2035	$-	$1,231,219	$-	$417,056
2036	$-	$1,333,704	$-	$422,216
2037	$-	$1,437,368	$-	$425,265
2038	$-	$1,542,233	$-	$426,440
2039	$-	$1,648,311	$-	$425,955
2040	$-	$1,755,622	$-	$424,006
2041	$-	$1,864,172	$-	$420,768
2041	$-	$10,073,992	$-	$2,125,077
Total	**$37,642,758**	**$91,642,777**	**$30,728,782**	**$41,967,683**

Source: Cambridge Systematics, Inc.

8. Sensitivity Testing

A sensitivity analysis is used to help identify which variables have the greatest impact on the BCA results. This analysis can be used to estimate how changes to key variables from their preferred value affect the results and how sensitive the results are to these changes. This allows for the assessment of the strength of the BCA, including whether the results reached using the preferred set of input variables are significantly different by reasonable departures from those values. **Table A-9** summarizes the key variables which have been tested for sensitivity and the results of this analysis.

First, a sensitivity was tested by increasing project costs by 10 percent. The resulting seven percent discounted BCR was 1.2, with a NPV of $8.2 million.

Then, a sensitivity was tested by increasing project benefits by 10 percent, resulting in a seven percent discounted BCR of 1.5, and a NPV of $15.4 million.

Table A-9 Sensitivity Analysis

Sensitivity Variable	Sensitivity Value	Discounted BCR	New NPV ($Millions 2019)
Increasing Project Expenditures	+10%	1.2	$8.2
Increasing Project Benefits	+10%	1.5	$15.4

Source: Cambridge Systematics, Inc.

Attachment 3

Fleet Replacement Vehicle List

VIN	Mileage	Model Year	Make
5FYD2SL09WU018193	191,626	1998	NEWFLYER
1FDWE30S8XHB06959	258,968	1999	Ford
1FDWE30S9XHB10857	232,410	1999	Ford
2B5WB25Z61K556359	177,609	2001	DODGE
KNDUP131936374289	123,976	2003	KIA
1gndu03e34d176253	148,806	2004	Ford
1FDWF36Y55EA87438	179,779	2005	FORD
1FDWE35LX5HA78239	112,124	2005	Ford
1FTSW20P27EB06351	160,315	2007	Ford
1GBE5V1908F409744	182,368	2008	Chevrolet
1GBE5V1918F409882	187,378	2008	Ford
1GBDV13W18D007711	122,026	2008	Cheverolet
1GBDV13W28D207510	116,620	2008	Cheverolet
1GBDV13W88D167126	320,935	2008	CHEVOLET
1FD4E45P78DB55368	220,022	2008	Ford
1GAHG35K381233511	116,241	2008	CHEVROLET
1FTSX20578ED93621	126,874	2008	Ford
2G1WB57K891277661	138,774	2009	CHEVROLET
1FDFE45S19DA88328	177,378	2009	Ford
1FDFE45S29DA88323	189,374	2009	Ford
1GBJ5V1989F407370	244,340	2009	Chevy
1GDJ5V1999F412648	244,340	2009	Ford
1FDEE35L09DA06510	113,030	2009	Ford
1FDEE35L59DA01304	116,703	2009	Ford
1FDFE45SX9DA37796	313,976	2009	FORD
1GNER13D09S156595	120,425	2009	Chevrolet
1FDFE45S59DA52819	179,636	2009	Ford
1FDFE45S89DA52829	189,464	2009	Ford
1GBE5V1969F402590	172,352	2009	CHEVY
1FBSS31L09DA51313	115,860	2009	Ford
1GA2GZDG0A1112706	132,121	2010	Chevrolet
1FDFE4FS0ADA05684	174,151	2010	Ford
2D4RN4DE4AR167624	123,822	2010	Dodge
1D7RB1GK3AS218184	127,794	2010	Dodge
2B3CA4CD0AH128527	161,033	2010	Dodge
2D4RN4DE4AR288681	113,500	2010	Dodge
1FDFE4FS8BDA39275	146,349	2011	Eldorado
1FDFE4FS3BDB05246	172,368	2011	Ford
1GB6G5BG7B1178423	560,976	2011	ARBOC
1GB6G5BL4B1181602	179,772	2011	Goshen
2FMGK5C0BBD33731	259,716	2011	Ford
2FMGK5BC9BBD33730	135,422	2011	Ford
523MF1A66CM100362	114,256	2012	VPG
1GNKREED1CJ144945	229,483	2012	Chevrolet

1GNKREED1CJ162085	237,197	2012	Chevrolet
1GNKREED3CJ161004	257,275	2012	Chevrolet
523MF1A68CM100802	129,345	2012	VPG
1FDFE4FS0CDA26862	191,177	2012	FORD
1FDEE3FS3CDA47162	181,710	2012	FORD
1GB6G5BG5E1105510	216,275	2013	Chevrolet
1GB6G5BG5E1105748	179,004	2013	Chevrolet
1GB6G5BG7E1105847	189,118	2013	Chevrolet
1GB6G5BG1E1106427	189,118	2013	Chevrolet
1GB6G5BG7E1106867	184,874	2013	Chevrolet
1GB6G5BG0E1106063	214,939	2013	Chevrolet
1GB6G5BG2E1106632	174,556	2013	Chevrolet
1GB6G5BGE1106124	174,368	2013	Goshen
1GB6G5BG9E1106708	208,344	2013	Chevrolet
1GB6G5BG6E1105662	201,838	2013	Chevrolet
1GB6G5BG2E1106579	173,043	2013	Chevrolet
1GB6G5BG7E1106531	213,853	2013	Chevrolet
1FDEE3FS8DDA36644	112,992	2013	ElDorado
1FDEE3FS8DDB00102	165,498	2013	Eldorado
1FDFE4FS7DDA93301	269,481	2013	Starcraft
1FDFE4FS0DDB30768	112,160	2013	Ford
1FDEE3FL2DDB12769	177,719	2013	STARCRAFT
1FDEE3FL5DDB09719	158,631	2013	STARCRAFT
1GB6G5BL6C1194952	195,025	2013	CHEVY
1GB6G5BLXC1201370	187,746	2013	Chevy ENC
1FDEE3FL7DDA20704	136,475	2013	FORD
1FDEE3FL2DDA20707	155,282	2013	FORD
1FDEE3FL6DDA20709	157,128	2013	FORD
1FDFE4FS4DDA93062	114,051	2013	Chevy
1FDXE4FS1EDA48330	191,022	2014	Glaval
57WMD1A63EM101012	118,235	2014	MV-1
1FDFE4FS8EDA05907	173,125	2014	FORD
1FDFE4FS1EDA05912	213,749	2014	FORD
1GB6G5BLXE1140573	189,557	2014	GLAVAL
1GB6G5BL5E1141100	202,550	2014	GLAVAL
1GB6G5BL3E1142696	200,961	2014	GLAVAL
1GB6G5BL7E1161722	202,205	2014	GLAVAL
1GB6G5BL7E1162854	182,777	2014	GLAVAL
57WMD1A68EM100454	146,706	2014	MV1
1FDFE4FS3FDA12443	528,416	2014	ELKHART COA
1FDEE3FS0DDB32753	127,368	2014	Ford
IFDEE3FS4EDA37954	119,583	2014	Ford
IFDEE3FS6EDA37955	140,398	2014	Ford
IFDEE3FS8EDA37956	157,448	2014	Ford
IFDEE3FSXEDA37957	141,641	2014	Ford
IFDEE3FS1EDA37958	127,161	2014	Ford
1FTDS3EL5EDA35620	126,440	2014	FORD- E350

1FTDS3EL9EDA35619	114,131	2014	FORD-E350
1GB3G2BG2E1170784	127,246	2014	CHEV
1GB3G2BG6E1170139	127,611	2014	CHEV
1GB3G2BG4E1170107	135,560	2014	CHEV
1FTDS3EL1EDA11573	145,189	2014	FORD
1FTDS3EL3EDA11574	133,254	2014	FORD
1FTDS3ELXEDA13287	168,238	2014	FORD
1FDFE4FS6DDB30760	177,064	2014	FORD
1FDFE4FS1EDA91819	171,085	2014	Glaval
1FDFE4FS8EDB17400	190,276	2014	ElDorado
1FDFE4FSXEDB17396	190,426	2014	Eldorado
1FDFE4FS1EDB17397	223,379	2014	Eldorado
1FDFE4FSXEDB17401	181,789	2014	Eldorado
1FDFE4FS3EDB17398	183,212	2014	Eldorado
1FDFE4FS8EDB17318	181,914	2014	Eldoado
1FDFE4FS4EDB13716	178,860	2014	Eldorado
1FDFE4FS6EDB13717	261,397	2014	Eldorado
1GB6G5BL8E1104610	171,115	2014	CHEVY
1GB6G5BL1E1105033	179,364	2014	CHEVY
1GB6G5BL3E1140186	213,068	2014	Chevrolet
1GB6G5BL2E1163328	180,449	2014	CHEVY
1GB6G5BL1E1163739	195,107	2014	CHEVY
2FMGK5C89EBC05618	130,291	2014	Ford
2FMGK5C80EBD05619	122,017	2014	Ford
2FMGK5C87EBC05620	142,204	2014	Ford
1FDFE4FS3FDA09770	143,736	2015	Ford
2C7WDGBG8FR686498	137,791	2015	Dodge
2C7WDGBG6FR686497	159,376	2015	Dodge
2C7WDGBG4FR686501	146,346	2015	Dodge
2C7WDGBG6FR686502	155,257	2015	Dodge
1FDEE3FS5EDB18767	141,218	2015	Ford
2C7WDGBG8FR541980	147,145	2015	Dodge
57WMD2C64GM100330	133,222	2015	MV-1
1GB6G5BL6F1120919	173,141	2015	CHEVROLET
1FDEE3FS0FDA34809	178,195	2015	Ford
1FDEE3FSXGDC08354	179,663	2015	Ford
1FDEE3FS0FDA27715	131,334	2015	Ford
2C7WDGBG6FR686791	147,521	2015	El Dorado
1FDEE3FS0FDA35037	175,176	2015	Ford
1FTNE2CM7FKB05729	112,322	2015	Ford
2C7WDGBXFR580005	117,006	2015	DODGE
1FDXE4FS2FDA03060	176,795	2015	Glaval
1FDFE4FS2FDA03054	328,705	2015	Glaval Bus
1FDFE4FS2FDA27791	336,660	2015	Glaval
1FDFE4FS3GDC13258	148,251	2015	FORD
1FDFE4FS2FDA19822	219,967	2015	FORD
1FDFE4FS6FDA34940	235,978	2015	FORD

1FDFE4FS8FDA19825	179,993	2015	FORD E-450
1FDFE4FS4FDA19823	178,166	2015	FORD E-450
1FDFE4FS6FDA19824	175,086	2015	FORD E-450
1FDRS8PM6GKB52450	159,732	2016	Diamond
1FDFE4FS2GDC03286	159,561	2016	Ford
1FDXE4FS5GDC03304	195,201	2016	Ford
1FDEE3FS2GDC16254	116,381	2016	Ford
2C7WDGBG8GR396487	128,588	2016	Dodge
2C7WDGBG8GR396506	114,864	2016	Dodge
2C7WDGBG9GR396496	120,391	2016	Dodge
2C7WDGBG9GR396501	112,107	2016	Dodge
2C7WDGBGXGR396510	142,425	2016	Dodge
2C7WDGBG0GR396502	137,464	2016	Dodge
2C7WDGBG0GR396516	139,416	2016	Dodge
1FBZX2XG9GKA26424	124,143	2016	FORD
1FBZX2CM7GKA66139	117,949	2016	Ford
1FBZX2CM7GKA69073	165,556	2016	Ford
1FBZX2CMXGKB29234	111,344	2016	Ford
1FDEE3FSXGDC53441	193,329	2016	Ford
2C4RC1BG0GR230233	143,212	2016	Chrysler
2C4RC1BG8GR199216	197,498	2016	Chrysler
2C4RC1BG3GR187474	146,355	2016	Chrysler
2C4RC1BG7GR268073	123,670	2016	Chysler
1FDFE4FS2HDC43059	110,343	2017	Ford
1FDES8PM9HKB22746	135,362	2017	Ford
1FDES8PMXHKB28488	120,386	2017	Ford
1FDES8PM3HKB26775	122,124	2017	Ford
1FDES8PM5HKB26776	123,615	2017	Ford
1FBZX2CM5HKA52970	128,635	2017	Ford
1FBZX2CM9HKA63521	133,555	2017	Ford
1FBZX2CM9HKA68864	121,862	2017	Ford
1FBZX2CM6HKA68868	130,243	2017	Ford
1FBZX2CM7HKA52971	157,500	2017	Ford
3C6URVUG0HE544570	119,196	2017	DODGE
1FDEE3FS8HDC41614	147,552	2017	Eldorado
1FBZX2CM1HKB38955	136,415	2017	FORD TRANSI
1FDFE4FS2HDC33714	132,910	2017	StarTrans
1FDFE4FS4HDC33729	127,607	2017	StarTrans
1FDFE4FS6HDC33733	114,100	2017	StarTrans
1FDFE4FS1HDC33736	121,054	2017	StarTrans
3C6URVUG7GE128644	139,794	2017	Ram
1FBZX2CM3HKA52949	110,334	2017	Ford
1FBZX2CM7HKA77062	158,328	2017	Ford
1FDFE4FS2HDC41635	203,181	2017	Ford
1FBZX2CM4HKA52961	132,521	2017	Ford
1FBZX2CM6HKA52962	152,590	2017	Ford
1FBZX2CM6HKA50855	155,921	2017	Ford

1FBZX2CM8HKA52963	123,768	2017	Ford
1FBZX2CM2JKB31602	115,870	2018	Ford
7GZ37SBGXHN008073	128,751	2018	GLAVAL
7GZ37SBG2HN008066	121,835	2018	GLAVAL
7GZ37SBG4HN007954	127,905	2018	GLAVAL
7GZ37SBG5HN007980	121,799	2018	GLAVAL
2C7WDGBG6HR784075	117,488	2018	Dodge
2C7WDGBG6HR802204	111,353	2018	Dodge
1FBZX2CM4JKA17908	120,301	2018	Ford

Attachment 4

Letters of Support

15 letters of support demonstrate strong public support for the Rural Transit Asset Replacement and Modernization Project from the public sector and regional community organizations. Public sector support of the Project is evidenced by letters of support received from public entities, elected officials, critical health and human services agencies and regional planning entities.

1. Senator John Cornyn
2. East Texas Community Health Services, Inc.
3. La Esperanza Clinic
4. Impact Lufkin
5. Shannon Medical Center
6. Coastal Bend College
7. Coastal Plains Community Center
8. South Coastal Area Health Education Center
9. Workforce Solutions of the Coastal Bend
10. San Angelo Chamber of Commerce
11. Texoma Council of Governments
12. West Texas Counseling
13. Meals on Wheels Texoma
14. Workforce Solutions Texoma
15. Workforce Solution Deep East Texas

JOHN CORNYN
TEXAS

United States Senate

WASHINGTON, DC 20510–4305

November 5, 2021

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my support for Texas Department of Transportation's (TxDOT) application to the U.S. Department of Transportation for the Bus and Bus Facilities Program.

As you know, this project will construct critically needed rural transit facilities and fleet in Rural Transit Districts (RTD) throughout Texas to a state of good repair. The project is part of an ongoing program by TxDOT to ensure transit accessibility in rural areas, and includes the replacement of 194 transit vehicles, construction of four new transit facilities, and an electric vehicle (EV) pilot program to integrate zero emission fleet and charging station infrastructure into existing rural transit vehicle fleets. Safe, reliable, and modern fleet and facilities form the backbone of an essential network of rural area transit services, providing connections to jobs, healthcare, and education for lower income, seniors, individuals with disabilities, or single parent households living in the largest rural area state in the nation.

I would appreciate your efforts to ensure that I am kept informed of the progress of this application. Please contact Holten Stringer (Holten_Stringer@cornyn.senate.gov), my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration.

Sincerely,

JOHN CORNYN
United States Senator

EAST TEXAS COMMUNITY HEALTH SERVICES, INC.

P.O. Box 632040
Nacogdoches, TX 75963-2040

Eastside Community Clinic
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Visit our Website:
www.etchc.com

November 04, 2021

The Honorable Peter Paul Montgomery Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

East Texas Community Health Services, Inc. (ETCHS) offers our full support to Brazos Transit District (BTD) in their pursuit of Bus and Bus Facility Section 5339 Grants funds in 2021. We feel confident the proposed funds will provide significant and measurable improvements in constructing a new maintenance facility in the rural portion of BTD's service area

As a Federally Qualified Health Center (FQHC) whose mission is to provide primary medical and dental healthcare to the uninsured and low-income population of East Texas, having a public transportation system such as the Brazos Transit District (BTD) is invaluable to our patients and the success of our programs. For those patients relying on public transit to get to ETCHS's clinics, the Brazos Transit District (The District) provides fixed route and demand response services in both Angelina and Nacogdoches Counties.

ETCHS looks forward to continuing our long-standing working relationship with Brazos Transit District in their efforts providing general public transportation services. We offer our full support of their proposal for capital funds that will continue to help generate economic development as well as continue to service thousands of those without access to transportation to medical appointments, jobs and education in our communities.

Sincerely,

Anita Humphreys

EAST TEXAS COMMUNITY HEALTH CLINICS
East Texas Community Health Services, Inc.
Nacogdoches, TX 75961
936-560-5413 ext 1101
ahumphreys@etchc.com

La Esperanza Clinic, Inc.

The mission of La Esperanza Clinic is to provide quality primary and preventive health care and dental services to all people, particularly the medically underserved of San Angelo and the Concho Valley.

November 5, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Support for Concho Valley Transit District Federal Transit Administration Section 5339 Grant Application

Dear Secretary Buttigieg,

On behalf of the La Esperanza Clinic, I would like to express my support for the Federal Transit Administration (FTA) Section 5339 grant application submitted by Concho Valley Transit District (CVTD) to build a new vehicle maintenance and transit operations facility.

CVTD is the sole provider of public transit in San Angelo and the surrounding rural areas. The services CVTD provides are integral to the region and to meeting the needs of low and no-vehicle households. CVTD partners with several local agencies and organizations to provide transportation services to their clients. These agencies include Foster Grandparents, Area Agency on Aging, 5310 – Elderly and Disabled, and Medicaid. An investment here would greatly benefit the Concho Valley region as a whole and would be a worthwhile use of FTA funds.

We anticipate that the requested grant will not only finance construction of a maintenance and operations facility that will allow for more time and cost-efficient maintenance services and expanded parking space for vessels, but also result in the creation of maintenance and administration jobs. La Esperanza Clinic actively promotes transportation planning that is consistent with land-use plans and support efforts to implement ongoing infrastructure programs, including investments in transit systems. CVTD's FTA Section 5339 grant application lines up squarely with these economic development and transportation priorities. Effective, pedestrian and transit-focused reinvestments that strengthen transit usage will ultimately result in revenue opportunities including increased location value and investment potential. In addition, CVTD is a critical partner and resource for patients served by La Esperanza Clinic. The aforementioned reasons are key factors in our decision to strongly support the CVTD FTA Section 5339 grant application, and we hope you find their submission as compelling as we do.

Sincerely,

Dean Munn
Chief Executive Officer
La Esperanza Clinic

2029 W. Beauregard Avenue
San Angelo, Texas 76901

Phone: 325-658-5339
Esperanzahealth.org

Impact Lufkin
Community Driven

1221 Abney St.
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reshank@hotmail.com
www.impactlufkincommunitydriven.org

November 5, 2021

The Honorable Peter Paul Montgomery Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

The IMPACT LUFKIN offers our full support to Brazos Transit District (BTD) in their pursuit of 5339 Grant funds in 2021. We feel confident the proposed funds will provide significant and meas-urable improvements in constructing a new maintenance facility in the rural portion of BTD's service area.

The IMPACT LUFKIN looks forward to continuing our long-standing working relationship with Brazos Transit District in their efforts providing general public transportation services. We offer our full support of their proposal for capital funds that will continue to help generate economic development as well as continue to service thousands of those without access to transportation to medical appointments, jobs and education in our communities.

Sincerely,

Robert Shankle

SHANNON MEDICAL CENTER

November 5, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Support for Concho Valley Transit District Federal Transit Administration Section 5339 Grant Application

Dear Secretary Buttigieg,

On behalf of Shannon, I would like to express my support for the Federal Transit Administration (FTA) Section 5339 grant application submitted by Concho Valley Transit District (CVTD) to build a new vehicle maintenance and transit operations facility.

CVTD is the sole provider of public transportation in San Angelo and the surrounding rural areas. The services CVTD provides are integral to the region and to meeting the needs of low and no-vehicle households. CVTD partners with several local agencies and organizations to provide transportation services to their clients. These agencies include Foster Grandparents, Area Agency on Aging, 5310 – Elderly and Disabled, and Medicaid.

Shannon anticipates that the funds will aid in expanding and streamlining these services by financing the construction of a maintenance and operations facility that will allow for more time and cost-effective maintenance services for CVTD vessels. The expansion and increased efficacy of these services will ultimately result in more disabled and aging members of the community having the means to access grocery stores, recreational activities, and medical services that they otherwise would not have easy access to. The resources that CVTD provides work in synergy with Shannon's commitment to the health and well-being of the people of San Angelo and the Concho Valley region. The aforementioned reasons are key factors in our decision to endorse the CVTD FTA Section 5339 grant application, and we encourage you to join us in supporting them.

Sincerely,

Shane Plymell
President/CEO
Shannon

120 EAST HARRIS AVENUE, P.O. BOX 1879
SAN ANGELO, TEXAS 76902
325-653-6741

Coastal Bend COLLEGE

Date: November 5, 2021

The Honorable Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Secretary:

My name is Dr. Justin Hoggard, Coastal Bend College President, and I am writing this letter in Support of TxDOT's application and for the REAL Multimodal Transit Facility.

Coastal Bend College is a rural, south Texas community college. As a Hispanic Serving Institution striving for equity in services to all our stake holders, this program could be the difference for any number of students. Unfortunately, many CBC students are just one crisis away from stopping out of college.

Coastal Bend College recently entered a partnership that would provide students a resource should he or she be faced with a transportation challenge. The services cover all our locations in our service area. Moreover, this opportunity could allow students the opportunity for reliable transportation into a more urban center for our students who chose to continue their education at a university.

This partnership with REAL Multimodal Transit Facility could be essential for many of our students to travel the educational avenue allowing students to achieve their desired outcomes. For these reasons, I support the REAL Multimodal Transit Facility and look forward to strengthening rural, south Texas through this initiative.

Sincerely,

Dr. Justin Hoggard
Coastal Bend College
3800 Charco RD
Beeville, TX 78102
jhoggard@coastalbend.edu
(361) 354-2201

Coastal Plains
Community Center

November 5, 2021

The Honorable Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Secretary

Our Center has been working with REAL, Inc. for over ten (10) years. We have collaborated on several projects together and they have played an integral part in meeting the transportation needs of the clients we serve in our rural community. I am writing this letter in Support of TxDOT's application and for the REAL Multimodal Transit Facility.

Our Organization currently serves over 3,500 clients in our nine county area. We provide outpatient behavioral health, intellectual & developmental disability services. All services are based on individual needs and designed for people to live and work successfully in their communities. Our focus is on community-based services to provide education, training, and support to help people live as independently as possible in the community. Our nine counties are rural and have limited transportation. Transportation has been a big barrier in clients accessing care. Having REAL, Inc. as a community partner has helped improve utilization and decrease "no show" rates for clients scheduled to see our physicians and counselors.

I am pleased to support REAL's Multimodal Transit Facility as the need to advance and improve our transportation systems in rural communities is of paramount importance. If you have further questions please don't hesitate to contact me.

Sincerely,

Leonel B. Trejo, Jr.
Chief Executive Officer
Coastal Plains Community Center

South Coastal AHEC

South Coastal AHEC (Area Health Education Center)
400 Mann Street #600
Corpus Christi, Texas 78401
Phone: 361-881-8133
Fax: 361-888-7523

November 5, 2021

The Honorable Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Secretary,

I am writing this Letter in Support of TxDOT's application and for the REAL Multimodal Transit Facility. Currently, there is no multimodal facility to support transit operations in this rural area. This much needed facility in our rural area would provide passenger amenities that are just not currently available; the ease of transfer, the waiting in a safe environment, protection from the harsh elements, plenty of seating, restrooms, climate-controlled, real-time bus information.

Rural areas are dispersed and automobile dependent. Without rural transportation, non-drivers tend to be isolated to include the elderly, individuals with disabilities, and the impoverished families in our community. REAL does a wonderful job providing transportation not only our rural community members but also the members of our community with health issues. REAL provides transportation to doctor's visits, medication pick-ups, dialysis, and many other locations that are essential to day-to-day living.

South Coastal Area Health Education Center (AHEC) is part of the University of Texas Health Science Center in San Antonio and its mission is to recruit and train healthcare professionals to practice in the medically underserved areas of South Texas due to the shortage of healthcare professionals. REAL makes it possible for us to recruit underserved and or at-risk students from the rural areas to participate in a health career summer camp exposing them to a hands-on training experience in different medical fields on a college campus. REAL transports the students to and from the camp. These students would not be able to be part of the camp without the transportation provided by REAL.

I have to mention a project that REAL and AHEC worked on together with a focus on individuals with mental health issues. The project was so successful that the group flourished. The individuals that were isolated and had abandoned their medical care; had now formed friendships and encouraged each other to get the medical care they needed and to follow up with their mental health care provider. They now had a sense of belonging and were part of a family. REAL made a remarkable impact on the overall well-being of these individuals.

A multimodal transit facility is not a luxury but a necessity in this area. We may not be able to provide a car to everyone but we can provide reliable public transportation to ensure that everyone has the means to access the basic essentials that many of us take for granted. I give my full support for the REAL Multimodal Transit Facility.

Sincerely,

Belinda Flores, RN, BS
Director

WORKFORCE SOLUTIONS
of the Coastal Bend

Skills. Jobs. Dreams.

November 4, 2021

The Honorable Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Secretary,

On behalf of Workforce Solutions of the Coastal Bend, I am pleased to support TxDOT's application for 5339 Discretionary grant funding to include Rural Economic Assistance League's (REAL's) application for funding for a multimodal facility. We are happy to support the development of this important regional project through planning and design. We recognize the importance of a regional transportation hub, one that can fully accommodate the administration, operational and maintenance needs of REAL throughout the rural parts of our 11-county service area.

The partnership between Workforce Solutions of the Coastal Bend and REAL is important for the transportation needs of citizens throughout the Coastal Bend. This strategically placed multimodal facility will also be able to accommodate additional transportation providers, which will expand the mobility options for transit-dependent riders throughout the region. These vital transportation services help our workforce commute to and from work and assist with employment retention.

We are grateful for the continued partnership with REAL, and ask for your support of this important project for our community.

Sincerely,

Ken Treviño
President/CEO
Workforce Solutions of the Coastal Bend

Learn Skills. Land Jobs. Live Dreams.

Workforce Solutions of the Coastal Bend
520 N. Staples / Corpus Christi, Texas 78401 / Phone 361.885.3016 Fax 361.885.3025
www.workforcesolutionscb.org / 1-888-860-JOBS (5627)

SAN ANGELO
Chamber of Commerce

418 W Ave. B | San Angelo, TX 76903 | 325.655.4136 | www.sanangelo.org

November 5, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Support for Concho Valley Transit District Federal Transit Administration Section 5339 Grant Application

Dear Secretary Buttigieg,

On behalf of the San Angelo Chamber of Commerce, I would like to express my support for the Federal Transit Administration (FTA) Section 5339 grant application submitted by Concho Valley Transit District (CVTD) to build a new vehicle maintenance and transit operations facility.

CVTD is the sole provider of public transit in San Angelo and the surrounding rural areas. The services CVTD provides are integral to the region and to meeting the needs of low and no-vehicle households. CVTD partners with several local agencies and organizations to provide transportation services to their clients. These agencies include Foster Grandparents, Area Agency on Aging, 5310 – Elderly and Disabled, and Medicaid. An investment here would greatly benefit the Concho Valley region as a whole and would be a worthwhile use of USDOT funds.

We anticipate that the requested grant will not only finance construction of a maintenance and operations facility that will allow for more time and cost-efficient maintenance services and expanded parking space for vessels, but also result in the creation of maintenance and administration jobs. San Angelo Chamber of Commerce actively promotes transportation planning that is consistent with land-use plans and support efforts to implement ongoing infrastructure programs, including investments in transit systems. CVTD's FTA Section 5339 grant application lines up squarely with these economic development and transportation priorities. Effective, pedestrian and transit-focused reinvestments that strengthen transit usage will ultimately result in revenue opportunities including increased location value and investment potential. The aforementioned reasons are key factors in our decision to strongly support the CVTDFTA Section 5339 grant application, and we hope you find their submission as compelling as we do.

Sincerely,

Walt Koenig
President and CEO
San Angelo Chamber of Commerce

1117 Gallagher Drive
Sherman, Texas 75090
www.tcog.com

U.S Department of Transportation
Att: US DOT Secretary Pete Buttigieg
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Letter of Recommendation for Texoma Area Paratransit System

Dear Secretary Buttigieg:

I am writing this letter of recommendation for the Texoma Area Paratransit System (TAPS) with reference to construction of a new administration building. I believe that this project will create some remarkable changes in how services are provided to the residents of Texoma. Investing in an updated facility will immediately enhance TAPS' image, and also provide savings in terms of utility and other bills. Additionally, staff members would be able to function in a more modern office space – allowing them to serve clients in a more efficient and effective manner.

TAPS has done amazing work in the Texoma region, and I have been associated with their agency for 9 years. Whether transporting clients to medical appointments, food pantries, and other engagements, TAPS does its very best to meet the needs of all constituents. During the pandemic, they have offered their services to various organizations to assist clients (especially those of low-income status) in connecting them to much needed resources. The transportation services provided by TAPS is very essential, and funding a new administration building would benefit its operation and the community at large.

In conclusion, I am supportive of TAPS' efforts to seek funding for the construction of a new administration building. Your support of this project will highly be appreciated.

Sincerely,

Delano Smith
Client Services Director
Texoma Council of Governments

WEST TEXAS
COUNSELING & GUIDANCE
36 E. TWOHIG #600 · SAN ANGELO, TEXAS 76903

November 5, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Support for Concho Valley Transit District Federal Transit Administration Section 5339 Grant Application

Dear Secretary Buttigieg,

On behalf of the San Angelo Chamber of Commerce, I would like to express my support for the Federal Transit Administration (FTA) Section 5339 grant application submitted by Concho Valley Transit District (CVTD) to build a new vehicle maintenance and transit operations facility.

CVTD is the sole provider of public transit in San Angelo and the surrounding rural areas. The services CVTD provides are integral to the region and to meeting the needs of low and no-vehicle households. CVTD partners with several local agencies and organizations to provide transportation services to their clients. These agencies include Foster Grandparents, Area Agency on Aging, 5310 – Elderly and Disabled, and Medicaid. An investment here would greatly benefit the Concho Valley region as a whole and would be a worthwhile use of USDOT funds.

We anticipate that the requested grant will not only finance construction of a maintenance and operations facility that will allow for more time and cost-efficient maintenance services and expanded parking space for vessels, but also result in the creation of maintenance and administration jobs. San Angelo Chamber of Commerce actively promotes transportation planning that is consistent with land-use plans and support efforts to implement ongoing infrastructure programs, including investments in transit systems. CVTD's FTA Section 5339 grant application lines up squarely with these economic development and transportation priorities. Effective, pedestrian and transit-focused reinvestments that strengthen transit usage will ultimately result in revenue opportunities including increased location value and investment potential. The aforementioned reasons are key factors in our decision to strongly support the CVTD FTA Section 5339 grant application, and we hope you find their submission as compelling as we do.

Sincerely,

(325) 944-2561 • FAX: (325) 653-4218
WWW.SANANGELOCOUNSELING.ORG

MEALS on WHEELS
TEXOMA

November 5, 2021

USDOT Secretary
Pete Buttigieg
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Buttigieg:

Meals On Wheels Texoma strongly urges the USDOT to accept the Texoma Area Paratransit Systems' (TAPS) request to acquire funding for construction of a new administrative facility for transportation services. TAPS services many individuals in the Grayson communities who are elderly or have a disability and rely on an effective and reliable transportation system that will help them reach their destinations. If TAPS is allowed to access this funding it will be able to better serve those individuals within the region and assist with transporting clients.

TAPS Public Transit provides a very important service for its clients, and I believe that reinforcing its ability to provide effective and reliable public transportation will ultimately help provide an even better service for all of the member's communities it serves. We believe that TAPS having this funding could serve those in need and meet the current gaps in transportation. I ask that you take this letter of fervent support under the advisement when making your decision.

Sincerely,

J. Greg Pittman
Executive Director and CEO

4114 Airport Drive • Denison, Texas 75020 • Phone: 903-786-3351 • Toll Free: 877-900-3351 • Fax: 903-786-8893 • www.mowot.org

Workforce Solutions
Texoma
A proud partner of the AmericanJobCenter network

2415 S. Austin, Suite 107
Denison, TX 75020
903-957-7408
Fax 903-957-7413

November 5, 2021

USDOT Secretary
Pete Buttigieg
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Buttigieg:

Workforce Solutions Texoma supports the request by the Texoma Area Paratransit Systems' (TAPS) to acquire funding for construction of a new administrative facility for transportation services. TAPS serves many individuals in the Grayson County who are elderly or disabled. These residents rely on an effective and reliable transportation system that will help them reach their destinations.

TAPS provides a very important service for its clients, and I believe that reinforcing its ability to provide effective and reliable public transportation would ultimately
help provide an even better service for all of the communities it serves.

Please accept this letter of support on behalf of TAPS.

Sincerely,

Janie Bates

WORKFORCE SOLUTIONS
DEEP EAST TEXAS

415 S. First Street, Suite 110B Lufkin, Texas 75901
Phone: 936-639-8898 Fax: 936-633-7491

November 5, 2021

The Honorable Peter Paul Montgomery Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Deep East Texas Local Workforce Development Board dba Workforce Solutions Deep East Texas offers our full support to Brazos Transit District (BTD) in their pursuit of 5339 Bus and Bus Facility Grants funds in 2021. We feel confident the proposed funds will provide significant and measurable improvements in constructing a new maintenance facility in the rural portion of BTD's service area. Workforce Solutions Deep East Texas is a quasi-government organization serving twelve (12) counties in the deep east Texas region. Our region is primarily rural with residents facing barriers to employment and transportation is one of many barriers' individuals facing in gaining employment. The opportunity for Brazos Transit District to expand and serve the region will have a positive economic impact on the region in assistance of more individuals accessing services and the opportunity to gain employment. The Workforce Solutions Deep East Texas looks forward to continuing our long-standing working relationship with Brazos Transit District in their efforts providing general public transportation services. We offer our full support of their proposal for capital funds that will continue to help generate economic development as well as continue to service thousands of those without access to transportation to medical appointments, jobs and education in our communities.

Sincerely,

Mark Durand
Executive Director
Workforce Solutions Deep East Texas