



# Huntsville, Alabama

305 Fountain Circle  
Huntsville, AL 35801

## Cover Memo

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**Meeting Type:** City Council Regular Meeting **Meeting Date:** 7/10/2025

**File ID:** TMP-5699

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**Department:** Public Transit

**Subject:**

**Type of Action:** Approval/Action

Resolution authorizing the Mayor to make grant application to the Federal Transit Administration (FTA) for the Buses and Bus Facilities Grant (5339b).

Resolution No.

**Finance Information:**

**Account Number:** To be assigned upon award

**City Cost Amount:** \$1,310,588.87

**Total Cost:** \$6,522,944.35

**Special Circumstances:**

**Grant Funded:** \$5,242,355.48

**Grant Title - CFDA or granting Agency:** FTA-2025-008-TPM-LWNO

**Resolution #:** N/A

**Location: (list below)**

**Address:** 521 Pratte Ave NW 35801

**District:** District 1 ☐ District 2 ☐ District 3 ☐ District 4 ☐ District 5 ☐

**Additional Comments:** For Huntsville Transit Operations & Maintenance Servicing Facilities Reconfiguration.

**RESOLUTION NO. 25-**

**WHEREAS**, the United States, through the United States Department of Transportation, Federal Transit Administration, under 49 U.S.C., United States Code and other Federal statutes administered by the Federal Transit Administration offers Section 5339(b) Bus and Bus Facilities Program Grant and

**WHEREAS**, the City of Huntsville, hereinafter referred to as the Applicant, would benefit from making an application for such assistance.

**NOW, THEREFORE, BE IT RESOLVED** BY THE City Council of Huntsville, Alabama, that the Mayor, or his designee, in his official capacity, be, and he is hereby authorized and requested to make application to the United States Department of Transportation, Federal Transit Administration, Grant Application for the said financial assistance from Section 5339(b) Bus and Bus Facilities Program Grant in an amount not to exceed Six Million, Five Hundred Fifty Two Thousand, Nine Hundred Forty Four Dollars and Thirty Five Cents, (\$6,552,944.35); Five million, Two Hundred Forty Two Thousand, Three Hundred Fifty Five Dollars and Forty Eight Cents (\$5,242,355.48) federal share; One Million, Three Hundred Ten Thousand, Five Hundred Eighty Eight Dollars and Eighty Seven Cents (\$1,310,588.87) local share.

**BE IT FUTHER RESOLVED**, that, in the event that a grant is awarded, the Mayor of the City of Huntsville, or his designee, is hereby authorized to enter into an agreement with the United States Department of Transportation, Federal Transit Administration for such grant funds and sigh assurances that the City of Huntsville will comply with all applicable federal and state laws, rules, and regulations.

**ADOPTED** this the 10th Day of July, 2025

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President of the City Council

City of Huntsville, Alabama

**APPROVED** this the 10th Day of July, 2025

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Mayor of the City of Huntsville, Alabama

# APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

<b>1.a. Type of Submission:</b> <input checked="" type="checkbox"/> Application <input type="checkbox"/> Plan <input type="checkbox"/> Funding Request <input type="checkbox"/> Other Other (specify): <div></div>		<b>1.b. Frequency:</b> <input type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input checked="" type="checkbox"/> Other Other (specify): Competitive Bus & Bus Facilities Grant		<b>1.d. Version:</b> <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update <b>2. Date Received:</b> Completed by Grants.gov upon submission.		<b>STATE USE ONLY:</b> <b>5. Date Received by State:</b> <div></div>	
		<b>3. Applicant Identifier:</b> 1075		<b>4a. Federal Entity Identifier:</b> Federal Transit Administration		<b>6. State Application Identifier:</b> <div></div>	
<b>1.c. Consolidated Application/Plan/Funding Request?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <b>Explanation</b>				<b>4b. Federal Award Identifier:</b> <div></div>			

## 7. APPLICANT INFORMATION:

<b>a. Legal Name:</b> City of Huntsville, ALA	
<b>b. Employer/Taxpayer Identification Number (EIN/TIN):</b> 63-6001296	<b>c. UEI:</b> ZBCLKNT6JWT4
<b>d. Address:</b> Street1: 500B Church Street Street2: <div></div> City: Huntsville County / Parish: Madison State: AL: Alabama Province: <div></div> Country: USA: UNITED STATES Zip / Postal Code: 35801-4240	
<b>e. Organizational Unit:</b> Department Name: Dept of Parking and Public Tra Division Name: Public Transit	
<b>f. Name and contact information of person to be contacted on matters involving this submission:</b> Prefix: Mrs. First Name: Emma Middle Name: <div></div> Last Name: Walker Suffix: <div></div> Title: Accountant III Organizational Affiliation: Municipality Telephone Number: 256-427-6802 Fax Number: <div></div> Email: emma.walker@huntsvilleal.gov	

President of the City Council of the City of  
Huntsville, Alabama  
Date: \_\_\_\_\_

## APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

### 8a. TYPE OF APPLICANT:

C: City or Township Government

Other (specify):

### b. Additional Description:

Municipality

### 9. Name of Federal Agency:

DOT/Federal Transit Administration

### 10. Assistance Listing Number:

20.526

Assistance Listing Title:

Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs

### 11. Descriptive Title of Applicant's Project:

Huntsville Transit Operations and Maintenance Servicing Facilities Reconfiguration

### 12. Areas Affected by Funding:

Huntsville Urbanized Area and Madison County Rural Area

### 13. CONGRESSIONAL DISTRICTS OF:

a. Applicant:

AL-005

b. Program/Project:

AL-005

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

Add Attachment

Delete Attachment

View Attachment

### 14. FUNDING PERIOD:

a. Start Date:

10/01/2025

b. End Date:

09/30/2028

### 15. ESTIMATED FUNDING:

a. Federal (\$):

5,242,355.00

b. Match (\$):

1,310,589.00

### 16. IS SUBMISSION SUBJECT TO REVIEW BY STATE UNDER EXECUTIVE ORDER 12372 PROCESS?

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

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

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

## APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

### 17. Is The Applicant Delinquent On Any Federal Debt?

Yes ☐No ☒

18. By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)

☐ \*\* I Agree

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

### Authorized Representative:

Prefix:

First Name:

Middle Name:

Last Name:

Suffix:

Title:

Organizational Affiliation:

Telephone Number:

Fax Number:

Email:

Signature of Authorized Representative:

Date Signed:

Attach supporting documents as specified in agency instructions.

**APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY**

**Consolidated Application/Plan/Funding Request Explanation:**

**APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY**

**Applicant Federal Debt Delinquency Explanation:**

# FY 2025 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

## Applicant and Proposal Profile

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

**Is this application for:** ☐ Low-No (FTA-2025-008-TPM-LWNO)  
**(If applying to both programs, please check both boxes)** ☒ Buses and Bus Facilities (FTA-2025-007-TPM-BUS)

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

### Section I. Applicant Information (NOFO Section 4)

Organization Legal Name:

FTA Recipient ID Number:

Organization Chief Executive Officer:   
 (name and direct phone number)

Applicant Eligibility: ☐ Direct or Designated Recipient

☐ State

☒ Local Governmental Authority

☐ Federally Recognized Indian Tribe

Is the Federal requested amount less than \$1 million? ☐ Yes ☐ No

Project Location (as of 2020 Census): ☒ Large Urbanized Area (200,000+ people)

☐ Small Urbanized Area (50,000-199,999 people)

☐ Rural (less than 50,000 people)

#### Description of Service Provided and Areas Served:

The City of Huntsville is located in primary UZA 132. As of December 2024, the City had an estimated population of 246,131 with a total area of 226.7 square miles. Huntsville Transit operates 16 buses on 12 fixed routes in the City of Huntsville (COH) with a service area of 100+ square miles, serving a population of 143,441. The City also operates 20 peak paratransit vehicles throughout the city limits. The overall service ridership exceeds 2,500 passengers per day. Service operates weekdays from 5:00a.m. to 9:00p.m. and Saturday from 7:00a.m. to 7:00p.m. Current ridership (April 2025) is 105% of pre-pandemic levels.

Huntsville Transit serves many social service agencies, including the Huntsville-Madison County Senior Center, the Social Security Office, the Madison County Health Department, and the Department of Human Services. Transit service provides coverage to high density housing areas. It also provides service to areas with the highest concentration of elderly residents in the vicinity of Westbury Square, south of Airport Road in South Huntsville, and Parkway Place Mall. It covers the areas in North Huntsville with the highest concentration



of minority residents, and the area immediately to the west and south of downtown Huntsville, which also has a high concentration of minority residents. The highest concentration of lower income families are in areas surrounding downtown Huntsville. Every area with more than 50 percent of people considered to be lower income are served by Huntsville Transit. The fixed route transit service covers South Huntsville and the Research Park area, allowing residents to access retail shops, businesses, and medical facilities throughout Huntsville.

## Congressional Districts (Project Location)

Congressional District

AL-005

## Section II. Project Information (NOFO Section 4)

### About the Project

Project Title:  
(descriptive title of this project)

Transit Operations and Maintenance Servicing Facilities Reconfiguration

#### Project Executive Summary:

The Maintenance Servicing Facilities Reconfiguration is needed to improve end-of-day fleet maintenance servicing and efficiency. The project involves re-design, demolition, construction, and rehabilitation of bus maintenance service facilities located at 500 Church Street NW, Huntsville, AL. The site includes Operations, Admin, Maintenance Inspection, and vehicle servicing facilities. The project is required to maintain a daily vehicle service line that includes oils, fluids, and fueling, as well as fare collection, bus washing and cleaning activities. The project also includes an expanded maintenance inspection bay for our continued transition to larger 40-ft buses.

If applicable, list any subrecipients included in this proposal:

N/A

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

- ☐ Battery Electric\*  
☐ CNG  
☒ Diesel  
☐ Diesel-Electric Hybrid  
☐ Gasoline  
☐ Gasoline-Electric Hybrid  
☐ Hydrogen Fuel Cell\*  
☐ Propane  
☐ Other

If other, specify:

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

**Project Type:** ☐ Bus Replacement

Number of buses to be replaced:

☐ Bus Rehabilitation

Number of buses to be rehabilitated:

☐ Bus Fleet Expansion

Number of buses to expand fleet:

☐ Bus Facility Replacement

☒ Bus Facility Rehabilitation

☐ Bus Facility Expansion or New Facility

☐ Battery-Electric Chargers

Number of chargers requested:

☐ Bus Equipment

☐ Other

If other, specify:

## Section III. Evaluation Criteria (NOFO Section 6)

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

### Demonstration of Need

When the current Operations, Administration, and Vehicle Service Maintenance facility was constructed in 2003, it was designed as a 10-bay fixed route bus transfer station, with a small maintenance bay and bus wash to accommodate 30' medium duty buses. At that

time, there were no provisions made for an end-of-day fleet servicing line, fuel station, or washing of revenue vehicles more than 30' in length. The existing maintenance inspection bay (2700 sq ft) is too small (length, width, and height) to accommodate Huntsville Transit's future fleet of 40' hybrid electric buses. In addition to being 20 years old with obsolete components and parts, the existing bus wash building (2017 sq ft) is also too small to accommodate the larger buses. The original 2003 facility also did not include a dedicated building for the servicing and switching out of fareboxes at the end of the day. Instead, an office within the administration building, that was closest to the back door, was used. Today, bus operators continue to park their bus outside of the facility's (north) back door where supervisors traverse in and out of the building; and in and out of the interior money/count office with full and empty boxes. While one bus is being serviced, other Bus Operators wait in line with their bus.

For end of day fueling, Bus Operators, at the last shift end, drive buses to one of four (4) commercial fuel stations with plastic fuel cards. This procedure requires approximately 40 minutes per vehicle each day to travel to and from the station as well as the time for fueling. A fueling area above ground, skid-mounted tanks, and dispensers at the 500 Church Street site is needed to eliminate approximately 9 hours of daily wages, 9 hours of vehicle time, and 200 daily miles of wear and tear on the fleet.

In January 2023, Huntsville Transit completed an update to its Transit Improvement Plan called "Go Huntsville Transit". This 5-phase plan calls for \$2,947,118 in additional operating expense to double the number of buses and fixed route bus service in Huntsville. The plan also calls for larger 40' buses on the heavier ridership routes. A re-design and construction at 500 Church Street facility is needed to create a new vehicle service maintenance line that will accommodate the larger fleet in an efficient manner each day. The new fleet servicing line needs to have four efficiently located stations traversed consecutively in a counterclockwise direction to include (1) fueling and fluids, (2) bus wash, (3) cleaning, and (4) farebox service.

Public Transit Agency Safety Plan data shows a significant number of transit related accidents from 2022 - 2024 were either backing or involved buses and/or employee vehicles within the transit facility parking lots. A re-design and construction of parking lots, barriers, and interior traffic lanes is needed at the 500 Church Street location to separate employee parking from bus parking, and the vehicle servicing line.

## Demonstration of Benefits

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

Is this application for the Low-No Program? ☐ Yes ☒ No

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

Is this application for the Buses and Bus Facilities Program? ☒ Yes ☐ No

Please describe the benefits of the proposed project:

A new, larger repair bay, maintenance and inspection building will accommodate the current and future fleet of 40ft buses. The current maintenance inspection bay will not.

On-site fueling will make nighttime vehicle servicing operations more efficient. Nine (9)+ daily hours of fleet time, and 200+ daily fleet miles can be saved by not having to drive buses to and from remote fueling sites.

The transit agency can significantly reduce risks of accidents by separating employee parking from bus parking. Additionally, an overall safer and more efficient operation can be achieved by creating a one-day servicing lane for transit revenue vehicles only, separate from employee and customer traffic flow within the 500 Church Street campus. In 2022, 25%+ of all transit accidents

involved employee cars within the transit facilities, transit vehicles within the transit campus, or backing accidents overall. While 2023 and 2024 showed improvement, "bus on bus" and parking lot accidents continue to be a safety risk in the current (2025) facility environment. A re-design, re-construct, paving and striping will eliminate the need for backing revenue vehicles on the property. A new and modern bus wash facility will allow for the daily cleaning of the current and future fleet of 40' buses, as well as the paratransit fleet and transit service support vehicles. The current bus wash will not.

## Planning and Local/Regional Prioritization

In January 2023, Huntsville Transit completed an update to its Transit Improvement Plan called "Go Huntsville Transit". This 5-phase plan calls for \$2,947,118 in additional operating expense to double the number of buses and fixed route bus service in Huntsville. The plan also calls for larger 40' buses on the heavier ridership routes. A re-design and construction at 500 Church Street facility is needed to create a new vehicle service maintenance line that will accommodate the larger fleet in an efficient manner each day.

This project is the 2nd phase of the original project titled "Multimodal Transfer Station Construction and Operating Facility Re-Design and Renovation" and is included in the 2024 – 2027 Transportation Improvement Plan (TIP) in coordination with our MPO. Many of our community partners would also greatly benefit from the upgrades proposed for Huntsville Transit. Please see the Letters of Community Support from City of Huntsville Mayor, Tommy Battle, Wellstone Emergency Services, Top of Alabama Regional Council of Governments (TARCOG), First Stop, and the University of Alabama at Huntsville (UAH) attached to this grant application.

## Local Financial Commitment

Matching Funds Amount:

1,310,588

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

On July 10, 2025, the City of Huntsville's City Council authorized Mayor Tommy Battle to approve the City of Huntsville's funding of the local share in the amount of \$1,310,588. This local financial commitment approval is documented in the Resolution file attached to this grant application. The local funds amount of \$1,310,588 currently reside in the City of Huntsville's 1990 Capital Improvement Plan, Fund 3020, and are available for use upon notification of award from USDOT FTA. Project funds associated with this grant will not be co-mingled with other State, Local, or Federal grant funds. Please see attached letter from Penny Smith, City of Huntsville Director of Finance.

## Project Budget

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Project Budget	1	5,221,470	1,305,367	0	0	6,526,837	<input checked="" type="checkbox"/>
Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Workforce Development	1	20,886	5,221	0	0	26,107	<input checked="" type="checkbox"/>
Total:		5,242,356	1,310,588	0	0	6,552,944	

Does the project budget include funding for workforce development activities or training at the National Transit Institute (NTI)? **Note: if selecting "yes", please ensure a unique line item is listed in the project budget above for this activity.**

☒ Yes ☐ No

FY26 Grant Figures	Bus & Bus Facilities Grant Notes (These figures will be spent over FY26 * FY27)	Fiscal Year Spending	FIA Share			Local Share		Total Cost	
Project Budget (Phase II)	Updated figures from General Services - Estimated Preliminary Project Budget (5/22/2025)	Engineering paid for in bulk FY26 & Construction bulk in FY27	\$	5,221,469.60	\$	1,305,367.40	\$	6,526,837.00	80/20
TOTAL			\$	5,221,469.60	\$	1,305,367.40	\$	6,526,837.00	
Workforce Development 0.5%		Spread out over FY26/27	\$	20,895.88	\$	5,221.47	\$	26,107.35	80/20
TOTAL			\$	5,242,355.48	\$	1,310,588.87	\$	6,552,944.35	

For any zero-emission project components (vehicle, facility, or equipment), is 5% of the Federal request budgeted for workforce development? **Note: if including any request for workforce development activities, please ensure a unique line item is listed in the project budget above.**

☒ Yes

☐ No

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

## Project Scalability

Is project scope scalable? ☐ Yes ☒ No

If yes, specify minimum Federal funds necessary:

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

## Project Implementation Strategy

Can this project be obligated in a grant within 12 months? ☒ Yes ☐ No

Please describe the project implementation strategy:

Phase I of this project is currently under Construction. Phase II (this project titled "Transit Operations and Maintenance Servicing Facilities Reconfiguration") is vital to the overall project success as the timeline is designed to ensure that engineering and design of Phase II begins about the same time as completion of Phase I, the new Bus Transfer station. The Implementation strategy is to begin preliminary A/E & D and be completed by Spring 2026, with Construction scheduled to begin October 2026.

During Construction the workaround plan will include temporary relocation of employee parking with remote fueling of fixed route and paratransit vehicles. The maintenance inspection bay will be left as the last construction activity to ensure uninterrupted maintenance services. The new bus wash facility will be completed prior to the closing of the old. Once the maintenance inspection bay is under construction, light repair activities will be temporarily assigned to the City's heavy equipment maintenance shop.

All contracts and procurements associated with this project will be subject to competitive processes and shall comply with all FTA and State/local procurement regulations. Contracts will be administered and monitored by both the Transit Department Accountant III / Fiscal Officer, the General Services Department, as well as Procurement, which is part of our Finance Department. The City's general services facilities and construction professionals will oversee and manage all design and construction contracts.

Funds awarded by the USDOT FTA under this grant will be held separately from other grants and the General Fund in an exclusive fund designed for tracking revenue and expenditures solely associated with this grant. Project funds associated with this grant will not be co-mingled with other State, Local or Federal grant funds. The City of Huntsville is committed to making progress payments as deemed necessary from our project partners.

## Project Timeline

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

Timeline Item Description	Timeline Item Date
TrAMS Grant Application	7/14/2025
TrAMS Grant Award	10/1/2025
Preliminary E & D	2/1/2026
Final E & D	4/1/2026
Release Construction RFQ	6/1/2026
Award Construction Contract	9/1/2026
Construction to Begin	10/1/2026
Construction End	7/1/2027

## Partnership Provision

Note: The partnership provision is only applicable to low- or no-emission projects that are applying to the Low-No Program or both the Low-No Program and Bus Program. Projects applying only to the Bus Program are not eligible to use the partnership provision. See NOFO Section 6, Project Implementation Strategy.

Does this application include a partnership between an eligible application and one or more partners? ☐ Yes ☒ No

If yes, please list project partners:

Project Partners

Provide a description of the partner(s) qualifications:

## Technical, Legal, and Financial Capacity

The City of Huntsville, Alabama, has the City Council as the legislative branch of the City government that adopts resolutions authorizing the City of Huntsville Mayor, or his designee, to make applications to the USDOT FTA for financial assistance, and to enter into agreements with USDOT FTA for grant funds and to sign assurances and certifications that the City will comply with all applicable federal laws, rules, and regulations. The City Council adopts binding budgets and contracts for the City of Huntsville. The City of Huntsville, Legal Department is responsible for all legal matters and issues, the Finance Department is responsible for all citywide financial matters, the City Clerk-Treasurer Department is responsible for receiving and depositing revenue collections by all requisite departments, and fixed asset inventory control. The Department of Parking & Public Transit is responsible for the performance of all transportation services, maintenance, monitoring for accuracy and compliance with department budgets, procurements, operations, grant applications and grant compliance.

Funds awarded by the USDOT FTA under this grant will be held separately from other grants and the General Fund in an exclusive fund designed for tracking revenue and expenditures solely associated with this grant. Project funds associated with this grant will not be co-mingled with other state, local or federal grant funds. The City of Huntsville will select an Architecture & Engineering (A&E) firm, and a general contractor through the City's competitive procurement processes IFB (Invitation for Bid) for an A&E Firm, and a Request for Quotation (RFQ) for a general contractor. The City of Huntsville's payment policy on construction contracts of this nature include progress payments upon completion of established project milestones.

## Section IV. Additional Considerations (NOFO Section 6)

### Opportunity Zones

Is this project located in or does it serve one or more Opportunity Zones? ☒ Yes ☐ No

If yes, identify the Census Tract Number(s) of the Opportunity Zone(s):

The reconfiguration of 500B Church Street NW, Huntsville, AL 35801 is located in Census Tract 003100 - See attached map.

See attached map of fixed routes and the Opportunity Zones Huntsville Transit services - serves all 10 Census Tracts located in the Huntsville area.

If yes, describe how the proposed project will impact the Opportunity Zone(s):

The area that stretches Cleveland Ave to Pratt Ave (North-South) and Washington St to Church St (East-West) has been a concrete plant, unused land underneath I565, & railroad yard housing unused train cars. We've already seen a local developer renovate 523 Pratt Ave property that has been vacant for 10 years; now a new local restaurant. Three blocks from this location is Stella, a new luxury apartment complex. This Phase 2 project continues the momentum of improvements to this area.

### Cost-Effective Vehicle Procurements

Will this project procure vehicles? ☐ Yes ☒ No

If yes, will this project use any of the following procurement methods:



State schedule without selecting customization options

☐ Yes ☐ No

Joint procurement with at least 3 total transit agencies for common specification

☐ Yes ☐ No

Standard model from a vehicle original equipment manufacturer without customization

☐ Yes ☐ No

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

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

## Strengthen U.S. Vehicle Manufacturing Industry

Will this project procure vehicles?

☐ Yes ☒ No

If yes, will the project use either of the following methods:

Advance payments

☐ Yes ☐ No

Progress payments

☐ Yes ☐ No

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

## Benefits for Families and Communities

Will this project benefit families with young children?

☒ Yes ☐ No

If yes, describe how the project will improve access to jobs, healthcare facilities, recreational activities, and commercial activities:

This project will help Huntsville Transit provide cleaner, safer, & better maintained buses/vans for families using transit to access doctor appts., shopping, recreational activities and community-based programs. Prior to Phase I implementation, families regularly utilized the old transit facilities which were next to areas of bus maintenance servicing and employee parking. These renovations keep employee parking and vehicle maintenance servicing separated from the public in a safer environment.

If yes, describe how the project will improve the quality of life, raise the standard of living, or enable fuller participation in the economy by families:

Thousands of individuals in Huntsville rely on and utilize public transit to access jobs, shopping, medical, school, recreation, and many opportunities that make up a high quality of life and community participation. This project builds the facilities needed to improve maintenance servicing to achieve the goal of providing the best quality bus and paratransit service possible. Improved vehicle maintenance services reduces down time and improves overall service reliability.

### Buy America Waiver

Will this project require a waiver of any domestic preference standard?

☐ Yes

☒ No

If yes, identify any items that will need a waiver: