



Huntsville, Alabama

308 Fountain Circle
Huntsville, AL 35801

Cover Memo

Meeting Type: City Council Regular Meeting **Meeting Date:** 4/11/2024

File ID: TMP-4081

Department: Public Transit

Subject:

Type of Action: Approval/Action

Resolution authorizing the Mayor to make grant application for Buses and Bus Facilities Grant.

Resolution No.

Finance Information:

Account Number:

City Cost Amount: \$2,431,143.53

Total Cost: \$12,506,498.08

Special Circumstances:

Grant Funded: 10,075,354.55

Grant Title - CFDA or granting Agency: FTA 2024-003-TPM-BUS

Resolution #: N/A

Location: (list below)

Address: 500 Church St. NW 35801

District: District 1 District 2 District 3 District 4 District 5

Additional Comments: Bus and Bus Facilities Grant 5339(b)

RESOLUTION NO. 24-

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 said financial assistance from Section 5339(b) Bus and Bus Facilities Program Grant in an amount not to exceed Twelve Million, Five Hundred Six Thousand, Four Hundred Ninety Eight Dollars and Eight Cents (12,506,498.08); Ten Million, Seventy Five Thousand, Three Hundred Fifty Four Dollars and Fifty Five Cents (10,075,354.55) federal share; Two Million, Four Hundred Thirty One Thousand, One Hundred Forty Three Dollars and Fifty Three Cents local share (\$2,431,143.53).

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

ADOPTED this the 11th Day of April 2024.

President of the City Council
City of Huntsville, Alabama

APPROVED this the 11th Day of April, 2024.

Mayor of the City of Huntsville, Alabama

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY			
1.a. Type of Submission: <input checked="" type="checkbox"/> Application <input type="checkbox"/> Plan <input type="checkbox"/> Funding Request <input type="checkbox"/> Other Other (specify): <input type="text"/>		1.b. Frequency: <input type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input checked="" type="checkbox"/> Other Other (specify): <input type="text"/> Competitive Renovation & Bus Purchase	
1.c. Consolidated Application/Plan/Funding Request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <input type="text"/> Explanation		1.d. Version: <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update 2. Date Received: <input type="text"/> Completed by Grants gov upon submission	
		STATE USE ONLY: 5. Date Received by State: <input type="text"/>	
		3. Applicant Identifier: <input type="text"/> 1075	
		4a. Federal Entity Identifier: <input type="text"/> Federal Transit Administration	
		4b. Federal Award Identifier: <input type="text"/>	
7. APPLICANT INFORMATION:			
a. Legal Name: <input type="text"/> City of Huntsville, Alabama			
b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text"/> 63-6001296		c. UEI: <input type="text"/> ZBCLKNT6JWT4	
d. Address:			
Street1: <input type="text"/> 500b Church Street		Street2: <input type="text"/>	
City: <input type="text"/> Huntsville		County / Parish: <input type="text"/> madison	
State: <input type="text"/> AL: Alabama		Province: <input type="text"/>	
Country: <input type="text"/> USA: UNITED STATES		Zip / Postal Code: <input type="text"/> 358014240	
e. Organizational Unit:			
Department Name: <input type="text"/> Dept. of Parking & Public Tran		Division Name: <input type="text"/> Public Transit	
f. Name and contact information of person to be contacted on matters involving this submission:			
Prefix: <input type="text"/>	First Name: <input type="text"/> Anissa	Middle Name: <input type="text"/>	
Last Name: <input type="text"/> Pratte		Suffix: <input type="text"/>	
Title: <input type="text"/> Accountant III			
Organizational Affiliation: <input type="text"/> Municipality			
Telephone Number: <input type="text"/> 2564276802		Fax Number: <input type="text"/>	
Email: <input type="text"/> anissa.pratte@huntsvilleal.gov			

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. Catalog of Federal Domestic Assistance Number:

20.526

CFDA 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 and Bus Purchase

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:

10/01/2024

b. End Date:

09/30/2027

15. ESTIMATED FUNDING:

a. Federal (\$):

10,075,354.56

b. Match (\$):

2,431,143.53

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.

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

* APPLICANT'S ORGANIZATION City of Huntsville, Alabama	
* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	
Prefix: <input type="text"/>	* First Name: <input type="text" value="Tommy"/> Middle Name: <input type="text"/>
* Last Name: <input type="text" value="Sattle"/> Suffix: <input type="text"/>	
* Title: <input type="text" value="Mayor"/>	
* SIGNATURE: <input type="text" value="Completed on submission to Grants.gov"/>	* DATE: <input type="text" value="Completed on submission to Grants.gov"/>

FY24 Grant Figures	Bus & Bus Facilities Grant	Notes (These figures will be spent over FY25 * FY26)	Fiscal Year Spending			
Project Budget (Phase II)	FY23 figures above + 5% inflation	Engineering paid for in bulk FY25 & Construction bulk in FY26	\$ 1,623,699.25	\$ 5,520,577.45	\$ 7,144,276.70	80/20
Fixed Route Hybrid Engines	FY25 Purchase (2) (\$725,000ea) Based on the highest estimate on a Hybrid Diesel (Allison Transmission) in the Low/No Emissions Report 40ft	FY25	\$ 217,500.00	\$ 1,232,500.00	\$ 1,450,000.00	85/15
Fixed Route Hybrid Engines	FY26 Purchase (2) (\$725,000ea) Based on the highest estimate on a Hybrid Diesel (Allison Transmission) in the Low/No Emissions Report 40ft	FY26	\$ 217,500.00	\$ 1,232,500.00	\$ 1,450,000.00	85/15
Paratransit Vans - Electric	FY26 Purchase (6)-If the build out takes a year, we will have new arrivals by then. Electric charging stations will be installed (400,000ea)	FY26	\$ 360,000.00	\$ 2,040,000.00	\$ 2,400,000.00	85/15
TOTAL	Workforce Development - 5%	Spread out over FY25/26	\$ 2,431,143.53	\$ 10,075,354.55	\$ 12,506,498.08	80/20
TOTAL						

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

Applicant and Proposal Profile

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

Is this application for: Low-No (FTA-2024-002-TPM-LWNO)
(If applying to both programs, please check both boxes) Buses and Bus Facilities (FTA-2024-003-TPM-BUS)

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

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

Organization Legal Name:

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 Large Urbanized Area (200,000+ people)
 (as of 2020 Census): 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 in primary UZA 132. As of December 2023, the City had an estimated population of 237,952 in total area of 226.6 square miles. Huntsville Transit operates 14 buses on 11 fixed bus routes in the City of Huntsville (COH) with a service area of 96 square miles, serving a population of 97,224. The City also operates 20 peak paratransit vehicles throughout the entire city limits. The overall service ridership exceeds 2,800 passengers per day. Service operates weekdays from 5:00a.m. to 9:00p.m. and Saturday from 7:00a.m. to 7:00p.m. By Summer 2024, Huntsville Transit will expand services to 7 days a week and 16 peak buses. Ridership is currently 94% of pre-pandemic levels.

Huntsville Transit serves many social service agencies throughout Huntsville, 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 good coverage to high density housing areas, serves the area of highest concentration of elderly residents in the vicinity of Westbury Square, south of Airport Road in South Huntsville, and the 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 that also has a high concentration of minority residents. The highest concentration of residents earning incomes below the poverty line are in areas immediately surrounding downtown Huntsville and every one of the areas with more than 50 percent of persons living under the poverty line 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 C.3 and D.2.6)

About the Project

Project Title: **Transit Operations and Maintenance Servicing Facilities Reconfiguration and Low/No Vehicles**
 (descriptive title of this project)

Project Executive Summary:

The Facilities Re-Design/Construction/Low/No Bus project is needed for fleet expansion and the transition to zero emissions operations and maintenance. The project involves re-design, demolition, construction, and rehabilitation of bus maintenance servicing facilities located at the 500 Church Street NW, Huntsville, ALA, 35801 and purchasing four (4) Hybrid Electric Buses and six (6) Battery Electric Paratransit vehicles. The site includes Operations, Admin, Maintenance Inspection, and vehicle servicing facilities. The facilities part of 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 includes an expanded maintenance inspection bay for transition to larger 40-ft hybrid electric and zero emission vehicles. A "Zero Emissions Transition Plan" (attached) has been completed that includes battery-electric charging stations along the NW side of the proper

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

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

If Other, specify:

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

Project Type: Bus Replacement
 Number of buses to be replaced:

Bus Rehabilitation
 Number of buses to be rehabilitated:

Bus Fleet Expansion
 Number of buses to expand fleet:

Bus Facility Replacement

Bus Facility Rehabilitation

Bus Facility Expansion or New Facility

Battery Electric Chargers
 Number of chargers requested:

Bus Equipment

Other
 If Other, specify:

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

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

Demonstration of Need

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 and zero emission vehicles. 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 that 25% of all transit accidents in 2022 were either backing or involved buses and/or employee vehicles within the transit facility parking lots. Currently, March 2024, Huntsville Transit continues to experience near

misses and "bus on bus" or parking lot accidents. 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.

Larger, cleaner, and more efficient operating vehicles are also needed to better serve the Huntsville communities served by Transit. The Zero Emissions Transition Plan (attached) clearly shows significant reductions in carbon emissions, as well as operating costs once the initial capital infrastructure is in place.

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, much larger repair bay, maintenance and inspection building will accommodate the future fleet of 40ft hybrid electric and zero emission 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 showed improvement, "bus on bus" and parking lot accidents continue to be a safety risk in the current (2024) 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 future fleet of 40' buses, as well as the paratransit fleet and transit service support vehicles. The current bus wash will not.

The larger, cleaner, and more efficient Low/No vehicles proposed will operate cleaner (reduced carbon emissions) with significant reductions in maintenance parts and costs.

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. In October 2023, the City of Huntsville, approved a contract with SBLB, Inc., to prepare a "Zero Emissions Transition Plan." The scope of work for this plan included a comprehensive review of facilities, operations, maintenance activities and plans to ensure that new facility designs were compatible with a transition to Zero Emissions vehicles and infrastructure; as well allowed for the service expansion recommended in the "Go Huntsville Transit Plan". 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).

Local Financial Commitment

Matching Funds Amount:

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.

Upon Resolution and 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. Revenues associated with this grant will not be co-mingled with other state, local or federal grant funds. Upon selection of a vendor, whose proposal has been subjected to the competitive bidding process, the City is agreeable to the inclusion of prepayment and/or progress payment clause in the purchase agreement which shall require approval of the City Council of the City of Huntsville prior to executing the purchase.

Project Budget

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Phase II Renovation	1	5,520,577.45	1,623,699.25	0	0	7,144,276.7	<input checked="" type="checkbox"/>
Fixed Route Hybrid Buses	4	616,250	108,750	0	0	2,900,000	<input checked="" type="checkbox"/>
Paratransit Electric Vans	6	340,000	60,000	0	0	2,400,000	<input checked="" type="checkbox"/>
Workforce Development	1	49,777.1	12,444.28	0	0	62,221.38	<input checked="" type="checkbox"/>
Total:		10,075,354.55	2,431,143.53	0	0	12,506,498.08	

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

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

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

There is .5% allotted, which is in compliance with the Bus and Bus Facilities Grant requirements under standard emission projects.

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 and Low/No Vehicles") 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 the removal of the old transfer station and reconstruction of the facilities within 6 months after the opening of the operations of the new Transit Center. Since the new Transit Center will be completed mid-June 2024, all preliminary and final E & D will be completed by 2024 calendar year end, with Construction scheduled to begin first quarter calendar 2025. 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 new heavy equipment maintenance shop. All contracts and procurements associated with this project will be subject to competitive processes and shall comply with all FTA procurement regulations. Contracts will be controlled and monitored by both the Transit Department Accountant III / Fiscal Officer, the Facilities Construction Department, as well as the Procurement 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. Revenues associated with this grant will not be co-mingled with other state, local or federal grant funds. Upon selection of a vendor, whose proposal has been subjected to the competitive bidding process, the City is agreeable to the inclusion of prepayment and/or progress payment clause in the purchase

agreement which shall require approval of the City Council of the City of Huntsville prior to executing the purchase.

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	4/25/2024
TrAMS Grant Award	10/01/2024
Preliminary E & D	02/01/2025
Final E & D	4/1/2025
Release Construction RFQ	6/1/2025
Award Construction Contract	09/01/2025
Construction to Begin	10/1/2025
Construction to End	07/01/2026

Partnership Provision

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

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

If yes, please list project partners

Project Partners

Provide a description of the partner(s) qualifications

Technical, Legal, and Financial Capacity

The City of Huntsville, Alabama, a municipality corporation, 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 cognizant departments, and fixed asset inventory control. The Department of Parking & Public Transit is responsible for the performance of all transportation services, maintaining, monitoring for accuracy and compliance department budgets, procurements, operations, grant applications and grant compliance.

Upon Resolution and 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. Revenues associated with this grant will not be co-mingled with other state, local or federal grant funds. Upon selection of a vendor, whose proposal has been subjected to the competitive bidding process, the City is agreeable to the inclusion of prepayment and/or progress payment clause in the purchase agreement which shall require approval of the City Council of the City of Huntsville prior to executing the purchase.

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

Procurement Methods that Reduce Vehicle Customization

Will this project procure vehicles?

Yes No

If yes:

Will this project use a joint procurement with at least 3 total transit agencies for a common specification?

Yes No

Will this project use the standard model from a vehicle original equipment manufacturer without customization?

Yes No

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

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

Upon selection of a vendor, whose proposal has been subjected to the competitive bidding process, the City is agreeable to the inclusion of prepayment and/or progress payment clause in the purchase agreement which shall require approval of the City Council of the City of Huntsville prior to executing the purchase.

The City of Huntsville's intent is to procure Fixed Route Buses and Paratransit Vans with no customizations.

Contract Terms

Will this project procure vehicles?

Yes No

If yes:

Will this project use advance payments?

Yes No

Will this project use progress payments?

Yes No

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

Upon selection of a vendor, whose proposal has been subjected to the competitive bidding process, the City is agreeable to the inclusion of prepayment and/or progress payment clause in the purchase agreement which shall require approval of the City Council of the City of Huntsville prior to executing the purchase.

Climate Change and Sustainability

Facility Projects

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

If yes, describe:

The full transition of Huntsville Transit's Fixed Route and Paratransit fleets from diesel and gasoline to battery power will eliminate all tailpipe emissions from its revenue vehicle operations. Attached you will find the City of Huntsville Transit Zero Emissions Bus and Infrastructure Transition Plan. On page 9 of this plan, under Environmental Impact of Transition to Zero Emissions Buses, the Greenhouse Gas (GHG) Emissions Calculation Spreadsheet shows the COH estimates for savings.

Bus Procurements

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

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

Reduction Calculator: MTCO₂eq per vehicle per year

Full Fleet Transition

Is this a zero-emission project? Yes No

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

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

Zero-Emission Fleet Transition Plan - Workforce Involvement

Is this a zero-emission project?

Yes No

Were workforce representatives consulted on all aspects of the workforce plan?

Yes No

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

Is there a plan to provide or connect workers to supportive services (e.g., childcare and transportation assistance)?

Yes No

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

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

Use of labor-management partnerships for training?

Yes No

Use of registered apprenticeship training to support skilling in incumbent and entry-level workers with focus on using registered apprenticeship to advance Black, Hispanic, Asian American, Native Hawaiian and Pacific Islanders, tribal women, and other groups facing systemic barriers to employment that may be underrepresented in the current workforce, especially in higher-paying jobs? If yes, please describe below.

Yes No

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

Creating Good-Paying Jobs

Is this a facility project?

Yes No

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

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

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

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

The City of Huntsville intends to partner with local colleges for driver CDL training and maintenance/service training.

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

If yes:

Is there a project labor agreement? Yes No

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

Justice40

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

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

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

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

When planning the project, did you seek out and consider the needs of disadvantaged communities (e.g., by using public and community engagement)?

Yes No

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