



Huntsville, Alabama

305 Fountain Circle
Huntsville, AL 35801

Cover Memo

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

File ID: TMP-5701

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 Low or No Emission Grant (5339c).

Resolution No.

Finance Information:

Account Number: To be assigned upon award

City Cost Amount: \$1,078,022,.07

Total Cost: \$7,176,689.85

Special Circumstances:

Grant Funded: \$6,098,667.78

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

Resolution #: N/A

Location: (list below)

Address: 500 B Church St NW 35801

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

Additional Comments: For the purchase of eight (8) Fixed Route Hybrid Engine Buses.

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(c) Low or No Emissions 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(c) Low or No Emissions Grant in an amount not to exceed Seven Million, One Hundred Seventy Six Thousand, Six Hundred Eighty Nine Dollars and Eighty Five Cents (\$7,176,689.85); Six Million, Ninety Eight Thousand, Six Hundred Sixty Seven Dollars and Seventy Eight Cents (\$6,098,667.78) federal share; One Million, Seventy Eight Thousand, Twenty Two Dollars and Seven Cents (\$1,078,022.07) 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

President of the City Council
City of Huntsville, Alabama

APPROVED this the 10th Day of July, 2025

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): <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	1.b. Frequency: <input type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input checked="" type="checkbox"/> Other Other (specify): <div style="border: 1px solid black; height: 40px; width: 100%; padding: 2px;">Competitive Low - or No - Emission Bus Purchase</div>	1.d. Version: <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update <hr/> <div style="display: flex;"> <div style="flex: 1; padding-right: 5px;"> 2. Date Received: <div style="border: 1px solid black; padding: 2px;">Completed by Grants.gov upon submission.</div> </div> <div style="flex: 1; padding-left: 5px;"> STATE USE ONLY: </div> </div> <hr/> <div style="display: flex;"> <div style="flex: 1; padding-right: 5px;"> 3. Applicant Identifier: <div style="border: 1px solid black; padding: 2px;">1075</div> </div> <div style="flex: 1; padding-left: 5px;"> 5. Date Received by State: <div style="border: 1px solid black; height: 20px; width: 100%;"></div> </div> </div> <hr/> <div style="display: flex;"> <div style="flex: 1; padding-right: 5px;"> 4a. Federal Entity Identifier: <div style="border: 1px solid black; padding: 2px;">Federal Transit Administration</div> </div> <div style="flex: 1; padding-left: 5px;"> 6. State Application Identifier: <div style="border: 1px solid black; height: 40px; width: 100%;"></div> </div> </div> <hr/> <div style="display: flex;"> <div style="flex: 1; padding-right: 5px;"> 4b. Federal Award Identifier: <div style="border: 1px solid black; height: 30px; width: 100%;"></div> </div> </div>	
1.c. Consolidated Application/Plan/Funding Request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Explanation			
7. APPLICANT INFORMATION:			
a. Legal Name: <div style="border: 1px solid black; padding: 2px;">City of Huntsville, ALA</div>			
b. Employer/Taxpayer Identification Number (EIN/TIN): <div style="border: 1px solid black; padding: 2px;">63-6001296</div>		c. UEI: <div style="border: 1px solid black; padding: 2px;">ZBCLKNT6JWT4</div>	
d. Address:			
Street1: <div style="border: 1px solid black; padding: 2px;">500B Church Street</div>		Street2: <div style="border: 1px solid black; height: 30px; width: 100%;"></div>	
City: <div style="border: 1px solid black; padding: 2px;">Huntsville</div>		County / Parish: <div style="border: 1px solid black; padding: 2px;">Madison</div>	
State: <div style="border: 1px solid black; padding: 2px;">AL: Alabama</div>		Province: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
Country: <div style="border: 1px solid black; padding: 2px;">USA: UNITED STATES</div>		Zip / Postal Code: <div style="border: 1px solid black; padding: 2px;">35801-4240</div>	
e. Organizational Unit:			
Department Name: <div style="border: 1px solid black; padding: 2px;">Dept of Parking and Public Tra</div>		Division Name: <div style="border: 1px solid black; padding: 2px;">Public Transit</div>	
f. Name and contact information of person to be contacted on matters involving this submission:			
Prefix: <div style="border: 1px solid black; padding: 2px;">Mrs.</div>		First Name: <div style="border: 1px solid black; padding: 2px;">Emma</div>	
Last Name: <div style="border: 1px solid black; padding: 2px;">Walker</div>		Middle Name: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
Suffix: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>		Title: <div style="border: 1px solid black; padding: 2px;">Accountant III</div>	
Organizational Affiliation: <div style="border: 1px solid black; padding: 2px;">Municipality</div>			
Telephone Number: <div style="border: 1px solid black; padding: 2px;">256-427-6802</div>		Fax Number: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
Email: <div style="border: 1px solid black; padding: 2px;">emma.walker@huntsvilleal.gov</div>			

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:

Purchase of Six (6) Hybrid Diesel / Electric Transit Buses

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 (\$):

6,098,668.00

b. Match (\$):

1,078,022.00

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:

FY25 Grant Figures	Low- Or No-Emissions Grant (FR Hybrid Buses) Notes (These figures will be spent over FY26 + FY27)	Fiscal Year Spending			
			FTA Share	Local Share	Total Cost
Fixed Route Hybrid Engines	Purchase (6) (\$1,191,053aa) Based on the highest 40' Bus FY27 Pricing from Gillig for FY27 Delivery (\$1,149,803 Base + \$40,000 EPA Mandated Engine Change + \$1,250 Delivery)		\$ 6,074,370.30	\$ 1,071,947.70	\$ 7,146,318.00
TOTAL			\$ 6,074,370.30	\$ 1,071,947.70	\$ 7,146,318.00
Workforce Development-0.5%		Spread out over FY26/27	\$ 24,297.48	\$ 6,074.37	\$ 30,371.85
TOTAL			\$ 6,098,667.78	\$ 1,078,022.07	\$ 7,176,689.85

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 5:00 a.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: Purchase of Six (6) Hybrid Diesel / Electric Transit Buses
(descriptive title of this project)

Project Executive Summary:

As part of Huntsville Transit's "Go Huntsville Expansion Plan", TAM Plan, and Fleet Replacement Plan, the City of Huntsville is requesting Low No Funds to purchase six (6) replacement transit buses through an existing contract with Gillig, LLC., who is partnered with on the application.

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:

6

☐ 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

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.

Larger, cleaner, and more efficient operating vehicles are needed to better serve the Huntsville communities served by Transit. To meet the needs and fleet requirements of the "Go Huntsville Transit" expansion plan, the 2015 and 2016 model diesel 30' (10 Year Useful Life) ENC buses must be replaced; as well as two (2) older 2008 29' Transmark buses that were being held over to meet fleet expansion requirements. These replacements are consistent with the Huntsville Transit TAM Plan and fleet replacement schedule.

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)):

The larger, cleaner, and more efficient hybrid buses proposed will operate cleaner (reduced carbon emissions), more efficient, and with significant reductions in maintenance parts and costs.

A comparison between similar aged hybrid and non-hybrid diesel buses operating at Charlotte Area Transit System (CATS) between July 2015 and June 2016 was examined. Data from 67 non-hybrid diesel buses is compared with 28 very similar hybrid diesel buses show that the miles per gallon of the non-hybrid bus fleet operating 303,349 miles was 3.8 MPG. The miles per gallon of the hybrid bus fleet over the same one-year period was 5.48 MPG (138,035 miles). Maintenance cost per mile was also lower for the hybrid fleet with a \$0.36 per mile average compared with \$0.60 per mile for non-hybrid buses. The average age of both hybrid and non-hybrid sub fleets for this analysis was 3.46 years.

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

Please describe the benefits of the proposed project:

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. These buses are included in the current TIP and LRTP.

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:

1,078,022

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 \$1,078,022. This local financial commitment approval is documented in the Resolution file attached to this grant application. The local funds amount of \$1,078,022 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	
Fixed Route Hybrid Buses	6	1,012,395	178,658	0	0	7,146,318	<input checked="" type="checkbox"/>

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Workforce Development	1	24,297	6,074	0	0	30,371	<input checked="" type="checkbox"/>

Total: 6,098,667 1,078,022 0 0 7,176,689

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:

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:

The City of Huntsville and Gillig, LLC. already have a contract in place for the six (6) Hybrid Diesel Electric buses proposed. The contract includes a guaranteed delivery time of 15-18 months. This project is ready for immediate implementation upon award of funds from USDOT FTA. Please see attached files named: Gillig Statement of Qualifications, Gillig Letter of Commitment HYBRID, and 2025 Gillig Low-No Pricing Letter for details regarding pricing, OEM partnership, qualifications, and Gillig's commitment to reduce harmful emissions and ensure seamless procurement.

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	07/14/2025
TrAMS Grant Awarded	10/01/2025
City of Huntsville PO Issued to Gillig	11/01/2025
Delivery of Buses	05/01/2027
Post Delivery Requirements Completed	06/01/2027
Project Completion	06/01/2027

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

Gillig, LLC

Provide a description of the partner(s) qualifications:

Please see attached document titled "GILLIG Statement of 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. City Council adopts resolutions authorizing the City of Huntsville Mayor, or his designee, to make applications to the USDOT FTA for financial assistance, 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's Legal Department is responsible for all legal matters and issues. The Finance Department is responsible for all citywide financial matters and fixed asset inventory controls. The City Clerk-Treasurer Department is responsible for receiving and depositing revenue collections from all cognizant departments. The Department of Parking & Public Transit is responsible for the performance of all transportation services, maintenance, monitoring for accuracy and compliance, 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 City of Huntsville 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 competitive bidding and contracting process has already been accomplished. The City of Huntsville is committed to making progress payments as deemed necessary from our project partner.

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):

Please see attached map of Fixed Transit Routes that service all Opportunity Zones in the Huntsville area.

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

The proposed Hybrid Electric buses will be utilized in all of Huntsville's designated opportunity zones (See attached map). The proposed Gillig bus has geofencing technology that could operate in "Zero Emissions" mode in designated communities. These buses can operate for a limited time in battery mode. This is valuable for our downtown transfer center where large number of buses lay over simultaneously; significantly improving the air quality for our employees & customers.

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:

The City of Huntsville already has a contract in place with Gillig, LLC., our OEM partner, to purchase their standard vehicle model (35'-40' Hybrid Electric) buses without the need for any additional customization. Please see attached files named: Gillig Statement of Qualifications, Gillig Letter of Commitment HYBRID, and 2025 Gillig Low-No Pricing Letter for details regarding pricing, OEM partnership, qualifications, and commitment to reduce harmful emissions and ensure seamless procurement.

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):

The City of Huntsville is committed to making progress payments as deemed necessary from our project partner.

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:

The proposed Hybrid Electric buses will be utilized in all of Huntsville's designated opportunity zones (See attached map). The proposed Gillig bus has geofencing technology that could operate in "Zero Emissions" mode in designated communities. These buses

can operate for a limited time in battery mode. This is valuable for our downtown transfer center where large number of buses lay over simultaneously; significantly improving the air quality for our employees & customers.

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 & utilize public transit to access jobs, shopping, medical, school, recreation, and many opportunities that make up a high quality of life & community participation. Operating new, well maintained, low mileage buses produces less downtime for maintenance while maximizing service reliability by having fewer breakdowns and improved OTP. Vehicles producing less carbon emissions in the community improve the quality of life for all customers.

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: