



Huntsville, Alabama

308 Fountain Circle
Huntsville, AL 35801

Cover Memo

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

File ID: TMP-4082

Department: Public Transit

Subject:

Type of Action: Approval/Action

Resolution authorizing the Mayor to make grant application for Low - or - No Emission Grant.

Resolution No.

Finance Information:

Account Number: N/A

City Cost Amount: \$2,481,966.73

Total Cost: \$12,482,544.59

Special Circumstances:

Grant Funded: 10,000,577.86

Grant Title - CFDA or granting Agency: FTA-2024-002-TPM-LWNO

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: For Low and NO Emission Grant

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(c) Low- or No-Emission Grant Program 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 No. WS01251597 for said financial assistance from Section 5339(c) in an amount not to exceed Twelve Million, Four Hundred Eighty Two Thousand, Five Hundred Forty Four Dollars and Fifty Nine Cents (\$12,482,544.59); Ten Million, Five Hundred Seventy Seven Dollars and Eighty Six Cents(\$10,000,577.86) federal share; Two Million, Four Hundred Eighty One Thousand, Nine Hundred, Sixty Six Dollars and Seventy Three Cents local share (\$2,481,966.73).

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): <div></div>		1.b. Frequency: <input type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input checked="" type="checkbox"/> Other Other (specify): Competitive Renovation & Bus Purchase	
1.c. Consolidated Application/Plan/Funding Request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <div>Explanation</div>		1.d. Version: <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update	
		2. Date Received: Completed by Grants.gov upon submission	STATE USE ONLY:
		3. Applicant Identifier: 1075	5. Date Received by State: <div></div>
		4a. Federal Entity Identifier: Federal Transit Administration	6. State Application Identifier: <div></div>
		4b. Federal Award Identifier: <div></div>	
7. APPLICANT INFORMATION:			
a. Legal Name: City of Huntsville, ALA			
b. Employer/Taxpayer Identification Number (EIN/TIN): 63-6001296		c. UEI: ZBCLKNT6JWT4	
d. Address:			
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	
e. Organizational Unit:			
Department Name: Dept. of Parking and Public Tr		Division Name: Public Transit	
f. Name and contact information of person to be contacted on matters involving this submission:			
Prefix: <div></div>	First Name: Anissa	Middle Name: <div></div>	
Last Name: Pratte		Suffix: <div></div>	
Title: Accountant III			
Organizational Affiliation: Municipality			
Telephone Number: 2564276802		Fax Number: <div></div>	
Email: Anissa.pratte@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. 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 (\$):

10,000,577.86

b. Match (\$):

2,481,966.73

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 ☒

Explanation

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:

Tommy

Middle Name:

Last Name:

Battle

Suffix:

Title:

Mayor

Organizational Affiliation:

City of Huntsville

Telephone Number:

256-427-5005

Fax Number:

Email:

tommy.battle@huntsvilleal.gov

Signature of Authorized Representative:

Completed by Grants.gov upon submission.

Date Signed:

Completed by Grants.gov upon submission.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

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:

FY24 Grant Figures		Low- Qt No-Emissions Grant	Fiscal Year Spending		
		Notes (These figures will be spent over FY25 * FY26)			
Project Budget (Phase II)		FY23 figures above + 5% Initiation			
			Engineering paid for in bulk FY25 & Construction bulk in FY26/(Minus Diesel Tank (\$556,139))		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 40lt		\$ 5,020,052.35 \$	6,598,137.70
				\$ 1,232,500.00 \$	85/15
				217,500.00 \$	1,450,000.00
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 40lt		\$ 1,232,500.00 \$	85/15
				217,500.00 \$	1,450,000.00
Paratransit Vans - All 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)		\$ 2,040,000.00 \$	85/15
				360,000.00 \$	2,400,000.00
				9,525,052.35 \$	11,888,137.70
				475,525.51 \$	594,406.89
				118,881.38 \$	
				2,481,966.73 \$	12,482,544.59
				10,000,577.86 \$	
TOTAL		Spread out over FY25/26			
Workforce Development-5%					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: City of Huntsville

FTA Recipient ID Number: 1075

Organization Chief Executive Officer: Mayor Tommy Battle, 256-427-5005
(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 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. The 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.

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)):
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.

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.

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. 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 Renovatin	1	5,020,052.35	1,568,085.35	0	0	6,588,137.7	<input checked="" type="checkbox"/>

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Fixed Route Hybrid Buses	4	616,250	108,750	0	0	2,900,000	<input checked="" type="checkbox"/>

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Paratransit Electric Vans	6	340,000	60,000	0	0	2,400,000	<input checked="" type="checkbox"/>

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Workforce Development	1	475,525.51	118,881.38	0	0	594,406.89	<input checked="" type="checkbox"/>

Total:

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:

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	04/25/2024
TrAMS Grant Award	10/1/2024
Preliminary E & D	02/01/2025
Final E & D	04/01/2025
Release Construction RFQ	6/1/2025
Award Construction Contract	09/01/2025
Construction to Begin	10/01/2025
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 partnership 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:

The City of Huntsville Zero Emissions Transition plan takes the entire existing fleet of diesel and gasoline vehicles completely to zero, by 2048.

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.

We consulted with John Mullins, Director of Workforce Development at Drake State Community & Technical College. Together we will collaborate to have a CDL driving training program as well as fundamentals of electricity in an electrified vehicle fleet.

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.

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 (CJEST) to identify these communities? ☐ Yes ☐ No

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

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: