

SPRING 2013 REVIEW CYCLE
For the Ongoing Call for Projects for
JARC / NEW FREEDOM GRANT PROGRAMS

Instructions: Please click on each shaded area to enter your application information. As you type in each field, the field will expand. Enter information in the shaded fields only.

PART I- APPLICANT INFORMATION

Applicant

Legal Name:
Fort Bend County

Otherwise Known As:
Not Applicable

Federal Identification Number, DUNS Number:
1746001969231

Primary Contact Person:
Paulette Shelton

Title:
Director

Department:
Public Transportation

Organization:

Telephone Number:
281-243-6701

Fax No.:
281-243-6715

Email Address:
Shelton.p@co.fort-bend.tx.us

Secondary Contact Person (optional):
Tennille Jones

Title:
Assistant Director

Department:
Public Transportation

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Organization:

Telephone Number:

281-243-6703

Fax No.:

281-243-6715

Email Address:

Tennille.jones@co.fort-bend.tx.us

Main Office

Address:

12550 Emily Court, Suite 400

City/ State/ Zip

Sugar Land, TX 77478

Agency Type

Please identify your agency as the following:

☒ State or local governmental entity/authority

☐ Operator of public transportation services (privately owned)

☒ Operator of public transportation services (publicly owned)

☐ Private, non-profit organization (Please attach appropriate documentation certifying non-profit status to this application.)

Agency Profile

Please provide key descriptive information about your agency:

Years in business

The Fort Bend County Public Transportation has been
in business for 7 years.

Annual budget

Transportation Program - \$5,000,000

Number of employees

14 full time Employees and 2 part time employees

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Years of transit experience _____

Fort Bend County Transportation Department has been in existence for 7 years. Staff employed in the program have combined years of service cumulative transit experience exceeding 30 years.

Fleet size _____

37 vehicles used in peak hours

Grantee Status

Is your agency an existing Federal or State grantee?

☐ No

☒ Yes

If yes, please mark all that apply:

☐ Section 5307 (Federal Designated Recipient)

☒ Section 5307 (Federal Grantee)

☒ Section 5310 (State Grantee)

☒ Section 5311 (State Grantee)

☒ Other: TCEQ, CMAQ

Contract Authority

List the name(s) and title(s) of persons authorized to enter into contracts and agreements with METRO.

Name:

Robert Hebert

Title:

County Judge

Name:

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Title:

Project Partners

Organization #1:

Contact Name:

Address:

City/ State/ Zip

Phone Number:

Fax No.:

Email Address:

Organization #2:

Contact Name:

Address:

City/ State/ Zip

Phone Number:

Fax No.:

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Email Address:

PART II – PROJECT INFORMATION

Project Title/Name (Limit: 2 lines)

Continuation of the W.H.E.E.L.S. – Work, Health, Education, Employer-Linked Systems-
JARC Urban Program

Brief Description (Limit: one-half Page)

Fort Bend County is requesting continuation funding for its WHEELS program. This program was established in 2009 through a Job Access; Reverse Commute (JARC) grant that provided funding to procure vehicles and funding to support operating expenses. Based on a coordinated effort among educational institutions, the unemployed, students, companies, and the Fort Bend County Public Transportation Department, the W.H.E.E.L.S project provides three routes in urban sectors of the County where low income populations have been identified. These transportation routes provide direct access to job sites, education, job training locales and other destinations within Fort Bend County's urbanized area. Routes either originate in low income areas or have stops within these areas. In addition to small professional service businesses, major employment and/or vocational sites along the routes include the University of Houston-Sugarland, Wharton County Junior College, Houston Community College- Stafford, Kroger, Home Depot, Lowes, First Colony Mall and small retail businesses and/or restaurants. Service is operated as "point deviation" routes with timed stops scheduled to allow deviation for passenger pick up and drop off between the timed stops. Since its inception, the routes have provided 11,674 trips.

The continuation application requests funding to support operating expenses. Since the Fall 2012 JARC call for projects, we applied and have been awarded continuation funds. However, we are requesting more continuation JARC funds in efforts to mitigate funding issues as a result of MAP21. With the passage of MAP21, our 5307 funding, specifically operating, has been compromised. Therefore, our request for more continuation JARC funds will allow the service to continue without compromise.

Further, Fort Bend County does not directly provide the bus service. All bus services are contracted to the private sector. Fort Bend County's current contractor is First Transit, an international provider of transportation services. As the services are contracted, federal regulations allow a portion of the "purchase of service" expenses to be reimbursed as a capital expense (with 80% reimbursement). The budget reflects this allowance. Additionally, we will use Transportation Development Credits as match to the federal funding. However, if not awarded, the local match will be provided by Fort Bend County General Revenue funds.

Program Type

Under what program are you applying for funds?

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☐ Job Access/Section 5316
Amount:

☒ Reverse Commute/Section 5316
Amount: \$ 856,475 (federal share)

☐ New Freedom/Section 5317
Amount: \$

Project Type

Please mark all that apply:

☒ Capital - Purchase of Service

☒ Operating – Purchase of Service, Fuel

☐ Mobility Management/ Coordinated Planning

☐ Planning (JARC only)

☐ Program Administration

Matching Funds

Please indicate the source and the amount of local funds your agency has secured toward the local match requirement:

Source: Transportation Development Credits
Amount: \$ 626,826

Source:
Amount: \$

Source:
Amount: \$

Project Timeline

Start Date: 10/1/2014 (Continuation Project – current project funding estimated to be exhausted by 9/30/2014)
End Date: 09/30/2015

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Service Area

Fort Bend County

Congressional District(s) (by number):

9, 14, & 22

Briefly describe the service area:

Currently the three JARC routes traverse through the following areas:

Route One – Arcola/ Fresno/Missouri City Sector

Service originates in the urban area of Arcola with timed connections to the Fort Bend Express Commuter Services Park and Ride lot (located at the AMC Theatre in Sugar Land). That timed connection also allows for transfer to other JARC routes. After making these timed connections, the route deviates, based on demand to connect with Fort Bend County's existing demand response system into other regions of the county.

Route Two –Richmond/Rosenberg Sector

Service originates in Rosenberg with destination to a transfer location near the intersection of Highway 762 and Highway 59 in Rosenberg. Passengers wishing to access commuter services into Houston can transfer to the proposed feeder route which will take them to the Fort Bend Express services leaving from the University of Houston Park and Ride lot in Sugar Land. The route will then deviate for trips within the sector.

Route Three – North Hwy 6/Four-Corners Sector

Service originates in the north Hwy 6, Four-Corners area with timed connections to existing commuter services and other JARC routes. The route then deviates for trips within that sector.

All three JARC routes will be operated as Point Deviation service with regular scheduled stops at or near common work locations in the urban area served. The schedule will allow for passenger scheduled JARC related point-to-point trips.

City or Cities Served:

Arcola, Rosenberg, Richmond, Sugar Land, Fresno, Missouri City, Unincorporated Highway 6 (Four Corners)

Geographic Area Served by the project (neighborhoods, census tracts, etc.):

Reference Fort Bend County cities listed above

Population Characteristics

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(Note: NOT applicable for Reverse Commute projects only)

Service Area Estimate for:	Number	Percent of Population
Welfare Recipients (JARC only)		
Low-income Persons (JARC only)		
Persons with Disabilities (NF only)		

Note: Census information may be obtained at <http://factfinder.census.gov/home/saff/main.html>

Describe and attach support material for the above estimate of target market(s):

Describe and attach surveys, needs assessment(s), letters, etc. that document development of project need:

Proposed Service is:

- ☐ New
☐ Expansion
☒ Continuation

PART III – PROJECT BUDGET NOTES

Budget Worksheet

An Excel File template has been developed to use for the project budget. You should enter your project budget into that file, **save the file with your project name**, and submit it along with the completed application form.

Financial Statements

Applicants should attach audited financial statements for the two (2) most recent fiscal years including the audit firm's certification and management letter with response (as applicable). *Please note that this is an application requirement.*

Letters of Commitment from Stakeholders

Please attach all letters of commitment for match and project support.

PART IV – CONSISTENCY WITH SELECTION CRITERIA

In addition to the project description required in the previous section, answers to the following questions will be used to evaluate proposals. All questions must be answered or noted as "Not Applicable." You may attach pages if necessary, not to exceed three (3) additional pages.

Section 1 – Project Benefits

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1. In detail, describe how the project will complement or expand existing services by your organization or organizations.

Fort Bend County is requesting continuation of our current JARC project known as the W.H.E.E.L.S project. The project, when implemented, added an additional service mode in Fort Bend County as well as additional service hours and the vehicles necessary to provide the service additions. Prior to its implementation, Fort Bend County operated demand response and commuter services. The W.H.E.E.L.S project expanded service modes with the addition of 3 point deviation routes. Community partners had identified a need for scheduled service with flexibility for passenger pick up or drop off included. County demand response services were denying trips within peak hours due to capacity constraints. The additional service hours provided with the JARC funding helped to reduce the number of denials.

The continuation application requests funding to support operating expenses. Since the Fall 2012 JARC call for projects, we applied and have been awarded continuation funds. However, we are requesting more continuation JARC funds in efforts to mitigate funding issues as a result of MAP21. With the passage of MAP21, our 5307 funding, specifically operating, has been compromised. Therefore, our request for more continuation JARC funds will allow the service to continue without compromise.

When originally envisioned in 2009, funding for the project's continuation after the JARC funding period ended was projected to be available from the Federal Transit Administrations Urbanized Area Formula Program (Section 5307). The Section 5307 funding provides the majority of the federal funding utilized by Fort Bend County to support transportation services. In July 2012, Congress passed new transportation legislation entitled Moving Ahead for Progress in the 21st Century (MAP21). MAP21 contained a new funding provision limiting the amount of funds that can be used for operating expenses in urbanized areas. This unexpected provision will have a severe impact on existing services already funded from the Section 5307 program and until resolved, will limit our ability to roll specialized programs into our primary funding streams for transportation services.

As currently authorized, MAP 21 is limited to two years (FY2013 and FY2014). As such, Fort Bend County has been developing a multifaceted approach to mitigate these issues during this two year period, with the overall goal of successfully completing a Federal legislative process aimed at removing the operating expense cap. Mitigation activities include the following:

1. As unlimited operating expenses are allowed under urbanized area grant funding prior to FY2013:
 - a. Re-program remaining balances in open grants to the operating budget.
 - b. For pending or new grant applications, revise the budget request to maximize the amount of funding programmed to the operating expense budget.
2. As Map 21 has no cap on capital and planning expenses re-program capital and planning

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expenses to MAP 21 requests.

3. As operating expenses are allowed under the JARC and New Freedom Programs, request extension funding from these programs to delay rollover in to the urban and rural programs.
4. Identify and seek other local funding sources to allow reprogramming of existing local funds.
5. Research, identify, and pursue local and State legislative options and processes for mitigation and continuation issues.

Upon approval of this continuation funding application, Fort Bend County can reduce the amount of funding needed from the Section 5307 funding stream relative to the amount awarded allowing a lower operating expense counted under the MAP21 operating cap. Continuation of the project will compliment the efforts needed to insure continuation of this project and all other transportation services operated by Fort Bend County due to the threat of their continuation evident in the MAP21 legislation.

2. Describe how the target community will benefit from this project.

The target population for the W.H.E.E.L.S program has benefited by improved access to jobs and job centers in both Fort Bend County and the Houston area. Since its inception FBCPTD has provided 11,674 rides. Our riders benefit greatly as that our services provide predictable schedules and eliminate transportation barriers for job seekers who are seeking to acquire employment and retain employment without having a vehicle or without having the budget to support operating a vehicle.

3. Describe how the project will improve accessibility for the low income, reverse commuters or disabled persons.

The W.H.E.E.L.S program provides 3 routes in the urban sectors of the County where low income populations have been identified. The W.H.E.E.L.S project links areas occupied by low income residents, with high growth areas, areas with employers and areas with schools and colleges. This project has linked workers with the workforce system, enabling these target groups can take advantage of workforce development services such as job training offered by community colleges, vocational schools or employers; support services such as child care, utility assistance or other support needs; and job placement/ job advocacy services.

4. If New Freedom funding is requested, describe how the project provides new services beyond those mandated by the Americans with Disabilities Act (ADA).
Not Applicable

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Section 2 – Goals and Objectives

1. Is this project included in the 2011 Updated Coordination Plan?

☒ Yes

Page Number in Plan where project is listed:

The project can be found on pages 45 thru 47; page 66 and page 80.

Identify the project included in the Plan:

W.H.E.E.L.S. project is identified in the plan-reference page number 47 of the plan.

If not, is the project eligible for inclusion in the Plan by meeting a need identified in the Plan?

☐ Yes

Page Number in Plan where need is identified:

Describe how the proposed project will address the identified need:

Reference the project description section of this application.

2. Does this project support the goals of the Job Access/ Reverse Commute or the New Freedom programs, as summarized below:

The purpose of the **JARC program** is to provide access to jobs and training opportunities for low-income individuals and to improve access to suburban employment centers (regardless of income).

The **New Freedom program** provides new and improved transportation services for disabled persons, beyond the requirements of the Americans with Disabilities Act (ADA).

☒ Yes

Explain how this project meets the JARC or New Freedom program goals:

The W.H.E.E.L.S program supports the concept of providing access to jobs and training opportunities for low income individuals thus fitting within the JARC program guidelines. The W.H.E.E.L.S program provides 3 routes servicing persons who reside in low income communities within Fort Bend County, it provides transportation to and from jobs and activities related to employment, and this is considered the “job access” portion of JARC. The service also takes individuals from urbanized areas to non-urbanized (rural) areas where suburban employers are located, and this accounts for the “reverse commute” portion of JARC. The W.H.E.E.L.S program links economically disadvantaged citizens to employment due to lack of transportation, so that they can either seek or retain employment.

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Section 3 – Project Plan/ Coordination Plan/ Implementation Plan

1. Describe how the project is being coordinated with public and/or private transportation and/ or social service agencies.

Just before implementation of the routes, The United Way hosted a stakeholders workshop to provide employers and health and human service agencies the opportunity to have input on the route design. Conducted by the Fort Bend County Public Transportation Department Staff, stakeholders were asked to identify where their employees, clients are potential employees lived and needed to go. A map was prepared during the Workshop depicting these locations and routes were developed using this input. (See attached documentation from the workshop).

2. Provide an operating plan for implementing the project. If the project is service related, attach draft timetables, routes maps and/ or maps showing the service area.

This request for the projects continuation. Copies of schedules are attached.

3. Describe how your agency will implement the project (describe the process). If vehicles purchases are requested, include plans for other uses of the vehicles to prevent idle down time.

The project currently operates as follows: Routes run Monday through Friday making scheduled stops and demand response stops based on passenger requests. Reservations are handled by Fort Bend County reservations staff as are the related schedules. Daily schedules are produced by Fort Bend County and forwarded to the bus service contractor for assignment of drivers and vehicles. Fort Bend County's bus service contractor is responsible for monitoring routes while they are in operation. The contractor provides all maintenance to the vehicles as well s the services necessary to staff the operational aspects (driver and mechanic recruiting/training, etc.). Fort Bend County Transit management staff oversee contractor operations and coordinates demand-response services in the urban areas of Fort Bend County taking into consideration requests by employers, educational/training institutions, and potential passengers. Fort Bend County has an established transportation service providing general public demand response transportation services. The existing demand response services work in conjunction with these services, augmenting any trips that cannot be accommodated on the W.H.E.E.L.S routes. In addition, the W.H.E.E.L.S routes provide timed connections/transfers to the County's existing commuter services into the Houston urban area. These commuter services provide access to Houston's Metro service as well.

4. If the project includes purchasing a vehicle(s), attach a copy of your agency's preventive maintenance plan.

Not Applicable

5. Describe how the project will be marketed to the target population.

The W.H.E.E.L.S project services are marketed through our routine outreach and marketing activities. These outreach activities are geared to inform our targeted populations of the transportation resources available from Fort Bend County. Throughout the year, Fort Bend County staff attend numerous events and transportation fairs. A minimum of 4 outreach activities per year are attended. Please see attached list of presentations done over the last two years.

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Section 4 – Project Financial Status /Monitoring /Sustainability

1. Describe a plan for ongoing monitoring and evaluation of the project, and steps to be taken if original goals are not achieved.

FBPTD constantly monitors the goals and objective of our WHEELS project. Our managerial staff meets weekly to review needs assessments, growth areas, strategic planning and program implementation. We also hold a monthly staff meeting where customer input is reviewed along with financial and operational data. If original goals are not met, route and/or schedules are reviewed to determine if changes are warranted. To date, all of our programs have been successful.

2. Describe how you will measure the success of the project. Include any performance measures for the project.

Program success is measured by both customer satisfaction and performance. Trip counts, on-time performance, trip denials, incidents and customer compliments or complaints are monitored on a monthly basis. Data from these indicators is tracked across the year and fiscal years and monitored to identify and address trends that may emerge. (See JARC graphs to demonstrate growth).

As reference, the FTA has identified these performance measures for the JARC and New Freedom Programs:

The two measures established for the JARC Program are:

- a. Actual or estimated number of jobs that can be accessed in the coverage area of the project.
- b. Actual or estimated number of rides (as measured by one-way trips).

The three measures established for the New Freedom Program are:

- a. Increases or enhancements related to geographic coverage, service quality and/or service times.
- b. Additions or changes to environmental infrastructure (e.g., transportation facilities, sidewalks, etc), technology, and vehicles.
- c. Actual or estimated number of rides (as measured by one-way trips) provided for individuals with disabilities.

(Note: For more information, please refer to the Addendum provided and FTA circulars at www.fta.dot.gov/laws/leg_reg_reg_circulars_guidance.html/)

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3. Describe how the project will be sustained after the initial grant-funding period.

Our overall intention was to fold the W.H.E.E.L.S. project into our urban area funding stream however, with the inception of MAP21 we are faced with a funding challenge. MAP21 places a cap on our operating expenses in the Section 5307 funding stream making it difficult to sustain and expand services. MAP 21 is limited to two years (FY2013 and FY 2014) as currently authorized. As such, FBCPT is developing a multifaceted approach to mitigate these issues during this two year period, with the overall goal of successfully completing another Federal Legislative process aimed at removing the operating expense cap. Our goal for the request of continuation funding is to allow more time to keep the service out of 5307 funding in the meantime. Reference Section I, Project Benefits of this application for a description of these activities.

4. How does this project improve efficiency or effectiveness of special needs transportation service delivery (Note: for New Freedom projects only)?

Not Applicable

5. Describe how your agency will determine the cost effectiveness of the project. For instance, what is the estimated cost per trip? The cost per trip will be used to compare similar projects that request funding. A cost effectiveness example follows.

Fort Bend County monitors cost per trip that is based on system wide trips and expenses. This is reviewed annually against cost reported by other transportation providers across the State. Fort Bend County has consistently ranked in the medium range when compared to peer systems. Costs per trips within separate programs are not monitored as each program is coordinated with other programs. For example, general public trips are allowed on JARC vehicles if space is available and JARC trips are sometimes placed on vehicles funded from our general public transportation funding streams. In addition, the demand response nature of our services allows services to traverse across both the urban and rural areas. Separating program cost relative to any of these issues would not accurately represent the program. In FY11, the average cost per trip system wide is \$20.90 is per trip. This average considers both urban and rural area services.

Sample cost effectiveness calculation:

Capital cost year 1 :	\$ 44,375
Operating cost year 1:	\$ 100,000
Total non-planning cost year 1:	\$ 144,375
Est. trips year 1:	25,600
Cost/trip:	\$ 5.64 (\$144,375/25,600)

Key Assumptions:

Est. weekday trips: 10 passengers x 5 vans x 2 peak directions = 100 trips
Est. annual weekday trips: 25,600 (100 weekday trips x 256 weekdays)

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APPLICATION AUTHORITY

(Please print and sign this page. Include a scanned copy of this signed page with your Application Package.)

I certify, to the best of my knowledge, that the information in this application is true and accurate and that this organization has the necessary fiscal, data collection, and managerial capability to implement and manage the projects associated with this application, and that I have authority to submit this Application Package.

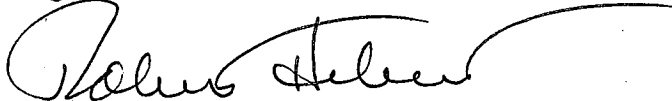
Further, I understand that selection of this project for either JARC or New Freedom grant funding will require compliance with all applicable federal laws and regulations and that an Interagency Agreement with the Metropolitan Transit Authority of Harris County (METRO) will be required.

Applicant:
Fort Bend County

Project Title:
W.H.E.E.L.S. – Work, Health, Education, Employer-Linked Systems-JARC Urban Program

Name and Title of Signatory:
Robert Hebert, County Judge

Authorized Signature:



Date:

4-2-2013

Please Note: Your application must be signed by someone authorized to sign contracts on behalf of your agency/organization, such as the Board Chair or Chief Executive Officer. Unsigned applications will not be accepted.

FY2013 JARC & NEW FREEDOM BUDGET: (Fort Bend County Public Transportation Department)

Category	Qty (a)		Unit Price (b)	Year 1	Year 2	Year 3	Total \$\$	FTA \$\$	Local \$\$	FTA %	Comments
	Units	#									
CAPITAL											
POS - CAP	LOT	LOT			\$191,374	\$191,374	\$382,748	\$306,199	\$76,550	80%	Using TDCs as Match
							\$0	\$0	\$0	80%	
							\$0	\$0	\$0	80%	
							\$0	\$0	\$0	80%	
							\$0	\$0	\$0	80%	
SUBTOTAL CAPITAL				\$0	\$191,374	\$191,374	\$382,748	\$306,199	\$76,550		
OPERATING (c), (d), (e)											
Fuel	LOT	LOT			\$104,509	\$104,509	\$209,019	\$104,509	\$104,509	50%	Using TDCs as Match
POS - OP	LOT	LOT			\$446,097	\$445,437	\$891,534	\$445,767	\$445,767	50%	Represents Net Operating, Using TDCs as Match
							\$0	\$0	\$0	50%	
							\$0	\$0	\$0	50%	
							\$0	\$0	\$0	50%	
							\$0	\$0	\$0	50%	
							\$0	\$0	\$0	50%	
SUBTOTAL OPERATING				\$0	\$550,607	\$549,947	\$1,100,553	\$550,277	\$550,277		
PLANNING											
							\$0	\$0	\$0	80%	
							\$0	\$0	\$0	80%	
							\$0	\$0	\$0	80%	
SUBTOTAL PLANNING				\$0	\$0	\$0	\$0	\$0	\$0		
TOTAL				\$0	\$741,981	\$741,321	\$1,483,301	\$856,475	\$626,826		

NOTES:

Capital cost of contracting amounts shown must be net of fare revenue.

- (a) Quantity = number of vehicles to be purchased, number of hours to be worked, etc.
- (b) Unit Price = price for single item in the "quantity" column, i.e., price of one new vehicle.
- (c) Labor = on a separate schedule, identify position type, expected hours to be worked annually, cost per hour
- (d) Program administration = rent, utilities, telephones, supplies, printing, etc. Provide details on separate schedule
- (e) Other miscellaneous = identify other expenses in either Comments column or on a separate schedule

Fort Bend County
FY2013 JARC & NEW FREEDOM:
SCHEDULE FOR SERVICE DETAILS

	Statistic	Year 1	Year 2	Year 3	Total
1	Estimated daily trips (all vehicles)		26	28	
2	# Days operated (all vehicles)		252	252	
3	Estimated total annual ridership	0	6,600	6,930	13,530
4	# Service hours / day (each vehicle)	12	12	12	
5	Number vehicles operated		3	3	
6	Number days operated	0	252	252	
7	Cost per hour		\$42.19	\$42.19	
8	Estimated total service cost	\$0	\$382,748	\$382,748	\$0
9	Fare per trip		\$1.00	\$1.00	
10	Estimated daily trips (all vehicles)	0	26	28	
11	Number days operated	0	252	252	
12	Estimated fare revenue per year	\$0	\$6,600	\$6,930	\$0
13	Total estimated net cost	\$0	\$376,148	\$375,818	\$0

Fort Bend County

**FY2013 JARC & NEW FREEDOM:
CAPITAL COST OF CONTRACTING CALCULATION**

	FTA %	Year 1	Year 2	Year 3	Total
Estimated service cost			\$382,748	\$382,748	\$765,495
40% eligible CCC-capital		\$0	\$153,099	\$153,099	\$306,198
FTA share	80%	\$0	\$122,479	\$122,479	\$244,959
Local share	20%	\$0	\$30,620	\$30,620	\$61,240
60% eligible CCC-operating		\$0	\$229,649	\$229,649	\$459,297
Less fares			\$6,600	\$6,930	
Estimated net service cost		\$0	\$223,049	\$222,719	\$445,767
FTA share	50%	\$0	\$111,524	\$111,359	\$222,884
Local share	50%	\$0	\$111,524	\$111,359	\$222,884
Annual total		\$0	\$376,148	\$375,818	\$751,965
Less fares		\$0	\$6,600	\$6,930	\$13,530
FTA share		\$0	\$234,004	\$233,839	\$467,842
Local share		\$0	\$142,144	\$141,979	\$284,123

Notes:

Vendor provides maintenance & transit service; applicant provides vehicles. See FTA Circular 9030.1D Chapter III for other combinations of Capital Cost of Contracting calculations.

FY2013 JARC & NEW FREEDOM SOURCES OF LOCAL MATCH

I:\1) FB Transit Contracts & Grants\GRANTS\JARC 2013\WHEELS program\Continuation\2013 JARC Continuation Budget-Worksheet\4. 2013 FOM m... 8/28/2013