

**FORT BEND COUNTY
PUBLIC TRANSPORTATION DEPARTMENT**

PAULETTE SHELTON, CCTM
Director

Ms. Cindy Orendorff
Mobile Source Programs
Air Quality Planning Section/Air Quality Division/MC206
Texas Commission on Environmental Quality
PO Box 13087
Austin, Texas 78711-3087

Dear Ms. Orendorff,

Per your request, the following is a summary of the proposed allocation by fiscal year for our grant application (FY 2014 - 16 LIP) now pending with your office. The LIP proposal requests funds totaling \$332,238.28 (utilizing FY 2014, FY 2015, and FY 2016 funding) will fund the Continuation and Expansion of Commuter Services and is apportioned as follows:

Total Grant Funding needed for LIP	\$332,238.28
Funding to be utilized:	
FY 2014 available funds (to be expended by 8/31/2016)	\$19,351.00
FY 2015 available funds (to be expended by 8/31/2017)	\$154,346.60
FY 2016 available funds (to be expended by 8/31/2018)	\$158,540.68

We understand this will leave a balance of \$3,166.32 for the Fort Bend County FY 2016 Local Initiative Project.

This project period will begin upon approval by TCEQ and will end July 31, 2018.

Sincerely,


Paulette Shelton
Transit Director

Local Initiative Project (LIP) Non-Enforcement Grant Application FY 2014 - 16

General Applicant Information

Date Submitted: 03-02-2016

County Name: Fort Bend County

County Administrative Contact Person: Paulette Shelton

Title: Transit Director

Phone Number: 281-243-6701

Email Address: Paulette.Shelton@fortbendcountytx.gov

Brief Project Title: Continuation and Expansion Commuter Services

Brief Project Description:

The proposed project will use Local Initiative Project (LIP) funds for purchase of service and fuel cost related to the continuation and expansion of our Texas Medical Center service which operates entirely within the Houston-Galveston TMA. The project will add two more routes each providing four additional runs per day to the current TMC service plan.

If contracting with another entity, list:

Name of Entity: First Transit

Contact Person: Yvette McNeese

Title: General Manager

Phone Number: 281-633-7777

Email Address: yvette.mcneese@firstgroup.com

Project Schedule

Proposed Project Start Date: when/if funding is awarded

Project End Date: August 31, 2018

Project Description

Provide a detailed description of the proposed project, including:

1. What is the project goal?

To meet existing and growing demand for commuter service to the Texas Medical Center reducing the number of single occupancy vehicle (SOV) trips from a heavily congested corridor; therefore, benefitting overall air quality.

2. Why is this project necessary and a good use of funds?

In June 2010, Fort Bend County Public Transportation began providing commuter service into the Texas Medical Center utilizing a fleet of five buses performing four runs per service day which was part of the initial LIP funded project. Ridership has grown significantly over the years; from 27,000 trips provided in FY2011 to over 110,000 plus trips provided in FY2015. Fort Bend County TMC service currently has two trips that regularly experience passenger loads in excess of the 32 passenger capacity. In efforts to keep up with demand, Fort Bend County replaced two of its 32-passenger buses with two contractor owned buses with a higher capacity (40 passengers). Furthermore, in November 2013 Fort Bend County added an additional run in the morning and one in the afternoon. Fort Bend County continues to experience days in which these buses are completely full. There is sufficient ridership on all other morning and afternoon routes to keep them in service without any change in schedule. Therefore, additional routes are needed to meet the existing and growing demand for this service.

The proposed project will use Local Initiative Project (LIP) funds for purchase of service and fuel cost related to the continuation and expansion of our Texas Medical Center service which operates entirely within the Houston-Galveston Transportation Management Area (TMA). The project will add two more routes, each providing four additional runs per day to the current TMC service plan.

Riders who are hesitant to consider public transportation due to the potential need for a way home outside of the scheduled route service times can utilize our Guaranteed Ride Home (GRH) program. The GRH program provides a free one way trip home in the event of a midday emergency or in the event an employee is asked to work overtime unexpectedly. Up to three free rides are provided each year to passengers utilizing commuter services.

3. Who will benefit (directly or indirectly) from the project?

The Texas Medical Center is the largest life sciences destination in the world. It has over 106,000 employees, 50,000 life science students and over 160,000 people visit the Texas Medical Center each day. Parking in the Medical Center

can cost anywhere from \$2 to \$12 a day. The service is designed to primarily benefit employees living in Fort Bend County and working within the Texas Medical Center as well as individuals going to medical appointments and students attending classes. With this project we will be able to meet existing and growing demand for commuter service to the Texas Medical Center as well as reduce the number of single occupancy vehicle (SOV) trips from a heavily congested corridor; therefore, benefiting overall air quality.

4. What will the project funds be used for?

Fort Bend County is requesting funding for purchase of service and fuel cost related to the continuation and expansion of our Texas Medical Center. The project will add two more bus routes each providing four additional runs per day to the current TMC service plan.

Fort Bend County's Public Transportation Department does not directly operate bus services. Transit service is currently contracted to First Transit, a private sector bus company. As all of Fort Bend County's transportation services are offered via a contract provider using an all-inclusive turn-key rate, the scope of work and related budget does not include any in-house bus service costs for expenses such as maintenance and driver salaries. Fort Bend County's Public Transportation Department will oversee all project activities and contractors.

5. What are the project's measurements of success on a quarterly, annual, and long term (5 year) basis?

Ridership projections are based on the current trip counts per bus trips of our existing Texas Medical Center route. We also took into consideration the historical ridership increases experienced between 2011 and 2015. An estimated 5% increase for the expansion of the Texas Medical Center Services is factored in for all five years.

	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Current Ridership	113,947	113,947	113,947	113,947	113,947	569,735
Estimated Increase in Ridership - Expansion	40,824	42,865	45,008	47,258	49,621	225,576
Ridership Projection Total	154,771	156,812	158,955	161,205	163,568	795,311

6. If applicable, where will equipment obtained with project funds be stored and how often will it be used?

Not applicable.

7. What emission source or sources is the project targeting?

The estimated ridership in the first year is 40,284 which will reduce Vehicle Miles Traveled (VMT). This project will not only directly reduce emissions by eliminating passenger-vehicles from the road, it will also reduce emissions by alleviating congestion on the road. This is expected to reduce major pollutants such as nitrogen oxide (NO_x), volatile organic compounds (VOC), and carbon monoxide (CO).

8. What technologies or methods will be used in the project to reduce emissions?

All of the buses used have diesel engines designed to run on ultra-low sulfur diesel fuel. All buses meet or exceed Federal and State emission standards to provide commuter service; eliminating emissions that would otherwise be emitted by passenger-vehicles.

9. Explain the project's anticipated air quality benefits to the county/region.

The transit service will create immediate and long term emission and congestion benefits for the Houston-Galveston Non-Attainment area by removing SOV trips from a heavily congested corridor. Commuter Services currently average 1,016 trips per day. One less cold start on a personal vehicle is achieved with each trip added, netting a continued reduction in emissions for the region. With the one-way distance of the route being close to 40 miles, on-road emission reduction benefits are also realized.

10. Describe how the air quality benefits or emission reductions from the project are enforceable, permanent, and quantifiable. Provide verifiable documentation or research data, if available.

We primarily rely on the fact that emission reductions are quantifiable by measuring ridership. As a secondary measure, we may say they are permanent so long as the service remains in operation and maintains ridership.

Project Budget

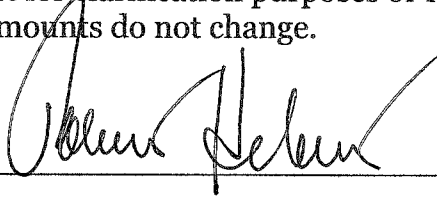
Budget Item	TCEQ Funding Amount	Local Matching Amount	Total for Budget Item
Personnel / Salaries List of personnel; number of hours to be worked; hourly, monthly, or annual salary charged to grant			
Fringe Benefits Type of benefits included; percentage and amount of benefits paid per individual			
Travel Type of travel; estimated travel, lodging, cost of meals, and parking expenses			
Supplies Type, brand, and quantity of items purchased			
Equipment Type, brand, and quantity of equipment purchased; explanation of need; explanation of lifespan; salvage value of equipment; how equipment will be disposed of			
Construction Type, timeframe, and location of construction; who will perform the work; blueprint of construction plans			
Contractual First Transit (include contractual activities such as drivers, maintenance, equipment, etc.)	\$225,893.78	\$299,440.60	\$440,408.89
Other - Operating Costs Fuel	\$106,344.50	\$140,968.30	\$332,238.29
Indirect Costs (Costs not directly attributable to a cost object/budget item). Fixed cost; variable cost; type of cost			
TOTAL FUNDING	\$332,238.28	\$440,408.90	\$772,647.18
PERCENT CONTRIBUTION	<u>43</u> %	<u>57</u> %	100%

County LIP Certification

Fort Bend County makes the following certifications regarding the projects included with the accompanying Project Summaries:

1. The projects were selected in accordance with the procedures set forth in the grant agreement with the Texas Commission on Environmental Quality (TCEQ);
2. The project proposals have been fully evaluated and determined to fit within the minimum criteria and standards established by the TCEQ for this program, as well as more specific standards established for the project categories by the County;
3. The project proposals are consistent with and directly support implementation of the Texas Health and Safety Code, 382.220;
4. The governing body of Fort Bend County officially approved the selection and scope of work of this project on March 22, 2016 and has authorized the person signing this proposal to make the preceding certifications and act on behalf of the County.
5. This is to certify that I have reviewed the proposed LIP project/budget and to the best of my knowledge, all costs and expenses are applicable as listed. The project will be conducted in accordance with the standards and reporting requirements listed in the LIP contract between the TCEQ and the County. Non-substantive changes may be made to this project for clarification purposes or refinement so long as the project goal(s) and funding amounts do not change.

Authorized Signature: _____



Type/Printed Name: Robert Hebert

Type/Printed Title: County Judge

Date: March 22, 2016

Instructions

This document provides the forms necessary for Participating Counties to submit non-enforcement local initiative projects for LIP funding to the TCEQ. These forms must be used by the County to submit non-enforcement projects to the TCEQ for review and approval.

Eligible Projects with This Form

A project must be implemented in consultation with the TCEQ. Projects eligible for funding with this grant application form may include projects to:

- expand and enhance the AirCheckTexas Repair and Replacement Assistance Program;
- develop and implement projects to implement the TCEQ's Smoking Vehicle Program;
- develop and implement programs to enhance transportation system improvements; and
- develop and implement new air control strategies designed to assist local areas in complying with state and federal air quality rules and regulations.

Project Budget

Budget figures must be exact on all pages of the proposal.

LIP funds may not be expended for local government fleet or vehicle acquisition or replacement, call center management, application oversight, invoice analysis, education, outreach, or advertising purposes.

Certification

The County LIP Certification form serves as written certification by the County that the project was reviewed for eligibility and found to meet the minimum criteria. It must be submitted as part of the Grant Application.

Application Process

The TCEQ will review the project proposal and notify the County of any project or project components that the TCEQ determines may not meet project eligibility criteria under the terms of the grant agreement, or for which there may be a question about the project. The County is required to respond to any request from the TCEQ for additional information concerning a project.

The County may not proceed with a project until notified that it may do so by the TCEQ. Any modification, after the TCEQ approval, to a project budget or to project activities must be approved in writing by the TCEQ. The County may rescind the proposal at any time during the review of the project.