

COUNTY JUDGE
Fort Bend County, Texas

Robert E. Hebert
County Judge

(281) 341-8608
Fax (281) 341-8609

August 22, 2017

Mark G. Bathrick
Office of Program Management
Federal Transit Administration
Via grants.gov online application submittal

RE: Fleet Replacement Local Match Support Letter
FY 2017 Section 5339(b) Bus and Bus Infrastructure Program

Mr. Bathrick,

Please accept this letter as assurance that the local match funds in the amount of \$246,000 to match the application for FY 2017 Section 5339(b) Bus and Bus Infrastructure Program funds for fleet replacements will be provided by Fort Bend County general revenue funds. If you have any questions regarding our application or need additional information, please contact Yvette R. Maldonado, Finance & Administration Manager for Public Transportation, at 281-243-6722 or by email at Yvette.Maldonado@fortbendcountytexas.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert E. Hebert", is written over the word "Sincerely,".

Robert E. Hebert
County Judge

Bus and Bus Facilities Infrastructure Investment Program (5339(b))

Applicant and Proposal Profile

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

Section I. Applicant Information

Organization Legal Name:

FTA Recipient ID Number:

- Applicant Eligibility:
- Designated recipient
 - State
 - Local Governmental Agency (operate fixed route bus service)
 - Tribe (Federally recognized Native American Tribe)

- Project Location:
- Urbanized Area
 - Rural

Description of services provided and areas served.

Fort Bend County is located 15 miles southwest of Houston, Texas. As of the 2010 census, its population was more than 500,000, making it the 10th most populous county in Texas. The 2016 Census Bureau estimate for Fort Bend County's population is 741,237. Fort Bend County's Public Transportation Department was officially formed in 2005. There are three main types of service which characterize Fort Bend County Public Transportation services: demand response/para-transit, deviated fixed route and commuter/fixed route services. All services for Fort Bend County are general public shared ride services and are directly operated by one service contractor, First Transit, Inc..

Demand response/para-transit services are provided to/from all locations within Fort Bend County and locations up to one (1) mile outside the boundaries of Fort Bend County. Operating hours for Demand Response services vary according to trip requests. In most cases, first drop-offs are scheduled for 8:00 a.m. and last pick-ups are scheduled for 5:00 p.m. Fort Bend County also has a contract for an Ambassador Program. An Ambassador is an individual who works directly with passengers providing assistance from the passenger's door to the vehicle and from the vehicle to the final destination. This personalized service is to assist with the safe passage for those unable to travel unescorted/alone, who need additional help with boarding and alighting vehicles, and passengers with agitation, behavioral and cognitive issues. Ambassadors may be assigned to bus stop locations and/or transit vehicles.

Deviated fixed route services travel specifically within the cities of Richmond and Rosenberg with designated stops, if scheduled, buses can deviate short distances from a route to pick-up/drop-off passengers. Operating hours for Deviated fixed route services are provided according to published schedules. Services may begin as early as 6:30 a.m. and end as late as 5:45 p.m.

Commuter/fixed route services are provided from three park & ride locations within Fort Bend County. Park and Ride locations include: Fort Bend County Fairgrounds location in Rosenberg, Texas; University of Houston - Sugar Land located in Sugar Land, Texas; and the AMC Theater - First Colony located in Sugar Land, Texas. Services are designed primarily to accommodate employment but are open to the general public. Buses operate along the I-69 corridor to the Greenway Plaza, Galleria and Texas Medical Center areas of Houston. Operating hours for Commuter services are provided according to published schedules. Services may begin as early as 5:30 a.m. and end as late as 8:30 p.m.

Section II. Project Information/Evaluation Criteria (This section repeats per project)

About the Project

Project Title:
(Descriptive title of this project)

Project Executive Summary:

Fort Bend County is seeking \$984,000 in federal funding to replace six 32-passenger commuter/fixed route service buses. The vehicles identified for replacement are part of an aging fleet and have experienced recurring breakdowns and ongoing mechanical issues. These vehicles have or will reach their useful life by the end of this fiscal year (September 30, 2017). Fort Bend County will provide the match contribution needed as detailed in this application.

- Project Type:
- Buses and/or bus equipment for replacement or rehabilitation
 - Buses and/or bus equipment for fleet expansion
 - Bus maintenance facility rehabilitation, replacement or expansion
 - Bus passenger facility rehabilitation, replacement, or expansion
 - Other

If Other, specify:

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

Demonstration of Need

Fort Bend County's Public Transportation Department was officially formed in 2005. There are three main types of service which characterize Fort Bend County Public Transportation services: demand response/para-transit, deviated fixed route and commuter/fixed route services. All services for Fort Bend County are general public shared ride services and are directly operated by one service contractor, First Transit, Inc.. Fort Bend County Public Transportation's mission is to provide safe and efficient public transportation services while maintaining service quality and customer satisfaction.

Fort Bend County is requesting funding to replace six 32-passenger commuter/fixed route service buses. The vehicles identified for replacement in this application are part of an aging fleet and have experienced recurring breakdowns and ongoing mechanical issues. These vehicles have either exceeded their useful life and/or are displaying signs of engine deterioration and facing high-cost emissions repairs.

Fort Bend County currently operates 18 commuter vehicles during maximum service, utilizing County owned and Contractor owned vehicles. County owned fleet currently consist of sixteen 32-passenger Freightliner Defender commuter series vehicles. Mileage readings listed below are projections for September 30, 2017. Units denoted with an (*) have displayed signs of engine deterioration and emissions related issues.

Fort Bend County recognizes the importance of providing safe and reliable transportation services to our passengers. Maintaining a healthy fleet of vehicles plays a key role in ensuring our services are safe, timely, and efficient. Replacing these vehicles will not only ensure the safety of our passengers but also improve the quality of service provided.

For vehicle replacement/facility rehabilitation projects only:

Vehicle Description	QTY	Vehicle Year	Vehicle Mileage
Unit # Q-009 Freightliner Defender	1	2011	252,752
Unit # Q-011 Freightliner Defender*	1	2011	220,479
Unit # Q-012 Freightliner Defender	1	2011	269,228
Unit # Q-014 Freightliner Defender*	1	2011	210,216
Unit # Q-019 Freightliner Defender*	1	2011	259,547
Unit # Q-024 Freightliner Defender*	1	2011	218,319

Facility Description	Years Facility Used by Applicant	Facility Construction Date	Last Renovation Date

Demonstration of Benefits

Fort Bend County's commuter/fixed route services provided more than 248,000 passenger trips, traveling 630,822 revenue miles and 23,734 in revenue hours for FY2016. These services provide individuals with increased access to major employment areas in Houston, Texas Medical Center trips which is the largest medical complex in the world and is home to the world's largest children's and cancer hospital account for more than 50% of our commuter/fixed route services. The route to the Texas Medical Center not only serves the needs of people working in that area (Attachment 2), but also the need of individuals seeking medical care; needs which otherwise may go unmet. These passengers rely on our service for their livelihood and medical care. All of Fort Bend County's vehicles are ADA accessible to ensure transportation opportunities for the entire community.

Proper replacement of vehicles minimizes cost and assures safety of our vehicles. It is our goal to ensure we have a safe and reliable fleet to serve the needs of our passengers.

Planning and Local/Regional Prioritization

All services operated by Fort Bend County are included in the region's transportation plan. If funding is awarded, this project will be added to the TIP/STIP.

This project also supports long term partnerships between Fort Bend County and the City of Sugar Land. The City has supported Fort Bend County Public Transportation for several years and continues to provide an annual contribution in support of the commuter services provided by the County.

Local Financial Commitment

Fort Bend County will provide a cash match of \$246,000 to fulfill the local match requirements for this project. These funds are currently included in the Fort Bend County Public Transportation Department's FY17 budget and will be available for use upon award.

Project Implementation Strategy

Fort Bend County is in the process of evaluating proposals received for our RFP and expects to award a contract by September 5, 2017. Once the contract is in place, Fort Bend County will be in a position to issue a purchase order for the vehicles as soon as funding is available. After execution of the grant award, it is reasonably anticipated the vehicles will be ordered, received, inspected, and paid for within a 12 month time frame.

Can this project be implemented within 12 months? Yes No

Technical, Legal, and Financial Capacity

Fort Bend County has purchased over 50 rolling stock vehicles to support Public Transportation services since 2005. The County is very familiar with rolling stock procurement requirements and is well equipped to undertake this project.

Paulette Shelton serves as the County's Transportation Director and brings over 20 years of experience in transportation management and operations. Ms. Shelton is heavily involved both locally and statewide with transit issues and her significant experience in public transportation has resulted in her appointment to several transit task forces and committees. James Hoss serves as the County's Public Transportation Operations Manager and brings over 30 years of experience in transportation management; of which the last 15 years have been in public transportation management.

Additionally, the Public Transportation staff is augmented and supported by other Fort Bend County departments that provide specialized services and enable Public Transportation to execute necessary functions. These departments include: Purchasing, Risk Management, Treasury, Auditing, Attorney and Human Resources.

Fort Bend County is the recipient of numerous federal, state, and local grants and has no outstanding issues with these agencies. Financial systems are monitored and maintained by the Fort Bend County Auditor's Office in conjunction with the Fort Bend County Treasurer's Office. Financial systems are assessed annually by outside auditors performing the federally required single audit. The County received an unqualified/unmodified opinion on its 2016 Comprehensive Annual Financial report. The County also maintains ratings with Moody's and Fitch of AA+ and Aa1 respectively (Attachment 3). Fort Bend County's financial reports are accessible online at: <http://www.fortbendcountytx.gov/index.aspx?page=392>.

Fort Bend County has no outstanding technical, legal or financial issues. Lastly, Fort Bend County Public Transportation has been subject to three Federal Transit Administration Triennial Reviews in which there are no outstanding findings.

Project Budget

Description	QTY	Federal Amount	Local Match	Total Cost
Replacement Commuter Vehicles	6	164,000	41,000	1,230,000
Total:		984,000	246,000	1,230,000

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.

This application is requesting federal assistance for the replacement of six (6) vehicles which are projected to cost \$205,000 each. The federal portion of each vehicle is approximately \$164,000; thus, the minimum federal funds requested for this grant application would be in increments of \$164,000 up to the full requested amount of \$984,000.

Matching Funds Information

Matching Funds Amount:

Source of Matching Funds.

Matching funds for this project will be provided by Fort Bend County's General Revenue fund.

Supporting Documentation of Local Match.

This project application was approved by the Fort Bend County Commissioners Court on August 22, 2017. A signed letter of local cash match commitment from our County Judge is including with this application (Attachment 4).

Project Timeline

Timeline Item Description	Timeline Item Date
RFP	7/3/2017

CONTRACT AWARD	9/5/2017
FIRST VEHICLE DELIVERED	4/1/2018
FINAL VEHICLE DELIVERED	5/1/2018
PROJECT COMPLETED	6/1/2018

Congressional Districts (Place of Performance)

Congressional District

Congressional Representative

TX-009	Green, Al
TX-022	Olson, Pete

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FTA-2017-004-TPM-BUS
Opportunity Title:	FY 2017 Competitive Funding Opportunity: Bus and Bus Facilities Infrastructure Program
Opportunity Package ID:	PKG00233786
CFDA Number:	20.526
CFDA Description:	Bus and Bus Facilities Formula Program
Competition ID:	FTA-2017-004-TPM-BUS
Competition Title:	FY 2017 Competitive Funding Opportunity: Bus and Bus Facilities Infrastructure Program
Opening Date:	07/14/2017
Closing Date:	08/25/2017
Agency:	DOT/Federal Transit Administration
Contact Information:	Mark G. Bathrick Office of Program Management 202-366-9955

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00063281
Application Filing Name:	Fort Bend County
DUNS:	0814970750000
Organization:	FORT BEND, COUNTY OF
Form Name:	SF424 Mandatory Form
Form Version:	1.2
Requirement:	Mandatory
Download Date/Time:	Aug 14, 2017 11:26:11 AM EDT
Form State:	No Errors

FORM ACTIONS:

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: 20px; width: 100%;"></div>	1.b. Frequency: <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input type="checkbox"/> Other Other (specify): <div style="border: 1px solid black; height: 20px; width: 100%;"></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: 5. Date Received by State: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
1.c. Consolidated Application/Plan/Funding Request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Explanation		3. Applicant Identifier: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	6. State Application Identifier: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
		4a. Federal Entity Identifier: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
		4b. Federal Award Identifier: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	

7. APPLICANT INFORMATION:

a. Legal Name: FORT BEND COUNTY		
b. Employer/Taxpayer Identification Number (EIN/TIN): 74-6001969	c. Organizational DUNS: 0814970750000	
d. Address:		
Street1: 301 JACKSON	Street2: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
City: RICHMOND	County / Parish: FORT BEND	
State: TX: Texas	Province: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
Country: USA: UNITED STATES	Zip / Postal Code: 77469-3108	
e. Organizational Unit:		
Department Name: PUBLIC TRANSPORTATION	Division Name: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
f. Name and contact information of person to be contacted on matters involving this submission:		
Prefix: Ms.	First Name: YVETTE	Middle Name: R.
Last Name: MALDONADO	Suffix: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
Title: FINANCE & ADMINISTRATION MANAGER		
Organizational Affiliation: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>		
Telephone Number: 281-243-6722	Fax Number: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
Email: YVETTE.MALDONADO@FORTBENDCOUNTYTX.GOV		

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

8a. TYPE OF APPLICANT:

B: County Government

Other (specify):

b. Additional Description:

9. Name of Federal Agency:

DOT/Federal Transit Administration

10. Catalog of Federal Domestic Assistance Number:

20.526

CFDA Title:

Bus and Bus Facilities Formula Program

11. Descriptive Title of Applicant's Project:

FLEET REPLACEMENTS

12. Areas Affected by Funding:

FORT BEND COUNTY, TEXAS

13. CONGRESSIONAL DISTRICTS OF:

a. Applicant:

TX-009

b. Program/Project:

Attach an additional list of Program/Project Congressional Districts if needed.

Fort Bend County Congression [Add Attachment](#) [Delete Attachment](#) [View Attachment](#)

14. FUNDING PERIOD:

a. Start Date:

10/01/2017

b. End Date:

09/30/2018

15. ESTIMATED FUNDING:

a. Federal (\$):

984,000.00

b. Match (\$):

246,000.00

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 218, 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:

[Empty text area for explanation]

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Applicant Federal Debt Delinquency Explanation:

[Empty text area for explanation]

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FTA-2017-004-TPM-BUS
Opportunity Title:	FY 2017 Competitive Funding Opportunity: Bus and Bus Facilities Infrastructure Program
Opportunity Package ID:	PKG00233786
CFDA Number:	20.526
CFDA Description:	Bus and Bus Facilities Formula Program
Competition ID:	FTA-2017-004-TPM-BUS
Competition Title:	FY 2017 Competitive Funding Opportunity: Bus and Bus Facilities Infrastructure Program
Opening Date:	07/14/2017
Closing Date:	08/25/2017
Agency:	DOT/Federal Transit Administration
Contact Information:	Mark G. Bathrick Office of Program Management 202-366-9955

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00063281
Application Filing Name:	Fort Bend County
DUNS:	0814970750000
Organization:	FORT BEND, COUNTY OF
Form Name:	Grants.gov Lobbying Form
Form Version:	1.1
Requirement:	Mandatory
Download Date/Time:	Aug 14, 2017 11:39:20 AM EDT
Form State:	No Errors

FORM ACTIONS:

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

Statement for Loan Guarantees and Loan Insurance

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

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

* APPLICANT'S ORGANIZATION	
<input style="width: 100%;" type="text" value="FORT BEND COUNTY"/>	
* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	
Prefix: <input style="width: 100px;" type="text"/>	* First Name: <input style="width: 200px;" type="text" value="ROBERT"/> Middle Name: <input style="width: 150px;" type="text" value="E."/>
* Last Name: <input style="width: 300px;" type="text" value="HEBERT"/>	Suffix: <input style="width: 100px;" type="text"/>
* Title: <input style="width: 250px;" type="text" value="COUNTY JUDGE"/>	
* SIGNATURE: <input style="width: 300px;" type="text" value="Completed on submission to Grants.gov"/>	* DATE: <input style="width: 200px;" type="text" value="Completed on submission to Grants.gov"/>

1802 Plantation Drive, Richmond, TX 77406

August 9, 2017

Fort Bend County Public Transportation
Paulette Shelton, Director
12550 Emily Court, Ste 400
Sugar Land, TX 77478

Subject: Letter of support for funding from the Federal Transit Administration for 5339 funding

Dear Paulette,

Please accept this letter of support in your request to the Federal Transit Administration for the necessary funding for the replacement of commuter buses. I believe securing funds to replace vehicles for the commuter service is important because it is a valuable resource for people like me who live in Fort Bend County and work in Houston, TX.

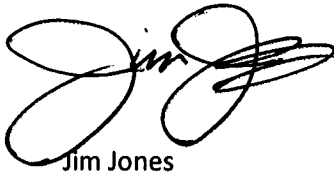
I have been riding the commuter buses for over 5 years and appreciate their availability. During this time, I have seen how everyday wear and tear takes a toll on the buses, specifically tree branches scraping the roofs and sides of various buses. The buses provide a relaxing commute to and from work. I know I have heard several other riders share how nice it is that we don't have to fight traffic after a busy or frustrating day at work. I have experienced days where normal traffic lanes are very congested with accidents or due to weather conditions traffic has been a headache. The commuter service was a dependable alternative. I have also seen other riders that simply don't have the means to commute these distances without such a valuable resource like Fort Bend County Transit's commuter service.

Combined with local funding, Federal funding will provide much needed maintenance that Fort Bend County Transit needs to keep the buses in good order for a comfortable ride for riders like me.

The Fort Bend County Transportation commuter service has saved our family literally hundreds, if not thousands, of dollars during the period that I have been riding.

I want to personally thank you and your staff, drivers, and maintenance personnel for providing this wonderful service.

Sincerely,



Jim Jones

April 26, 2016

Mr. Ed Sturdivant
County Auditor
Fort Bend County
301 Jackson Street
Richmond, TX 77469

Dear Mr. Sturdivant:

Fitch Ratings has assigned one or more ratings and/or otherwise taken rating action(s), as detailed in the attached Notice of Rating Action.

In issuing and maintaining its ratings, Fitch relies on factual information it receives from issuers and underwriters and from other sources Fitch believes to be credible. Fitch conducts a reasonable investigation of the factual information relied upon by it in accordance with its ratings methodology, and obtains reasonable verification of that information from independent sources, to the extent such sources are available for a given security or in a given jurisdiction.

The manner of Fitch's factual investigation and the scope of the third-party verification it obtains will vary depending on the nature of the rated security and its issuer, the requirements and practices in the jurisdiction in which the rated security is offered and sold and/or the issuer is located, the availability and nature of relevant public information, access to the management of the issuer and its advisers, the availability of pre-existing third-party verifications such as audit reports, agreed-upon procedures letters, appraisals, actuarial reports, engineering reports, legal opinions and other reports provided by third parties, the availability of independent and competent third-party verification sources with respect to the particular security or in the particular jurisdiction of the issuer, and a variety of other factors.

Users of Fitch's ratings should understand that neither an enhanced factual investigation nor any third-party verification can ensure that all of the information Fitch relies on in connection with a rating will be accurate and complete. Ultimately, the issuer and its advisers are responsible for the accuracy of the information they provide to Fitch and to the market in offering documents and other reports. In issuing its ratings Fitch must rely on the work of experts, including independent auditors with respect to financial statements and attorneys with respect to legal and tax matters. Further, ratings are inherently forward-looking and embody assumptions and predictions about future events that by their nature cannot be verified as facts. As a result, despite any verification of current facts, ratings can be affected by future events or conditions that were not anticipated at the time a rating was issued or affirmed.

Fitch seeks to continuously improve its ratings criteria and methodologies, and periodically updates the descriptions on its website of its criteria and methodologies for securities of a given type. The criteria and methodology used to determine a rating action are those in effect at the time the rating action is taken, which for public ratings is the date of the related rating action commentary. Each rating action commentary provides information about the criteria and methodology used to arrive at the stated rating, which may differ from the general criteria and methodology for the applicable security type posted on the website at a given time. For this reason, you should always consult the applicable rating action commentary for the most accurate information on the basis of any given public rating.

Ratings are based on established criteria and methodologies that Fitch is continuously evaluating and updating. Therefore, ratings are the collective work product of Fitch and no individual, or group of individuals, is solely responsible for a rating. All Fitch reports have shared authorship. Individuals identified in a Fitch report were involved in, but are not solely responsible for, the opinions stated therein. The individuals are named for contact purposes only.

Ratings are not a recommendation or suggestion, directly or indirectly, to you or any other person, to buy, sell, make or hold any investment, loan or security or to undertake any investment strategy with respect to any investment, loan or security or any issuer. Ratings do not comment on the adequacy of market price, the suitability of any investment, loan or security for a particular investor (including without limitation, any accounting and/or regulatory treatment), or the tax-exempt nature or taxability of payments made in respect of any investment, loan or security. Fitch is not your advisor, nor is Fitch providing to you or any other party any financial advice, or any legal, auditing, accounting, appraisal, valuation or actuarial services. A rating should not be viewed as a replacement for such advice or services.

The assignment of a rating by Fitch does not constitute consent by Fitch to the use of its name as an expert in connection with any registration statement or other filings under US, UK or any other relevant securities laws. Fitch does not consent to the inclusion of its ratings in any offering document in any instance in which US, UK or any other relevant securities laws requires such consent. Fitch does not consent to the inclusion of any written letter communicating its rating action in any offering document. You understand that Fitch has not consented to, and will not consent to, being named as an "expert" in connection with any registration statement or other filings under US, UK or any other relevant securities laws, including but not limited to Section 7 of the U.S. Securities Act of 1933. Fitch is not an "underwriter" or "seller" as those terms are defined under applicable securities laws or other regulatory guidance, rules or recommendations, including without limitation Sections 11 and 12(a)(2) of the U.S. Securities Act of 1933, nor has Fitch performed the roles or tasks associated with an "underwriter" or "seller" under this engagement.

It is important that you promptly provide us with all information that may be material to the ratings so that our ratings continue to be appropriate. Ratings may be raised, lowered, withdrawn, or placed on Rating Watch due to changes in, additions to, accuracy of or the inadequacy of information or for any other reason Fitch deems sufficient.

Nothing in this letter is intended to or should be construed as creating a fiduciary relationship between Fitch and you or between us and any user of the ratings.

In this letter, "Fitch" means Fitch Ratings, Inc. and any successor in interest.

We are pleased to have had the opportunity to be of service to you. If we can be of further assistance, please feel free to contact us at any time.

Jeff Schaub
Managing Director, Operations
U.S. Public Finance /
Global Infrastructure & Project Finance

JS/mb

Enc: Notice of Rating Action
(Doc ID: 201379)

Notice of Rating Action

Bond Description	Rating Type	Action	Rating	Outlook/ Watch	Eff Date	Notes
Fort Bend County (TX) ltd tax & rfdg bonds ser 2016B	Long Term	New Rating	AA+	RO:Sta	25-Apr-2016	
Fort Bend County (TX) unltd tax road & rfdg bonds ser 2016A	Long Term	New Rating	AA+	RO:Sta	25-Apr-2016	

Key: RO: Rating Outlook, RW: Rating Watch; Pos: Positive, Neg: Negative, Sta: Stable, Evo: Evolving

CREDIT OPINION

22 April 2016

New Issue

Rate this Research >>

Contacts

James Hobbs 214-979-6844
 AVP-Analyst
 james.hobbs@moody.com

Adebola Kushimo 214-979-6847
 AVP-Analyst
 adebola.kushimo@moody.com

Fort Bend County, TX

New Issue - Moody's Assigns Aa1 to Fort Bend County's, TX, \$82.2M Unlimited Tax & \$94.2M Limited Tax Bonds Ser. 2016A&B

Summary Rating Rationale

Moody's Investors Service has assigned a Aa1 underlying rating to Fort Bend County's, TX, \$82.2 million Unlimited Tax Road and Refunding Bonds, Series 2016A and \$94.2 million Limited Tax and Refunding Bonds, Series 2016B. At the same time we have affirmed the Aa1 rating on parity limited and unlimited tax debt outstanding.

The Aa1 rating reflects the county's large and diverse tax base that benefits from a growing population, ongoing residential development, and improved transportation corridors. The rating also takes into consideration a history of stable financial performance, maintenance of healthy reserve levels, and a manageable debt and pension profile.

Credit Strengths

- » Significantly large and diverse tax base that continues to grow
- » Stable financial performance with healthy reserves
- » Adherence to formal reserve policy

Credit Challenges

- » Above average debt profile
- » Plans for additional borrowing

Rating Outlook

Moody's does not usually assign outlooks to local government credits with this amount of debt outstanding.

Factors that Could Lead to an Upgrade

- » Sustained trend of surplus operations that grow fiscal reserves and liquidity
- » Significant decline in debt profile

Factors that Could Lead to a Downgrade

- » Poor financial performance leading to a decline in reserve levels

- » Trend of significant declines in taxable values
- » Significant increase in debt profile without corresponding tax base growth

Key Indicators

Exhibit 1

Fort Bend (County of) TX	2011	2012	2013	2014	2015
Economy/Tax Base					
Total Full Value (\$000)	\$ 37,368,044	\$ 38,034,487	\$ 39,439,947	\$ 41,977,668	\$ 45,720,921
Full Value Per Capita	\$ 61,584	\$ 62,682	\$ 61,299	\$ 65,243	\$ 66,712
Median Family Income (% of US Median)	140.4%	130.4%	130.4%	130.4%	130.4%
Finances					
Operating Revenue (\$000)	\$ 253,253	\$ 251,067	\$ 268,778	\$ 288,813	\$ 308,218
Fund Balance as a % of Revenues	19.4%	15.8%	14.3%	13.7%	15.6%
Cash Balance as a % of Revenues	22.4%	20.5%	18.1%	17.5%	19.9%
Debt/Pensions					
Net Direct Debt (\$000)	\$ 452,755	\$ 516,665	\$ 499,135	\$ 606,122	\$ 688,385
Net Direct Debt / Operating Revenues (x)	1.8x	2.1x	1.9x	2.1x	2.2x
Net Direct Debt / Full Value (%)	1.2%	1.4%	1.3%	1.4%	1.5%
Moody's - adjusted Net Pension Liability (3-yr average) to Revenues (x)	N/A	0.7x	0.8x	0.9x	1.0x
Moody's - adjusted Net Pension Liability (3-yr average) to Full Value (%)	N/A	0.5%	0.6%	0.6%	0.7%

Source: Audited Financial Statements and Moody's Investors Service

Detailed Rating Considerations

Economy and Tax Base: Large Diverse Tax Base Benefits from Growing Population, Home Construction, and Transportation Development

The county's significantly large and diverse tax base is a particular credit positive given the diversity in the county's tax base has helped offset weaknesses in oil and gas sector employment. Accelerated growth has also benefitted the county in recent years. Following a -2.7% year-over-year decline in full valuation in fiscal 2011, the county's taxable value growth has accelerated to positive double-digit growth. The county's taxable value growth has averaged a solid 7.5% annually from fiscal 2011 to 2016. For fiscal 2016 the county's significantly large full value of \$53.53 billion reflected 17.1% growth over the previous year. The county recorded over \$10 billion in growth in single-family residential properties from the previous year which was the main driver behind the overall growth. The county's top taxpayers make up a modest 3.6% of the county's total tax base and include shopping malls, utilities, and several businesses related to the oil and gas sector. County officials note they have experienced some loss in employment due to the downturn in the oil and gas sector yet gains in other sectors such as healthcare and engineering have somewhat offset those losses. Oil, gas, and other mineral values only make up 0.19% of the county's total tax base. The county remains an attractive area for individuals to live especially as transportation corridors such as the Grand Parkway have developed and opened for operations.

Historically the socioeconomic profile of the county has remained above state and national trends. The American Community Survey data indicates favorable wealth levels, evidenced by a per capita income and median family income of 122.7% and 130.4% of national levels, respectively. The current population estimate for the county is 685,345. Unemployment rate in the county grew from 3.8% in December 2014 to 4.4% in December 2015. The county's labor force also grew 8843 during the year.

Financial Operations and Reserves: Stable Financial Performance and Reserves Maintained

We anticipate the solid financial performance of the county will continue in the near-term. Strong fiscal performance was needed in 2015 so the county's reserve position could keep pace with a growing budget and demand for services. In fiscal 2015 General Fund revenues of \$253.9 million outpaced expenditures by \$8.4 million (including transfers in and out of the Fund), which increased the

This publication does not announce a credit rating action. For any credit ratings referenced in this publication, please see the ratings tab on the issuer/entity page on www.moody's.com for the most updated credit rating action information and rating history.

county's total General Fund balance to \$45.93 million or 18.1% of General Fund revenues. The County maintained its reserve position above its formal reserve policy of a minimum of 15% of expenditures. The vast majority of the county's General Fund revenues in 2015 were derived from property taxes (73% of total General Fund revenues). The county's maintenance and operations tax levy is \$3.73 per \$1,000 of assessed valuation. County officials anticipate the total tax rate will come down modestly as the county's total tax base continues to grow.

Through the first six months of fiscal 2016 the county's financial performance remains strong. Revenues are being collected slightly above budget (102%) and expenditures are coming in slightly below budget (97%). In 2016 the county is on target to realize a \$6 million operating surplus in the General Fund at year's end

LIQUIDITY

Cash in the General Fund totaled a healthy \$49.7 million (19.5% of General Fund revenues) at fiscal year-end 2015. We do not anticipate stable liquidity will continue in the near-term, given strong year-to-date financial projections.

Debt and Pensions: Above Average Yet Manageable Debt Profile

DEBT STRUCTURE

The county's direct debt burden is above average yet manageable at 1.3% and reflective of rapid growth that has occurred in the county over the last 10 years. Post-sale the county will have roughly \$684 million in combined limited and unlimited tax debt outstanding. When considering a significantly large amount of smaller local governments that are located in the county, the overlapping debt burden jumps to a high 12.1%. The county does anticipate various issuances of debt over the next several years mainly for transportation development.

DEBT-RELATED DERIVATIVES

The county has no variable rate debt and is not party to any interest rate swaps or other derivative agreements.

PENSIONS AND OPEB

The county provides retirement, disability, and death benefits for all of its full-time employees through a non-traditional defined benefit pension plan in the statewide Texas County and District Retirement System (TCDRS). The county has consistently fully funded its annual pension costs. For the year ended September 30, 2015, the county recognized pension expense of \$11.95 million or 4.7% of General Fund revenues. We believe the county's pension burden remains manageable. Moody's fiscal 2015 adjusted net pension liability (ANPL) for the county, under our methodology for adjusting reported pension data, is \$395.9 million. The three-year average ANPL to operating revenues ratio is a manageable 1.0 times. The three-year average ANPL to full value ratio is a modest 0.7%. The adjustments are not intended to replace the county's reported contribution information, or the reported liability information of the statewide cost-sharing plans, but to improve comparability with other rated entities. For more information on Moody's insights on employee pensions and the related credit impact on companies, governments, and other entities across the globe please visit Moody's on Pensions at www.moody.com/pensions.

The county currently provides healthcare benefits to retirees. Funding of these benefits continues to be done on a pay-as-you-go basis. The county's OPEB costs in fiscal 2015 were \$36.98 million, of which the county contributed \$5.47 million or 14.8%. The net OPEB obligation of the county rose to \$221.2 million in 2015 from \$189.7 million in the previous year.

Management and Governance

Texas counties have an institutional framework score of "Aaa," or very strong. Counties rely on highly predictable, property taxes for 70%-80% of their operating revenues, while 10%-20% comes from less predictable services charges. Counties maintain high flexibility to raise property taxes, as most are well below the state mandated cap of \$8 per \$1,000 of AV, with no more than \$4 for debt. Expenditures primarily consist of personnel and judicial costs, which are highly predictable. Counties have high flexibility in reducing expenditures given a limited union presence.

Legal Security

The Series 2016A Bonds constitute direct obligations of the county, payable from the levy and collection of a direct and continuing ad valorem tax, without legal limit as to rate or amount, on all taxable property located within the county. The Series 2016B Bonds constitute direct obligations of the county, payable from the levy and collection of a direct and continuing ad valorem tax, within the limits prescribed by law, on all taxable property located within the county.

Use of Proceeds

Proceeds from the sale of the Series 2016A Bonds will be used for the construction, purchase, maintenance and operation of macadamized, graveled and paved roads and turnpikes, as well as to advance refund and defease certain obligations of the county for a projected net present value savings.

Proceeds from the sale of the Series 2016B Bonds will be used for county parks and community center facilities, for buildings, parking and other improvements at the county fairgrounds, for county library facilities, for construction, acquisition and improvements to county facilities, including administration of justice and public safety facilities, to advance refund and defease certain obligations of the county for a projected net present value savings.

Obligor Profile

Fort Bend County is a political subdivision of the State of Texas located in southeast Texas. The County covers approximately 886 square miles and is located in the greater Houston metropolitan area. The current population estimate for the county is 685,345.

Methodology

The principal methodology used in this rating was US Local Government General Obligation Debt published in January 2014. Please see the Ratings Methodologies page on www.moody.com for a copy of this methodology.

Ratings

Exhibit 2

Fort Bend (County of) TX

Issue	Rating
Unlimited Tax Road and Refunding Bonds, Series 2016A	Aa1
Rating Type	Underlying LT
Sale Amount	\$82,210,000
Expected Sale Date	05/09/2016
Rating Description	General Obligation
Limited Tax and Refunding Bonds, Series 2016B	Aa1
Rating Type	Underlying LT
Sale Amount	\$94,215,000
Expected Sale Date	05/09/2016
Rating Description	General Obligation Limited Tax

Source: Moody's Investors Service

© 2016 Moody's Corporation, Moody's Investors Service, Inc., Moody's Analytics, Inc. and/or their licensors and affiliates (collectively, "MOODY'S"). All rights reserved.

CREDIT RATINGS ISSUED BY MOODY'S INVESTORS SERVICE, INC. AND ITS RATINGS AFFILIATES ("MIS") ARE MOODY'S CURRENT OPINIONS OF THE RELATIVE FUTURE CREDIT RISK OF ENTITIES, CREDIT COMMITMENTS, OR DEBT OR DEBT-LIKE SECURITIES, AND CREDIT RATINGS AND RESEARCH PUBLICATIONS PUBLISHED BY MOODY'S ("MOODY'S PUBLICATIONS") MAY INCLUDE MOODY'S CURRENT OPINIONS OF THE RELATIVE FUTURE CREDIT RISK OF ENTITIES, CREDIT COMMITMENTS, OR DEBT OR DEBT-LIKE SECURITIES. MOODY'S DEFINES CREDIT RISK AS THE RISK THAT AN ENTITY MAY NOT MEET ITS CONTRACTUAL, FINANCIAL OBLIGATIONS AS THEY COME DUE AND ANY ESTIMATED FINANCIAL LOSS IN THE EVENT OF DEFAULT. CREDIT RATINGS DO NOT ADDRESS ANY OTHER RISK, INCLUDING BUT NOT LIMITED TO: LIQUIDITY RISK, MARKET VALUE RISK, OR PRICE VOLATILITY. CREDIT RATINGS AND MOODY'S OPINIONS INCLUDED IN MOODY'S PUBLICATIONS ARE NOT STATEMENTS OF CURRENT OR HISTORICAL FACT. MOODY'S PUBLICATIONS MAY ALSO INCLUDE QUANTITATIVE MODEL-BASED ESTIMATES OF CREDIT RISK AND RELATED OPINIONS OR COMMENTARY PUBLISHED BY MOODY'S ANALYTICS, INC. CREDIT RATINGS AND MOODY'S PUBLICATIONS DO NOT CONSTITUTE OR PROVIDE INVESTMENT OR FINANCIAL ADVICE, AND CREDIT RATINGS AND MOODY'S PUBLICATIONS ARE NOT AND DO NOT PROVIDE RECOMMENDATIONS TO PURCHASE, SELL, OR HOLD PARTICULAR SECURITIES. NEITHER CREDIT RATINGS NOR MOODY'S PUBLICATIONS COMMENT ON THE SUITABILITY OF AN INVESTMENT FOR ANY PARTICULAR INVESTOR. MOODY'S ISSUES ITS CREDIT RATINGS AND PUBLISHES MOODY'S PUBLICATIONS WITH THE EXPECTATION AND UNDERSTANDING THAT EACH INVESTOR WILL, WITH DUE CARE, MAKE ITS OWN STUDY AND EVALUATION OF EACH SECURITY THAT IS UNDER CONSIDERATION FOR PURCHASE, HOLDING, OR SALE.

MOODY'S CREDIT RATINGS AND MOODY'S PUBLICATIONS ARE NOT INTENDED FOR USE BY RETAIL INVESTORS AND IT WOULD BE RECKLESS AND INAPPROPRIATE FOR RETAIL INVESTORS TO USE MOODY'S CREDIT RATINGS OR MOODY'S PUBLICATIONS WHEN MAKING AN INVESTMENT DECISION. IF IN DOUBT YOU SHOULD CONTACT YOUR FINANCIAL OR OTHER PROFESSIONAL ADVISER. ALL INFORMATION CONTAINED HEREIN IS PROTECTED BY LAW, INCLUDING BUT NOT LIMITED TO, COPYRIGHT LAW, AND NONE OF SUCH INFORMATION MAY BE COPIED OR OTHERWISE REPRODUCED, REPACKAGED, FURTHER TRANSMITTED, TRANSFERRED, DISSEMINATED, REDISTRIBUTED OR RESOLD, OR STORED FOR SUBSEQUENT USE FOR ANY SUCH PURPOSE, IN WHOLE OR IN PART, IN ANY FORM OR MANNER OR BY ANY MEANS WHATSOEVER, BY ANY PERSON WITHOUT MOODY'S PRIOR WRITTEN CONSENT.

All information contained herein is obtained by MOODY'S from sources believed by it to be accurate and reliable. Because of the possibility of human or mechanical error as well as other factors, however, all information contained herein is provided "AS IS" without warranty of any kind. MOODY'S adopts all necessary measures so that the information it uses in assigning a credit rating is of sufficient quality and from sources MOODY'S considers to be reliable including, when appropriate, independent third-party sources. However, MOODY'S is not an auditor and cannot in every instance independently verify or validate information received in the rating process or in preparing the Moody's Publications.

To the extent permitted by law, MOODY'S and its directors, officers, employees, agents, representatives, licensors and suppliers disclaim liability to any person or entity for any indirect, special, consequential, or incidental losses or damages whatsoever arising from or in connection with the information contained herein or the use of or inability to use any such information, even if MOODY'S or any of its directors, officers, employees, agents, representatives, licensors or suppliers is advised in advance of the possibility of such losses or damages, including but not limited to: (a) any loss of present or prospective profits or (b) any loss or damage arising where the relevant financial instrument is not the subject of a particular credit rating assigned by MOODY'S.

To the extent permitted by law, MOODY'S and its directors, officers, employees, agents, representatives, licensors and suppliers disclaim liability for any direct or compensatory losses or damages caused to any person or entity, including but not limited to by any negligence (but excluding fraud, willful misconduct or any other type of liability that, for the avoidance of doubt, by law cannot be excluded) on the part of, or any contingency within or beyond the control of, MOODY'S or any of its directors, officers, employees, agents, representatives, licensors or suppliers, arising from or in connection with the information contained herein or the use of or inability to use any such information.

NO WARRANTY, EXPRESS OR IMPLIED, AS TO THE ACCURACY, TIMELINESS, COMPLETENESS, MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OF ANY SUCH RATING OR OTHER OPINION OR INFORMATION IS GIVEN OR MADE BY MOODY'S IN ANY FORM OR MANNER WHATSOEVER.

Moody's Investors Service, Inc., a wholly-owned credit rating agency subsidiary of Moody's Corporation ("MCO"), hereby discloses that most issuers of debt securities (including corporate and municipal bonds, debentures, notes and commercial paper) and preferred stock rated by Moody's Investors Service, Inc. have, prior to assignment of any rating, agreed to pay to Moody's Investors Service, Inc. for appraisal and rating services rendered by it fees ranging from \$1,500 to approximately \$2,500,000. MCO and MIS also maintain policies and procedures to address the independence of MIS's ratings and rating processes. Information regarding certain affiliations that may exist between directors of MCO and rated entities, and between entities who hold ratings from MIS and have also publicly reported to the SEC an ownership interest in MCO of more than 5%, is posted annually at www.moody's.com under the heading "Investor Relations — Corporate Governance — Director and Shareholder Affiliation Policy."

Additional terms for Australia only: Any publication into Australia of this document is pursuant to the Australian Financial Services License of MOODY'S affiliate, Moody's Investors Service Pty Limited ABN 61 003 399 657 AFSL 336969 and/or Moody's Analytics Australia Pty Ltd ABN 94 105 136 972 AFSL 383569 (as applicable). This document is intended to be provided only to "wholesale clients" within the meaning of section 761G of the Corporations Act 2001. By continuing to access this document from within Australia, you represent to MOODY'S that you are, or are accessing the document as a representative of, a "wholesale client" and that neither you nor the entity you represent will directly or indirectly disseminate this document or its contents to "retail clients" within the meaning of section 761G of the Corporations Act 2001. MOODY'S credit rating is an opinion as to the creditworthiness of a debt obligation of the issuer, not on the equity securities of the issuer or any form of security that is available to retail investors. It would be reckless and inappropriate for retail investors to use MOODY'S credit ratings or publications when making an investment decision. If in doubt you should contact your financial or other professional adviser.

Additional terms for Japan only: Moody's Japan K.K. ("MJKK") is a wholly-owned credit rating agency subsidiary of Moody's Group Japan G.K., which is wholly-owned by Moody's Overseas Holdings Inc., a wholly-owned subsidiary of MCO. Moody's SF Japan K.K. ("MSFJ") is a wholly-owned credit rating agency subsidiary of MJKK. MSFJ is not a Nationally Recognized Statistical Rating Organization ("NRSRO"). Therefore, credit ratings assigned by MSFJ are Non-NRSRO Credit Ratings. Non-NRSRO Credit Ratings are assigned by an entity that is not a NRSRO and, consequently, the rated obligation will not qualify for certain types of treatment under U.S. laws. MJKK and MSFJ are credit rating agencies registered with the Japan Financial Services Agency and their registration numbers are FSA Commissioner (Ratings) No. 2 and 3 respectively.

MJKK or MSFJ (as applicable) hereby disclose that most issuers of debt securities (including corporate and municipal bonds, debentures, notes and commercial paper) and preferred stock rated by MJKK or MSFJ (as applicable) have, prior to assignment of any rating, agreed to pay to MJKK or MSFJ (as applicable) for appraisal and rating services rendered by it fees ranging from JPY200,000 to approximately JPY350,000,000.

MJKK and MSFJ also maintain policies and procedures to address Japanese regulatory requirements.

REPORT NUMBER 1022965

Contacts

James Hobbs
AVP-Analyst
james.hobbs@moodys.com

214-979-6844

Adebola Kushimo
AVP-Analyst
adebola.kushimo@moodys.com

214-979-6847

CLIENT SERVICES

Americas	1-212-553-1653
Asia Pacific	852-3551-3077
Japan	81-3-5408-4100
EMEA	44-20-7772-5454

August 22, 2017

Mark G. Bathrick
Office of Program Management
Federal Transit Administration
Via grants.gov online application submittal

RE: Fleet Replacement Local Match Support Letter
FY 2017 Section 5339(b) Bus and Bus Infrastructure Program

Mr. Bathrick,

Please accept this letter as assurance that the local match funds in the amount of \$246,000 to match the application for FY 2017 Section 5339(b) Bus and Bus Infrastructure Program funds for fleet replacements will be provided by Fort Bend County general revenue funds. If you have any questions regarding our application or need additional information, please contact Yvette R. Maldonado, Finance & Administration Manager for Public Transportation, at 281-243-6722 or by email at Yvette.Maldonado@fortbendcountytx.gov.

Sincerely,

Robert E. Hebert
County Judge