

PGA: PUBLIC TRANSPORTATION PROJECT GRANT AGREEMENT AMENDMENT  
 SUBRECIPIENT: Fort Bend County  
 FAIN: TX-2021-063  
 CFDA #: 20.509  
 TXDOT PROJECT #: RPT 2202 (11) 063\_21  
 PROJECT ID #: 51018021122  
 MASTER GRANT AGREEMENT #: MGA-2022-2026-FT BEND-031  
 FEDERAL TRANSIT ADMINISTRATION  
 NOT RESEARCH AND DEVELOPMENT

**STATE OF TEXAS** §

**COUNTY OF TRAVIS** §

**PUBLIC TRANSPORTATION  
 PROJECT GRANT AGREEMENT  
 AMENDMENT # 4**

**THIS AMENDMENT** is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "State" and Fort Bend County, called the "Subrecipient".

**WITNESSETH**

**WHEREAS**, the State and the Subrecipient executed a project grant agreement on Sep 8 2021 11:14AM; and,

**WHEREAS**, it has become necessary to amend that project grant agreement;

**NOW THEREFORE**, the State and the Subrecipient do agree as follows:

**AGREEMENT**

**1. Description of Amended Items**

This amendment revises the project budget by adding Acquisition - Acquired Hardware ALI 11.42.07 to the project grant agreement. This amendment further revises the project budget by transferring \$1,500 to Acquisition - Acquired Hardware ALI 11.42.07.

This amendment also extends the end date shown in ARTICLE 1. GRANT TIME PERIOD of the grant agreement to March 31, 2024.

Attachment B, Project Budget, hereto attached, shall replace the Project Budget page in said agreement.

All other provisions of the original project grant agreement not amended are unchanged and remain in full force and effect. This amendment becomes effective on the later date of full execution by both

parties.

**2. Incorporation of Master Grant Agreement (MGA) Provisions**

This amendment incorporates all of the governing provisions of the MGA in effect on the date of final execution of this amendment, unless an exception has been made by the terms of this PGA.

**3. Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

**THIS AGREEMENT IS EXECUTED** by the State and the Subrecipient in duplicate.

**THE SUBRECIPIENT**

KP George  
\_\_\_\_\_

Signature

County Judge  
\_\_\_\_\_

Title

May 15 2023 12:58PM  
\_\_\_\_\_

Date

**THE STATE OF TEXAS**

Paula Haley-Polk  
\_\_\_\_\_

Signature

Public Transportation Coordinator  
\_\_\_\_\_

Title

May 15 2023 3:22PM  
\_\_\_\_\_

Date

**List of Attachments**

A – Approved Project Description

B – Project Budget

**ATTACHMENT A**  
**APPROVED PROJECT DESCRIPTION**

As presented in Fort Bend County's FY21 Grant Application, Fort Bend County will provide public transportation throughout the rural transit district service area. Fort Bend County will provide demand response service and deviated fixed route service in the rural areas of Fort Bend County and will provide commuter service for rural residents of Fort Bend County.

Subrecipient shall comply with Article 13: Project Records and Reports of the Master Grant Agreement requiring procurement and project milestones/ quarterly progress reports. Within 30 days of PGA execution, the subrecipient will provide the TxDOT Public Transportation Coordinator with a project milestone plan that delineates fund expenditures throughout the contract period.

Per Texas Administrative Code (TAC) 31.47, Audit and Project Close-Out Standards: The subrecipient shall make every reasonable effort to complete all project activities and request appropriate reimbursements within the time period specified in the project agreement. This PGA may be suspended or terminated for cause, mutual agreement, or convenience. Upon termination for convenience, the PGA may be cancelled without penalty by either party by providing thirty (30) days written notice to the other party. TxDOT will reimburse the subrecipient for eligible expenses up to the date specified in the notice of cancellation. Upon termination of a subgrant, the unexpended and unobligated funds awarded to the subgrantee immediately revert to the department.

TxDOT's Public Transportation Division's (PTN) sets a Federal Transit Administration overall Disadvantaged Business Enterprise (DBE) goal every three years for funds expended by grantees. The proposed overall goal for fiscal years 2021 - 2023 is 3.1 percent. This is not a contract specific goal but an overall goal for annual DBE participation. PTN grantees should undertake efforts to include DBE business whenever practicable. The full definition of DBE program requirements is found in Article 24 of the Master Grant Agreement.

**ATTACHMENT B  
PROJECT BUDGET**

#	Description	Fuel Type	# of Units	Award Amount	State Match	Local Match	In-Kind Match	Total Funds	TDC	Match Ratio	TDC Amount
1	Third Party Contract Capital Cost of Contracting - 11.71.12			\$63,844				\$63,844	X	80/20	12,769
2	Acquisition - Acquired Software - 11.42.08			\$0				\$0			0
3	Acquisition - Miscellaneous Equipment - 11.42.20			\$31,832				\$31,832	X	80/20	6,366
4	Preventive Maintenance - 11.7A.00			\$0				\$0			0
5	Project Administration - 11.79.00			\$81,396	\$20,349			\$101,745			0
6	Operating - 30.09.01			\$0				\$0			0
7	Expand - Bus Commuter/Suburban - 11.13.07	Gasoline		\$0				\$0			0
8	Replace - Van - 11.12.15	Gasoline	2	\$237,123				\$237,123	X	85/15	35,568
9	Acquisition - Acquired Hardware - 11.42.07			\$1,500				\$1,500	X	80/20	300
<b>Totals:</b>				\$415,695	\$20,349	\$0	\$0	\$436,044			55,003