

FY 2009 ANNUAL REQUEST FOR PROPOSAL(S) FOR SMALL URBAN AND NON URBANIZED
PUBLIC TRANSPORTATION PROJECTS FOR VARIOUS PROGRAMS

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Introduction

The Texas Department of Transportation (TxDOT) requests proposals for various public transportation projects for services relating to the following Federal Transit Administration (FTA) programs.

- 49 U.S.C. §5316 Job Access and Reverse Commute (JARC)
- 49 U.S.C. §5317 New Freedom (NF)
- 49 U.S.C. §5304 State Planning Assistance (SPA)
- 49 U.S.C. §5311(b)(3) Rural Transportation Assistance (RTAP)
- 49 U.S.C. §5311(f) Intercity Bus (ICB)
- 49 U.S.C. §5311 Rural Discretionary (RD)

An applicant should submit one comprehensive proposal for all program requests. The proposal must be organized by program area and easily identifiable by program. This request includes a separate "Statement of Work" and "Evaluation Criteria" for each program that should be reviewed for project eligibility and applicability. An applicant can apply for one or more program(s). The following descriptions give a general overview of each available program:

JARC program funds are available for local administration, vehicle capital, planning, marketing, and operating assistance that support public transportation projects for access to jobs and reverse commute purposes.

NF program funds are available for local administration, capital and operating expenses that support new public transportation services beyond those required by the American's with Disabilities Act (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.

SPA program funds are available for planning needs such as planning for capital projects, route design, etc

RTAP program funds are available for transportation research, technical assistance, training and related support services in rural areas and can act as a funding compliment to other rural programs.

ICB program funds are available for capital, planning, marketing, facilities, or operating assistance projects that will develop, support, or promote ICB mobility.

RD program funds are available for innovative or new projects in rural areas that address public transportation needs that are not being addressed or met through other specific programs or to act as a funding compliment to other programs.

Notes:

JARC and NF: Be very clear when submitting a proposal if it is for JARC Small Urban, JARC Non Urban, NF Small Urban or NF Non Urban as each area have has separate funding allocations available.

TDC: Transportation development credits (formerly known as toll credits) are available for match for capital expenses of public transportation projects and must be included on the Project Budget Worksheet if TDCs will be requested. TDCs are awarded thorough a separate process and are not included in or subject to this competitive procurement process

Project Proposals and Due Dates

PROJECT PROPOSALS: Project proposals in response to this RFP are due on or before 5:00 p.m. central standard time (CST) on **December 12, 2008**. The applicant shall return one original proposal for each project, clearly organized by each specific grant program applied for with a signed cover letter, and 1 CD containing the proposal. Page limitations are for 8.5 x 11 paper and a minimum 10 pt Arial or Times New Roman font.

1. **CONTACT FOR SUBMITTAL:** Proposal should be sent to one of the following addresses:

Texas Department of Transportation
Attn: PTN Program Management Section

Mail response to:
125 E. 11th St.
Austin, TX 78701-2483

Courier Service to:
200 E. Riverside Dr
Austin, TX 78704-1204

Hand deliver to:
150 E. Riverside Drive, N. Tower, 3rd Floor
Austin, TX 78704-1202

Include the following information in the lower left hand corner of the envelope:

Confidential - Coordinated Call 12/2008 RFP
Due Date: December 12, 2008 5:00 PM CST

Proposers submitting their proposal must allow sufficient time for delivery of their proposal by the time and date specified to the above location. Facsimile or electronically transmitted proposals will not be accepted. Any proposal that does not meet this criteria will be rejected, NO EXCEPTIONS.

2. **CONTACT FOR CLARIFICATION:** For clarification of the specification(s) of this RFP, applicants may contact:

Name: Cheryl Mazur
Fax: (512) 416-2830
E-mail: PTN-Programmgmt@dot.state.tx.us

TxDOT's responses to written questions will be posted beginning August 1, 2008 on the Public Transportation Division (PTN) website at:
http://www.txdot.gov/services/public_transportation/transportation_rfp.htm

The person listed above may be contacted in writing before November 3, 2008 for clarification of the RFP only.

3. **SUMMARY OF DATES AND DEADLINES:**

July 11, 2008	RFP posted on the TxDOT PTN website.
August 29, 2008	Statewide Pre-Proposal Video Teleconference. Beginning at 2:00 p.m. CST at the TxDOT district offices. Please notify the appropriate TxDOT district three (3) days prior to the event if you plan to attend.
November 3, 2008	Deadline for submitting written questions about the request for proposal will no longer be accepted after this date.
December 12, 2008	Deadline for receipt of proposals is 5:00 p.m. CST at TxDOT's PTN office in Austin, Texas.
March 1, 2009	Target date for TxDOT to complete the evaluation, prioritization, and negotiation of proposals.
April 30, 2009	Target date for presentation of project selection recommendations to the Texas Transportation Commission (commission) for action.
July - September 2009	Target date for all project grant agreements to be executed, with approved scopes of work and calendars of work.

**TxDOT District Contacts
Public Transportation Coordinators (PTC's)**

Abilene Debra Rector 325-676-6811	Brownwood Tammy Cope 325-643-0448	El Paso Armida Sagaribay 915-790-4234	Lufkin Margie Gandy 936-633-4300	San Antonio Carolyn Goodall 210-615-5924
Amarillo Susan Stockett 806-356-3252	Bryan Darla Walton 979-778-9668	Fort Worth Mary Hobson 817-370-6534	Odessa Alfredo Gonzales 915-498-4766	Tyler Dale Spitz 903-510-9119
Atlanta Sonya Hudson 903-799-1310	Childress Carole Mayo 940-720-7727	Houston Lucy Lapagila 713-802-5315	Paris David Merritt 903-737-9373	Waco Greg Davis 254-867-2746
Austin Joe Holland 512-832-7309	Corpus Christi Stephen Ndima 361-808-2351	Laredo Jose Lara 956-712-7438	Pharr Gracie Cantu 956-702-6147	Wichita Falls Carole Mayo 940-720-7727
Beaumont Anthony Cochran 409-898-5785	Dallas Anne Polk 214-320-6153	Lubbock Lynn Castle 806-748-4480	San Angelo Delma Childress or Tommy Robinson 325-947-9264	Yoakum Wanda Carter-Dyer 361-293-4395

Terms and Conditions of the Request for Proposal

PUBLICATION: This request for proposals (RFP) is a product of TxDOT. It is the practice of TxDOT to support other entities by making this RFP available through the *Texas Register*. This RFP may not be sold for profit or monetary gain. If this RFP is altered in any way, the header and all references to TxDOT must be removed. TxDOT does not assume any liability when this RFP is used in the procurement process by any other entity.

1. **INTRODUCTION:** In this Request for Proposal (RFP), TxDOT solicits proposals for State Fiscal Year 2009 for public transportation projects for services relating to the following Federal Transit Administration (FTA) programs
 - **49 U.S.C. §5316 Job Access and Reverse Commute (JARC) Program**
 - **49 U.S.C. §5317 New Freedom Initiative (NF) Program**
 - **49 U.S.C. §5304 Statewide Planning Assistance (SPA)**
 - **49 U.S.C. §5311(b)(3) Rural Transportation Assistance Program (RTAP)**
 - **49 U.S.C. §5311(f) Intercity Bus (ICB)**
 - **49 U.S.C. §5311 Rural Discretionary (RD)**
 - 1.1 Selected projects will be awarded in the form of grants made for allowable **reimbursable expenses** and defined deliverables. A successful applicant will become a subrecipient of TxDOT.
 - 1.2 Eligible subrecipients are identified in the Matrix on Funding Choices on page 16 of this RFP.
 - 1.3 The actual award of grant funds will be subject to available federal funds or transportation development credit balances. TxDOT is placing no preconditions on the number or on the types of projects to be selected for funding. An approximate balance in funding awarded to the types of projects, or an approximate geographic balance to selected projects, may be seen as appropriate, depending on the proposals which are received. TxDOT may consider these additional criteria when recommending prioritized projects to the commission.
 - 1.4 Proposals will be evaluated by a TxDOT review panel(s). Recommendations for funding are based on project priority ranking as specified in Terms and Conditions of the RFP, Section 2 - Selection of Projects. In accordance with Section 1.3 above, the criteria of balancing funding among project types and geographic diversity may also be applied. Project sustainability and innovative approaches are other factors that may be considered as well. Final award of grant funds will be made by the commission.
 - 1.5 Projects which are selected for funding will be monitored and managed by a TxDOT division or district project manager.
2. **SELECTION OF PROJECTS:** It is anticipated that projects will be selected for funding based on multiple criteria and conditions for each funding program.
 - 2.1 Proposals will be reviewed for basic acceptability (meets requirements) and designated for specific funding program(s) consideration. Each specific program review team will evaluate, score, and rank acceptable proposals. Proposals that request multiple program funding and pass the program review team level, will advance to the coordinated call team for further review. Successful projects will be recommended to the commission for award.

Any proposal that is found to be incomplete, non-responsive, or fails to meet any RFP requirement(s), may be rejected by TxDOT at any point in the selection process.
 - 2.2 In selecting projects from the prioritized lists, the balance of funding among project types, geographic diversity of projects, project sustainability and innovative approaches in public transportation may be considered as additional criteria.
 - 2.3 Costs may be considered when selecting projects for funding from the prioritized list. Projects will be selected based as much as possible on the prioritized list, with the criterion of the efficient use of available funding.

- 2.4 Projects which are prioritized, but not selected for funding solely due to the constraint on the amount of funds available, may be retained for future consideration. In the event that funding becomes available during this project cycle, funding may be offered to these proposals without issuing an additional RFP.
- 2.5 Proposal projects that involve partnering pledges and/or personal commitments to the project from any other entity such as providing local match or other assistance, actual use/ participation or involvement, must attach a Letter of Commitment. If not, the proposal may be considered as an incomplete proposal and may not be considered for final selection.
- 2.6 TxDOT will be the sole judge of proposals having the greatest technical merit when setting priorities for project selection. TxDOT has the right to accept or reject any or any part of a proposal, or negotiate any proposal so as to select the proposals that best serve the citizens of Texas. TxDOT has the right to limit the total amount awarded in any category. TxDOT has the right to use any or all information contained in the proposal, without limitation.
3. **MULTI-YEAR PROJECTS:** Multi-year projects will be for a maximum of 3 years. A multi-year proposal that lists only a single year of a multi-year project will be considered an incomplete proposal and may not be considered for selection.
4. **NEGOTIATIONS:** During the evaluation review period, TxDOT reserves the right to ask for further clarification and conduct negotiations pertaining to an applicant's initial responses including but not limited to activities and prices.
5. **RESPONSE CONTENT:**
 - 5.1 The documentation provided with the response should be complete, comprehensive and organized. All sections should be tabbed and all attachments must be labeled. TxDOT will not be responsible for locating or securing information not included in the response. Failure to furnish required documentation with the response may result in the response being deemed incomplete and non-responsive, resulting in rejection.
 - 5.2 TxDOT will not be responsible for any applicant expenses relating to solicited offers or response development of documentation that may result from this RFP.
 - 5.3 Proposals become the property of TxDOT. TxDOT reserves the unrestricted right to use any information contained in the proposals.
 - 5.4 Costs quoted may not increase during the term of the agreement.
 - 5.5 The written response shall be considered the sole means of presenting project costs.
 - 5.6 Requests for negotiations, additional meetings, information, etc., will be at the option of and by the initiative of TxDOT.
6. **RESPONSE FORMAT:** The response package must consist of one comprehensive original proposal. A signed cover letter and one (1) CD containing all submission documents for each specific funding program, accessible in Adobe Acrobat (pdf) format. Page limitations are for 8.5 x 11 letter size paper and a minimum of 10 pt Arial or Times New Roman font. The response content should be submitted in the following order:
 - 6.1 **Funding Program - Evaluation Criteria:** All proposals must document how they address all the required elements for the specific funding program (JARC, NF, RTAP, SPA, ICB, RD).
 - 6.2 **Proposer Information:** Complete the information in Attachment A. The Primary Contact Person will be the contact used by TxDOT, in the future and for the RFP. This information must be kept current for the life of the grant agreement.
 - 6.3 **Project Information:** Complete the information in Attachment B.
 - 6.4 **Service Area Map:** If applicable, provide a map of the service area (Attachment C). If the proposal is an expansion of the service area, provide maps of the existing and the proposed areas.
 - 6.5 **Obligations Certification:** Attach the signed certification form (Attachment D) that the applicant understands and will comply with the items listed in this section.

- 6.6 **Letters of Endorsement:** Letter(s) of endorsement (Attachment E) are the mechanism for documenting coordination or support of the project with the appropriate local public transportation providers, agencies that provide employment or human service transportation, and other appropriate agencies/individuals (non-financial or in-kind support).
- 6.7 **Letters of Commitment:** A letter(s) of commitment (Attachment F) are the mechanism for documenting when an entity/project partner actively pledges support (financial or in-kind) and/or actual participation or use in the project. This form of letter must state exactly what the writer is committing to provide or use, describe the nature of the commitment and be signed by a person fully authorized to bind the entity.
- 6.8 **Project Budget:** The applicant is expected to provide detailed, itemized, specific project cost information, for each year of the project, with the understanding that supporting detail may be requested during the selection process. Applicants must provide a detailed line item budget labeled as Attachment G. The total cost for the project must be broken down for each year. For a multi-year project, there shall be a budget for each year as well as a summary budget for the entire project.

The required match amount must be included in the project budget for each year. Vehicle capital budgets must include the estimated unit price of the vehicle(s). TxDOT may request supporting detail during the selection process.

Failure to furnish required documentation with the proposal may result in the proposal being deemed incomplete and non-responsive, resulting in rejection

- 7. **APPLICATION REVIEW PROCESS:** The review team will review each proposal for completeness and or appropriateness and then rank the submitted projects based on the specific program criteria. The team may request additional information and may elect to negotiate with an applicant to finalize project needs.

If multiple program funding is requested then the proposal will be scored again based on that additional program criterion. TxDOT will then have a coordinated call review team that reviews multiple funding stream requests and ranks proposals for multiple funding options.

Both rankings/scores will be considered prior to any award to ensure that all proposers are given equal consideration. Applicants must review the evaluation criteria and all other related application information prior to preparation of an application. Applicants may contact the local TxDOT PTC for additional assistance. Contact information for the local TxDOT PTC can be found on page 4.

- 8. **PERIOD OF SERVICE:** Project service shall begin upon full execution of a grant agreement(s) and could continue for a period not to exceed 3 years, which will be determined by the specific funding program manager.
- 9. **REIMBURSEMENTS AND PAYMENT SCHEDULE:** Payments will be periodic based on the receipt of correct invoices for reimbursable expenses judged to be acceptable by the TxDOT project manager.

- 9.1 Except with the approval of the TxDOT project manager, billings may be made no more frequently than monthly. Payment will be made within 30 days after receipt and acceptance of a correct invoice.
- 9.2 The TxDOT project manager may, at his/her discretion, approve, approve with questions, disapprove with questions, or reject an invoice.
- 9.3 Funding is subject to cancellation without penalty, either in whole or in part, if funds are not appropriated by the Federal Transit Administration (FTA) or otherwise not available.
- 9.4 The State shall have no liability for any claims submitted by the Subrecipient or its subcontractors, vendors, manufacturers or suppliers if sufficient federal funds are not available to pay the Subrecipient's claims.

- 10. **CANCELLATION:**

- 10.1 The grant agreement may be canceled by either party by providing 30 days' written notice to the other party. TxDOT will pay the subrecipient the price for reimbursable expenses accepted by the TxDOT project manager up to the date specified in the notice of cancellation. Termination under this

paragraph shall not relieve the subrecipient of any obligation or liability that it has incurred prior to cancellation.

- 10.2 If a significant start to the work is not demonstrated within 90 days of the execution of the grant agreement, the agreement may be cancelled at the sole discretion of TxDOT. The issuance of purchase orders to subcontractors constitutes a significant start to the work under this Section. The 30 days' notice stipulation of Section 10.1 above will be followed. TxDOT may, at its discretion, impose a Stop Work Order during the 30 days' notice period.
 - 10.3 Failure to comply with the terms of the approved grant agreement with reference to tasks, deliverables, schedule, monitoring, or communication is grounds for cancellation of the agreement at the sole discretion of TxDOT. The 30 days' notice stipulation of Section 10.1 above will be followed. TxDOT at its discretion may impose a Stop Work Order during the 30 days' notice period.
 - 10.4 The grant agreement is subject to cancellation without penalty, either in whole or in part, if funds are not appropriated by the FTA or otherwise not available.
11. **SUBRECIPIENT OBLIGATIONS:** Once a project is selected for funding, the applicant has certain obligations to TxDOT to provide for proper and adequate project monitoring and supervision. Specific tasks to fulfill these obligations are detailed below.
- 11.1 **Task** - Participate in continuous, comprehensive dialogue throughout the life of the project.
 - 11.1.1 Projects will be administered by a TxDOT project manager, with the option of the involvement and advice of additional persons.
 - 11.1.2 The required dialogue shall include reasonable access to data for project monitoring and, as appropriate, to the physical sites of projects.
 - 11.1.3 In addition to the formal quarterly status reports specified in the grant agreement, the applicant's project manager shall communicate informally with the TxDOT project manager a minimum of once each month during the life of the project. An informal status report reflecting progress and milestones accomplished shall be e-mailed to the TxDOT project manager each month for the duration of the grant agreement. Formal progress meetings with the applicant's project manager may be required at the sole discretion of the TxDOT project manager.
 - 11.1.4 Each project will be reviewed annually by the local TxDOT PTC. Each project must be seen as delivering a product according to TxDOT expectations, not as independent work. All work shall conform to the directions of the TxDOT project manager. No changes to processes or products shall be made without the prior knowledge and written approval of TxDOT.
 - 11.1.5 The TxDOT project manager shall be the applicant's primary point of contact with TxDOT. All communication with TxDOT staff or any panel shall be coordinated through the TxDOT project manager.
 - 11.1.6 Failure to comply with the terms of this task is grounds for cancellation of the grant agreement at the sole discretion of TxDOT, in accordance with Section 10.3 of the Terms and Conditions of this RFP.
 - 11.2. **Task** - Establish a detailed scope of work and calendar of work for project development.
 - 11.2.1 The scope of work shall contain a detailed listing of all the tasks involved in project development, defining the parameters of the project and its deliverables. All deliverables will be judged according to the specifications of the scope of work. If the project is divided into several deliverables in accordance with the terms of the payment schedule, billable amounts for each deliverable shall be specified.
 - 11.2.2 The calendar of work shall define the due dates for milestones and deliverables.
 - 11.2.3 Deliverables defined in the scope of work shall be delivered to the TxDOT project manager according to schedule detailed in the calendar of work. The calendar of work shall provide a minimum two week evaluation period for each deliverable.

- 11.2.4 Complete all deliverables which are specified in the scope of work, according to the schedule established in the calendar of work.
- 11.2.5 Documentation for deliverables shall be compatible with TxDOT's standard electronic media, operating systems, and software. Any electronic files which are delivered shall be developed so that they can be modified using TxDOT standard operating systems and software.
- 11.3 **Task** - Compliance with all applicable federal, state, and local laws and regulations. The applicant must meet all requirements pertaining to grant agreements, project monitoring, safety, environment, accessibility, inclusion in the appropriate planning documents, and the specific requirements for each project type including but not limited to:
 - 11.3.1 All proposals must demonstrate that the applicant has the resources for the required matching funds.
 - 11.3.2 Invoices for reimbursable expenses must conform to the accounting standards, formats, and due dates agreed to in the grant negotiation phase of each project. Supporting documentation required for submitting invoices may also be specified.
 - 11.3.3 As the entity making grants of federal funds through this RFP, TxDOT requires compliance with all applicable laws and regulations.
 - 11.3.4 If, at the conclusion of a project, the subrecipient elects to continue to utilize an asset purchased with grant funds, in accordance with Texas Administrative Code §31.57, the following responsibilities continue:
 - 11.3.4.1 All Federal and state requirements related to vehicles remain.
 - 11.3.4.2 The subrecipient must provide data on vehicle use and operating costs.
 - 11.3.4.3 The subrecipient is subject to annual monitoring by the TxDOT district.
 - 11.3.4.4 If a project includes the purchase of land all environmental analyses, such as the finding of a Categorical Exclusion, must be completed prior to the purchase.
 - 11.3.4.5 To secure the public investment in real property or personal property, such as equipment purchased in whole or in part with public transportation funds, or real property whose appraised value is used as a local match, subrecipients are required to record a lien naming the TxDOT as the lien holder.

Glossary

Accessible Taxi	An accessible taxi is a vehicle that is used by a private provider of on-demand transportation service to the public that is regulated and licensed for such use by the municipality, county or other government entity. An accessible taxi is one which has the capacity to accommodate a passenger who uses a "common wheelchair" as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meets the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B.
Americans with Disabilities Act (ADA)	Public Law 336 of the 101 st Congress, enacted July 26, 1990. The ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation.
Applicant's Program Manager	This person manages the project on the applicant's end, and serves as the primary point of contact with the TxDOT project manager.
Calendar of Work	The calendar of work establishes the timelines and due dates for all aspects of the project, including any deliverables that are defined.
Commission	Texas Transportation Commission
Coordination	Coordination is a required needs-based component for all project types. Coordination must be documented in the form of letters of endorsement from the appropriate local public transportation providers, agencies that provide employment or human service transportation, and other appropriate agencies or individuals.
Deliverable	A deliverable is a specific product, such as a report or a database, as opposed to a reimbursable expense. Any deliverables for a project are defined in the scope of work. Billable amounts and due dates for each deliverable must be specified in the grant agreement. All deliverables are subject to review by the TxDOT project manager, with the option of assistance by a review panel at their sole discretion.
Grant Agreement	Grant agreement is the contract executed between the TxDOT and a successful applicant after its proposal has been selected and approved for funding by the commission. The grant agreement includes the scope and calendar of work, and the budget. While not part of the grant agreement, reporting and reimbursement request forms are established before the grant agreement is signed.
Demand Responsive	Demand response service is a transportation system characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door, curb-to-curb, or point-to-point transportation at the user's demand. Synonymous with "dial-a-ride" and "paratransit" service.
Employment Related Transportation	Transportation to support services that assist individuals in job search, or job preparation. Trips to daycare centers, workforce centers, job interviews and vocational training are examples of employment related transportation.
Feeder Service	Is "the coordination of rural connections between small transit operations and ICB carriers", which may include the provision of service, which acts as a feeder to intercity bus service.
Fixed Route	A fixed route is a transportation service provided on a repetitive, fixed schedule along a specific route with vehicles stopping to pick up and discharge passengers at designated locations.
Human Service Transportation	Transportation services provided by or on behalf of a human service agency to provide access to organization services and/or to meet the basic day-to-day mobility needs of transportation-disadvantaged populations, especially individuals with disabilities, older adults and people with low incomes.
In-kind Match	An in-kind match is the intrinsic value of goods and services, such as donated equipment, office space, or labor that is used to provide the required local match for grants and must support the project.
Incomplete Proposal	A proposal which fails to adequately describe the project or otherwise fails to furnish required documentation may be rejected at the sole discretion of the State.

Individual with a Disability	The term 'individual with a disability' means an individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use effectively, without special facilities, planning, or design, public transportation service or a public transportation facility. 49 U.S.C. 5302(a)(5).
Intercity bus service	Is defined as regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, which has the capacity for transporting baggage carried by passengers. It must also make meaningful connections with scheduled intercity bus service to more distant points, if such service is available.
Job Access Project	A public transportation project relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, or as otherwise defined by 49 USC §5316, the Job Access and Reverse Commute program.
Letter of Commitment	A letter from an entity that actively pledges support (financial or in-kind) and/or continuing participation in the project, describing the specific support and signed by a person authorized to bind the entity.
Letter of Endorsement	Letters of endorsement are the mechanism for documenting coordination with the appropriate local public transportation providers, agencies that provide employment or human service transportation, and other appropriate agencies or individuals.
Locally Developed, Coordinated Public Transit-Human Services Transportation Plan	A locally developed, coordinated, public transit-human services transportation plan identifies the transportation needs of the general public, individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.
Local Public Bodies	Includes cities, counties, and other political subdivisions of states; public agencies; and instrumentalities of one or more states, municipalities, or political subdivisions of states.
Local Governmental Entity	Any local unit of government including a city, town, village, municipality, county, city transit department, metropolitan transit authority, coordinated county transportation authority, or regional transit authority.
Low income individual	An individual whose family income is at or below 150 percent of the poverty line, as that term is defined in the Community Services Block Grant Act (42 USC §9902(2)), including any revision required by that section, for a family of the size involved, or as otherwise defined by 49 USC §5316, the Job Access and Reverse Commute program.
Mobility Management	Eligible capital expenses consisting of short-range planning and management activities and projects for improving coordination among public transportation and other transportation-service providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity. Mobility management does not include operating public transportation services. Additional Information is available in the FTA JARC Circular, http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html , or the FTA New Freedom Circular: http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html
Monthly Report	An informal report e-mailed from the applicant's project manager to the TxDOT project manager at least once per month for the duration of the project.
Needs-based component	ICB proposals must include components documenting how they address issues of ICB mobility needs, as described in the program goals and in the specific issues for each project type.
Net operating deficit	Refers to operating expenses (driver labor and associated fringe benefits, fuel, vehicle maintenance, administrative costs, etc.) minus the revenues from defined intercity passenger service (fares, advertising, etc.) only, excluding package service, freight, and charter revenue.
Net Operating Expenses	Those expenses that remain after operating revenues are subtracted from operating expenses. Operating revenues must include fare box revenues.
Nonurbanized Area	An area outside an urbanized area determined by the 2000 United States census.
Phase	A specific aspect, part, or portion of the project.
Private Consultant	A private, non-public individual, agency or company that provides professional advice or services.

Private For-profit	Businesses engaged in the transportation of the general public and their hand-carried packages / baggage for a fee. Includes taxi cab companies and intercity bus carriers.
Private Non-Private	A non-public agency or company that provides a service or services not conducted or maintained for the purpose of making a profit
Public Transportation Coordinator (PTC)	TxDOT staff in each district office that is responsible for oversight and monitoring of public transportation programs and activities. PTCs may also serve on the RFP review panel, individual project panels, or as TxDOT project managers.
Quarterly Report	Formal status reports that are required of each project, as specified in the standard grant agreement.
Reimbursable Expenses	Acceptable reimbursable expenses will vary depending on the scope of the particular project, the established budget, and applicable rules and regulations.
Reverse Commute Project	A public transportation project designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities, or as otherwise defined by 49 USC §5316, the Job Access and Reverse Commute program.
Review Panel	TxDOT personnel who work with the RFP process manager to evaluate and prioritize projects for funding.
RFP	Request for Proposal
RFP Process Manager	TxDOT staff person that manages the process of this RFP through the prioritization of proposals for presentation to the commission.
Rural Transit District	A political subdivision of the state that provides and coordinates rural public transportation within its boundaries in accordance with the provisions of Transportation Code, Chapter 458.
Scope of Work	The scope of work establishes the tasks to be performed for all aspects of the project, including any deliverables that are defined.
Service area	As appropriate to the type of proposal, a map of the service area (within Texas) that is covered by the proposal is required. If the proposal comprises an expansion of the service area, maps of the existing and the proposed areas must be provided.
Significant start of work	A significant start to the work, which varies according to the type of project, must be demonstrated within 90 days after the grant agreement is finalized. The issuance of purchase orders to subcontractors is specifically accepted as a significant start to work.
Social Service Transportation	Agencies that provide employment or human service transportation are those that are offered solely to clients who have established their eligibility for service under some federal or state funding program.
State Agency	A board, commission, council, committee, department, office, agency or other governmental entity in the executive, legislative or judicial branch of state government. The term includes an institution of higher education, but not a public junior college or community college.
State Transit Association	A statewide association whose members are comprised of transit stakeholders.
Status Report	An informal report e-mailed from the subrecipient's project manager to the TxDOT project manager at least once per month for the duration of the project.
Stop Work Order	An order issued by TxDOT to direct the subrecipient's project manager to immediately cease all work and refrain from incurring any reimbursable expenses related to the project.
Subrecipient	Refers to the legal status of applicants who enter into a grant agreement with TxDOT under this RFP.
Sustainable route	As part of the ICB needs-based analysis proposals for operating assistance must include an analysis showing either the potential for the route to become self-supporting within 5 years, or showing that it provides the only reasonable access to the ICB system for a specified area. The potential to become self-supporting indicates a reasonable opportunity for the route to have no net operating deficit.
TxDOT	Texas Department of Transportation
TxDOT Project Manager	TxDOT staff person with the primary responsibility for monitoring work for the duration of the specific project. They are the point of contact for the subrecipient's project manager. The TxDOT project manager will be assigned during the grant negotiation phase for each selected project.

Transit Pass	Pre-paid fare media that allows the holder unlimited use of transit service either for a specified period of time (day, month, year) or until the value is consumed.
Transit Voucher	Authorization for a specific person to use transit service to and from specific origins and destinations at specific times.
Welfare Recipient	An individual who has received assistance under a state or tribal program funded under the Social Security Act, Title IV, Part A, at any time during the previous three year period, or as otherwise defined by 49 USC §5316, the JARC program.
University	An institution of higher education and research, which grants academic degrees in a variety of subjects.
Urbanized Area	A core area and surrounding densely populated area with a population of 50,000 or more, with boundaries fixed by the U.S. Census Bureau.
Urban Transit District	In accordance with Transportation Code, Chapter 458, a local governmental body or a political subdivision of the state that operates a public transportation system in an urbanized area with a population between 50,000 and 200,000, according to the most recent federal census. This definition includes small urban transportation providers under Transportation Code, Chapter 456 that received state money through the department on September 1, 1994.

How to Get Started

- STEP 1** – Determine your system needs for the next 1-3 years.
- STEP 2** – Determine what kind of project(s) best address these needs. The [CATEGORY TABLE](#) gives some broad examples of possible projects.
- STEP 3** – Project eligibility is first determined by your type of organization. Identify all categories that apply to your organization. The [ORGANIZATION TABLE](#) lists various types of organizations that can apply for a grant.
- STEP 4** – After determining your **CATEGORY** and **ORGANIZATION**; refer to the [MATRIX ON FUNDING CHOICES](#) to determine your possible program options.
- STEP 5** – After identifying your program(s) options, locate and read the appropriate Statement of Work and Evaluation Criteria for each specific program to further determine if your organization meets the program requirements. The Statement of Work further describes the program and what it can be used for. The Evaluation Criteria will lead you in the development and layout for your proposal for the program(s) that you are interested in applying for.
- STEP 6** – Remember to submit one comprehensive proposal clearly organized by each program you are interested in being considered for.
- STEP 7** – If you need additional assistance please attend the optional meeting(s) or submit questions to PTN-Programmgmt@dot.state.tx.us or fax to (512) 416-2830 Attn: Program Mgmt.

For Example: ABC Transit Agency wants to improve their mechanics knowledge on preventive maintenance. In the [CATEGORY TABLE](#), training is identified in the first column (F - Training). In the [ORGANIZATION TABLE](#), ABC Transit Agency is identified as an Operator of Public Transportation (#1). Next refer to the [MATRIX ON FUNDING CHOICES](#). The Matrix shows that this organization could be eligible for either RTAP or RD funding. This organization should then refer to the RTAP and RD “Statements of Work” and the “Evaluation Criteria” documents to determine if a proposal should be submitted.

CATEGORY TABLE		
Categories		Some Possible Examples of Projects
ID	Type	
A	Facility	Construction or repair of a facility or building structure.
B	Capital	Purchase or leasing of vehicles and vehicle needs including testing, inspection, and acceptance costs, fare boxes, wheelchair lifts and restraints, equipment for transporting bicycles. Equipment and installation costs Preventive maintenance and other maintenance costs including vehicle rebuilding or overhaul Technology including computer hardware or software, transit-related intelligent transportation systems, radios, communication, other related technology Passenger shelters, bus stop signs, and similar passenger amenities Mobility Management services
C	Operating Assistance	Operating expenses such as: Fuel and oil Driver, dispatcher, and mechanic salaries

		Purchase of service Purchase of transit vouchers
D	Planning	Studies relating to management, operations, and capital requirements Evaluation of existing systems Other similar or related activities prior to and in preparation for the undertaking or improvement of eligible services
E	Marketing	Market research Production of route maps and schedules Website development Advertising Marketing including the use of transit vouchers by welfare recipients and eligible low income individuals or employer-provided transportation, including employer transit pass tax benefits.
F	Training	Specialized training courses designed specifically for an organization or regional coordination group; Development of inter-agency peer-to-peer training, that incorporate local transportation providers and FTA funded transportation providers; Engaging a specific trainer or training organization to provide a class or event.
G	Technical Assistance	Development of cost allocation plans to assist agencies manage a variety of funding streams; Operational and route studies to assist agencies in maximize resources by determining efficient route patterns; Management / organizational reviews that will assist agencies to develop organizational structures appropriate to the size of their agencies; and/or provide management guidance.
H	Research	Development of surveys to determine the effectiveness of a certain route or organization services; Feasibility studies prior to initiating new services, facilities or technology projects; Consultation with a local institution; for example, to determine non-traditional sources for local match or other Organization needs.

ORGANIZATION TABLE		
ID	Check below	Type of Organization
1		Rural Transit District
2		Urban Transit District
3		Local governmental entity
4		Private For Profit
5		Private Non-Profit
6		State Agency
7		Private Consultant University State Transit Association

Matrix on Funding Choices

		Category Types								
		Possible Funding Categories								
		A	B	C	D	E	F	G	H	
Organization Types	ID	Organization Type	Facility	Capital	Operating Assistance	Planning	Marketing	Training	Technical Assistance	Research
	1	Rural Transit District	ICB RD	ICB JARC NF RD	ICB JARC NF RD	ICB JARC RD SPA	ICB JARC RD	RTAP SPA	RTAP SPA	RTAP SPA
	2	Urban Transit District	ICB	ICB JARC NF	ICB JARC NF	ICB JARC SPA	ICB JARC	RTAP * SPA	RTAP * SPA	RTAP * SPA
	3	Local governmental entity other than Rural and Urban Transit District	ICB	ICB JARC NF	ICB JARC NF	SPA ICB JARC	ICB JARC			
	4	Private For Profit	ICB	ICB JARC NF	ICB JARC NF	JARC ICB	JARC ICB			
	5	Private Non -Profit	ICB	ICB JARC NF	ICB JARC NF	JARC ICB SPA	JARC ICB	RTAP SPA	RTAP SPA	RTAP SPA
	6	State Agencies	ICB	ICB JARC NF	ICB JARC NF	ICB JARC SPA	ICB JARC	RTAP SPA	RTAP SPA	RTAP SPA
	7	Private Consultant University State Transit Association				SPA			RTAP SPA	RTAP SPA

RTAP * - Funding choices may be limited for small urban operators since this program is primarily intended for rural projects.

JARC - Job Access and Reverse Commute Statement of Work

Access to Jobs and Reverse Commute (JARC) Purposes for Small Urban and Non Urbanized Public Transportation Projects

1. **JARC SCOPE AND OBJECTIVES:** This section of the RFP describes proposals for public transportation projects that promote the availability of public transportation services targeted to employment and employment-related transportation needs; hereinafter referred to as "proposals". The objectives for these proposals for JARC projects are to:
 - ◆ promote the development of employment transportation services throughout the state, in partnership with local officials, public and private non-profit agencies, and operators of public transportation services;
 - ◆ fully integrate the JARC program with other federal and state programs supporting public, employment, and human service transportation;
 - ◆ foster the development of local, coordinated public and human service transportation service plans from which JARC projects are derived;
 - ◆ support the local economic development; and
 - ◆ improve the efficiency and effectiveness of the JARC program.

In the process of meeting these objectives, projects are also to support and promote the coordination of public transportation services across geographies, jurisdictions, and program areas. Coordination between nonurbanized (rural) and small urbanized areas and between agencies that provide employment or human service transportation and other types of public transportation are particular objectives.

2. **JARC DESCRIPTION OF OVERALL PROJECT REQUIREMENTS:**

- 2.1. **JARC CONTEXT:** In accordance with 43 Tex. Admin. Code § 31.17, TxDOT currently provides funding for public transportation projects for JARC purposes. This RFP is being offered to solicit a variety of proposals to address the objectives listed in Section 1 above.
- 2.2. **ELIGIBLE RECIPIENTS:** Refer to the Matrix on Funding Categories on page 16 of this RFP.
- 2.3. **JARC ELIGIBLE PROJECT TYPES:** Eligible types of projects have been defined by TxDOT in accordance with FTA guidelines, other laws and regulations, in consultation with members of the public transportation and the workforce communities, and in accordance with 43 Tex. Admin. Code § 31.17.

Job access projects include:

- 2.3.1 Financing the eligible costs of projects that provide public transportation services targeted to welfare recipients and eligible low-income individuals;
- 2.3.2 Promoting public transportation use by low-income workers, including the use of public transportation by workers with nontraditional work schedules;
- 2.3.3 Promoting the use of employer-provided transportation, including the transit pass benefit program under Section 132 of the Internal Revenue Code of 1986;
- 2.3.4 Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing job access or employment-related transportation services; and
- 2.3.5 Otherwise facilitating or providing transportation for employment or employment-related purposes by welfare recipients and low income persons.

Reverse commute projects include:

- 2.3.6 Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- 2.3.7 Subsidizing the purchase or lease by a nonprofit organization or public applicant of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- 2.3.8 Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing reverse commute employment or employment-related transportation services; and
- 2.3.9 Otherwise facilitating or providing public transportation services to suburban employment opportunities.

2.4 **JARC ELIGIBLE ASSISTANCE CATEGORIES:** Eligible types of projects have been defined by TxDOT in accordance with FTA guidelines and other laws and regulations, including 43 Tex. Admin. Code § 31.17.

2.4.1 **Local administrative expenses** an applicant may request up to 10% of the local project for administration.

2.4.2 **Capital expenses:** Eligible Items are:

- 2.4.2.1 Buses, vans, or other paratransit vehicles, fare boxes, wheelchair lifts and restraints;
- 2.4.2.2 Equipment for transporting bicycles on public transit vehicles;
- 2.4.2.3 Radios and communication equipment;
- 2.4.2.4 Equipment installation costs;
- 2.4.2.5 Vehicle procurement, testing, inspection, and acceptance costs;
- 2.4.2.6 Preventive maintenance, including all maintenance costs;
- 2.4.2.7 Vehicle rebuilding or overhaul;
- 2.4.2.8 Capital and operating support including computer hardware or software, with prior TxDOT approval;
- 2.4.2.9 Transit-related intelligent transportation systems;
- 2.4.2.10 The introduction of new technology, through innovative and improved products, into public transportation;
- 2.4.2.11 Passenger shelters, bus stop signs, and similar passenger amenities, with prior TxDOT approval;
- 2.4.2.12 Mobility management;
- 2.4.2.13 The lease of vehicles or equipment, provided that the subrecipient, with the concurrence of the TxDOT, determines that a lease is more cost effective than purchase after considering management efficiency, availability of equipment, staffing capabilities, and guidelines on capital leases as contained in 49 CFR Part 639;
- 2.4.2.14 The capital portions of costs for service under contract as described in FTA Circular 9030.1C or its latest published version; and
- 2.4.2.15 The provision of Americans with Disabilities Act of 1990 (ADA) paratransit service directly related to fixed route JARC services, which shall be used only by

subrecipients that are in compliance with ADA requirements for both fixed route and demand responsive service.

2.4.3 **Planning activities** may include:

- 2.4.3.1 Studies relating to management, operations, and capital requirements;
- 2.4.3.2 Evaluation of previously funded projects; and
- 2.4.3.3 Other similar or related activities prior to and in preparation for the undertaking or improvement of JARC-eligible services.

2.4.4 **Marketing activities** may include:

- 2.4.4.1 Market research;
- 2.4.4.2 Production of route maps and schedules;
- 2.4.4.3 Information delivery;
- 2.4.4.4 Website development;
- 2.4.4.5 Advertising;
- 2.4.4.6 Promotion of the use of transit vouchers by welfare recipients and eligible low income individuals; and
- 2.4.4.7 Promotion of employer-provided transportation, including the Internal Revenue Service's transit pass benefit.

2.4.5 **Operating expenses** are those costs directly tied to system operations. FTA Circular 9030.1C or its latest published version shall be the guide for determining eligible operating expenses. Operating expenses may include:

- 2.4.5.1 Fuel;
- 2.4.5.2 Oil;
- 2.4.5.3 Driver, dispatcher, and mechanic salaries;
- 2.4.5.4 Purchase of service; and
- 2.4.5.5 Purchase of vouchers.

2.5 **JARC INELIGIBLE EXPENSES:**

- 2.5.1 Construction, except for passenger shelters, signage, and similar passenger amenities specifically approved by the TxDOT;
- 2.5.2 Extended vehicle warranties;
- 2.5.3 Purchase and/or maintenance of vehicles intended for private use;
- 2.5.4 Purchase of transit passes for use on fixed route or ADA complementary paratransit services; and
- 2.5.5 Other FTA-prohibited expenses.

2.6 **JARC FUNDING PERCENTAGES:** Projects will be funded with FTA grant funds in accordance with Title 49 U.S. Code § 5316, with the percentage of local match varying with the type of expense.

- 2.6.1 **Local Administration:** Funding can provide up to 50% of the cost of local administration;
- 2.6.2 **Capital Projects:** Funding can provide up to 80% of the cost of vehicle capital projects;

- 2.6.3 **Planning Projects:** Funding can provide up to 80% of the cost of planning projects;
- 2.6.4 **Marketing Projects:** Funding can provide up to 80% of the cost of marketing projects;
- 2.6.5 **Operating Assistance:** Funding can provide up to 50% of net operating expenses;
- 2.6.6 **Local Share Sources:** The local applicant must provide the funding for the balance of the project costs. Eligible match sources include local, state, or federal program funds disbursed through human service and workforce agencies and the Medicaid Medical Transportation Program. Unrestricted federal funds are also eligible as match, such as Temporary Assistance for Needy Families (42 USC 603(a)(5)(C)(vii)). Funds from private funding entities are eligible (**extra consideration for private fund matches will be given**).

NOTE: Other U.S. Department of Transportation program funds cannot be used as the local share required for JARC grants. Fares cannot be used as match for any expense but must, instead, be used to determine the net operating expense to reduce the amount of requested reimbursement.

JARC Evaluation Criteria

1. JARC EVALUATION CRITERIA

The use of quantitative data and estimates, whenever possible, improves the proposal's clarity in comparison to all the evaluation criteria.

1.1 **Project Description:** (1 page maximum) Provide a brief project description.

1.2 **Project Planning and Coordination:** (5 page maximum) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded. Specific references to the applicant's Regional Transportation Coordination Plan must include the appropriate page and section number. Projects will be rated on the following:

1.2.1 Describe how the project reflects and implements the area's locally developed, coordinated public, employment / human service transportation plan prepared in response to Texas Transportation Code Chapter 461.

1.2.2 Describe the relationship of the project partners to the proposed project, including but not limited to local business and the local workforce development board(s) or its service provider.

1.2.3 Describe how the mobility and client access needs of employment and human service agencies were considered in the planning.

1.2.4 Describe what opportunities for public participation were provided in the planning process that included representatives of public, private, and nonprofit transportation, employment and human service transportation providers and the general public (including but not limited to current and potential riders, local businesses, chambers of commerce, local economic development entities and elected officials.)

1.2.5 Describe how the proposed transit service has been coordinated with transportation provided for the clients of human service and workforce agencies, with intercity bus transportation in the area, or with any other rural or urban public transit providers.

1.2.6 Describe how the proposed service complements or expands rather than duplicates any currently available services. Include a description of how the service increases the geographic coverage of the current transportation system.

1.2.7 Include a description of how the project may eliminate overlaps and gaps in public transportation services, including services that could be more effectively provided by existing, privately funded transportation resources and identify how the project may utilize under-used public transportation equipment.

1.2.8 Describe any other planning or coordination efforts that were not mentioned above.

1.2.9 Projects from small urbanized areas must include a letter signed by the MPO director indicating that the MPO staff has reviewed the project and stating whether or not the project supports the goals of the long range metropolitan plan.

NOTE: There are no MPOs in nonurbanized areas; this requirement does not apply to these projects.

1.3 **Demonstration of Need for the Proposed Project:** (3 page maximum) In this section, the application should demonstrate the need for transportation to jobs and employment-related activities. Applications should include information such as destinations and services not currently accessible by transit. Based on the information provided the proposals will be rated on the following:

1.3.1 What is the demonstrated need for the project?

1.3.2 How well does the project address the need?

- 1.3.3 Discuss rider origination location and employment-related destinations and how the project fills the transportation gap. (The origination location of the riders, not their destination, shall be the basis for determining which apportionment the TxDOT uses to fund an approved project.)
- 1.4 **Benefits of the Project:** (5 page maximum) In this section applications should identify expected project benefits, including basic goals and objectives for the project. Possible examples include increased ridership and daily trips, improved service, improved operations and coordination, and economic benefits to the community. Benefits can be demonstrated by identifying the population of community members in the proposed project service area and estimating the number of daily, one-way trips the transit service will provide and the number of individual riders. There may be many other, less quantifiable, benefits to the community from this project. Please document, explain or show the benefits in whatever format is reasonable to present them. Proposals will be rated on the basis of:
- 1.4.1 Improved transit efficiency or increased ridership;
- 1.4.2 Improved mobility for low income populations;
- 1.4.3 Improved access to local employment centers and work related activity centers;
- 1.4.4 How the project will support local economic development and expand economic opportunity for economically disadvantaged individuals; and
- 1.4.5 How the project will improve the efficiency and effectiveness of currently available local employment related transportation opportunities.
- 1.5 **Project/Service Evaluation and Sustainability:** (3 page maximum) In this section projects should describe the potential for the service to become part of the applicant's normal transportation services within 3 years. Proposals will be rated on:
- 1.5.1 How does the applicant, including any partners, intend to evaluate the success of the JARC project? Provide specific measures that will be used to measure project success.
- 1.5.2 Expecting services under this grant to be successful, how will the organization determine how to maintain the service after the end of the grant period?
- 1.5.3 How will the applicant engage the local community (including, but not limited to riders and potential riders, local governments, businesses, training institutions) in service design and delivery review; in order to maintain the routes and services that are of most value to the community?
- 1.5.4 How will the applicant maintain and support the project beyond the life of the grant funds?
- 1.6 **Project Management and Personnel:**
- 1.6.1 Describe the implementation schedule for the proposed project, including a detailed timeline for staffing, procurements, outreach and service delivery, etc. This time line should define specific project milestones. **Assume the work begins on July 1, 2009.** Note that the calendar of work is subject to negotiation during the grant agreement phase.
- 1.6.2 Identify each project staff member for the proposal. Summarize their individual experience in similar projects. Describe the value the staff member will add to the project implementation.
- 1.6.3 In the event new staff will be hired for the project, provide a job description for the new staff person. Describe the value the new position will add to the project implementation.

1.7 **Project Budget:** The applicant is expected to provide detailed, itemized, specific project cost information, for each year of the project, with the understanding that supporting detail may be requested during the selection process.

1.7.1 Applicants must use the detailed line item budget form in Attachment G. The required match amount must be included in the project budget for each year. Vehicle capital budgets must include the estimated unit price of the vehicle(s). TxDOT may request supporting detail during the selection process.

1.7.2 The total cost for the project must be broken down for each year. For a multi-year project, there shall be a budget for each year as well as a summary budget for the entire project.

2. **JARC SERVICE AREA:** If a Transportation Code Chapter 458 transit district does not want to provide JARC service in its designated service area, another Chapter 458 transit agency may provide the service. The two transit operators must agree regarding the service delivery proposed in the project to comply with Texas Transportation Code Chapter 458. A letter of endorsement should be included in the response.

3. **STATE TRANSPORTATION GOALS:** TxDOT's requirement is for projects that support TxDOT's goals to:

- Reduce congestion,
- Enhance safety,
- Improve air quality,
- Expand economic opportunity, and
- Increase the value of transportation assets

All proposals will receive consideration and will be evaluated on their technical merits. The commission has established the preceding five goals for the state transportation program. Applicants must demonstrate to what extent the project responds to one or more of the above goals.

4. **JARC PROJECT PREFERENCES:** During the application review process preference will be given to the following types of projects:

- **New employment focused transportation services;** applications for existing service will be considered, however they must include a plan for transitioning from JARC funding to a regular continuous funding source by the close of the project.
- Projects including **innovative partnerships** with the local business community.
- Projects that include **match from private sources.**

NF - New Freedom Statement of Work

New Freedom Initiative Purposes for Small Urban and Nonurbanized Public Transportation Projects

1. **NF SCOPE AND OBJECTIVES:** This section of the RFP describes proposals for public transportation projects that provide new or improved public transportation services and alternatives, beyond the requirements of the ADA, to assist individuals with disabilities. New Freedom program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services, hereinafter referred to as "proposals". The objectives for these proposals for NF projects are to:
 - promote the development and maintenance of a network of transportation services and alternatives, beyond the requirements of the ADA, for persons with disabilities throughout the state, in partnership with local officials, public and private non-profit agencies, and operators of public transportation services;
 - fully integrate the NF program with other federal, state, and local resources and programs that are designed to serve similar populations;
 - foster the development of local, coordinated public and human service transportation plans from which NF projects are derived;
 - improve the efficiency, effectiveness, and safety of NF project providers; and
 - include private sector operators in the overall plan to provide NF program transportation services for persons with disabilities.

In the process of meeting these objectives, projects are also to support and promote the coordination of public transportation services across geographies, jurisdictions, and program areas. Coordination between nonurbanized and urbanized areas and between agencies that provide employment or human service transportation to persons with disabilities and other types of public transportation are particular objectives.

2. **NF DESCRIPTION OF OVERALL PROJECT REQUIREMENTS:**
 - 2.1 **NF CONTEXT:** In accordance with 43 Tex. Admin. Code § 31.18, TxDOT currently provides funding for public transportation projects for NF purposes. This RFP is being offered to solicit a variety of proposals to address the objectives listed in Section 1 above.
 - 2.2 **ELIGIBLE RECIPIENTS:** Refer to the Matrix on Funding Categories on page 16 of this RFP.
 - 2.3 **NF ELIGIBLE PROJECT TYPES:** Eligible types of projects have been defined by TxDOT in accordance with FTA guidelines, other laws and regulations, in consultation with members of the public transportation and the disability service and advocacy communities, and in accordance with 43 Tex. Admin. Code §31.18.

New public transportation service projects, "beyond minimum requirements of ADA", include:

- 2.3.1 Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route) for a transit provider operating fixed route service;
- 2.3.2 Making accessibility improvements to existing transit and intermodal stations not designated as key stations; for example, adding an elevator or ramps, detectable warnings, improving signage;
- 2.3.3 Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, and pedestrian signals or other accessible features;

- 2.3.4 Implementing technology improvements that enhance accessibility for persons with disabilities, including way finding devices;
- 2.3.5 Implementing "same day" paratransit services;
- 2.3.6 Expansion of current hours of operation for paratransit services that are beyond those provided on the fixed route services;
- 2.3.7 Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
- 2.3.8 Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs. This would permit the acquisition of lifts with a larger capacity, instead of just modifications to lifts with a 600 lb design load, as well as the acquisition of heavier-duty vehicles for paratransit and/or demand-response service;
- 2.3.9 Installation of additional securement locations in public buses beyond what is required by the ADA;
- 2.3.10 New feeder service (transit service that provides access) to commuter rail, commuter bus, intercity rail and intercity bus stations, for which complementary paratransit service is not required under the ADA;
- 2.3.11 New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services; and
- 2.3.12 Otherwise facilitating or providing transportation services beyond ADA requirements, including transportation to and from employment and employment-related destinations.

New public transportation alternatives, "beyond ADA", include:

- 2.3.13 Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs;
- 2.3.14 Supporting voucher programs for transportation services offered by human service providers;
- 2.3.15 Supporting volunteer driver and aide programs;
- 2.3.16 Acquiring transportation services by a contract, lease, or other arrangement;
- 2.3.17 Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation;
- 2.3.18 Otherwise facilitating or providing new transportation services for persons with disabilities, including transportation to and from employment and employment-related destinations.

2.4 **NF ELIGIBLE ASSISTANCE CATEGORIES:** Eligible types of projects have been defined by TxDOT in accordance with FTA guidelines and other laws and regulations, including 43 Tex. Admin. Code §31.18.

- 2.4.1 Local administrative expenses: An applicant may request up to 10% of the local project for administration.
- 2.4.2 Capital expenses: Eligible Items are:
 - 2.4.2.1 Buses, vans, or other paratransit vehicles, fare boxes, wheelchair lifts and restraints;
 - 2.4.2.2 Radios and communication equipment;

- 2.4.2.3 Accessibility aids;
- 2.4.2.4 Equipment installation costs;
- 2.4.2.5 Vehicle procurement, testing, inspection, and acceptance costs;
- 2.4.2.6 Preventive maintenance, including all maintenance costs;
- 2.4.2.7 Vehicle rebuilding or overhaul;
- 2.4.2.8 Capital and operating support including computer hardware or software, with prior TxDOT approval;
- 2.4.2.9 Transit-related intelligent transportation systems;
- 2.4.2.10 The introduction of new technology, through innovative and improved products, into public transportation;
- 2.4.2.11 Curb cuts, sidewalks, pedestrian signals or other accessible features;
- 2.4.2.12 Mobility management;
- 2.4.2.13 The lease of vehicles or equipment, provided that the subrecipient, with the concurrence of the TxDOT, determines that a lease is more cost effective than purchase after considering management efficiency, availability of equipment, staffing capabilities, and guidelines on capital leases as contained in 49 CFR Part 639; and
- 2.4.2.14 The capital portions of costs for service under contract as described in FTA Circular 9030.1C or its latest published version.

2.5. **Operating expenses** are those costs directly tied to system operations. FTA Circular 9030.1C, Appendix D or its latest published version shall be the guide for determining eligible operating expenses. Operating expenses may include:

- 2.5.1 Fuel and oil;
- 2.5.2 Maintenance with prior TxDOT approval;
- 2.5.3 Driver, dispatcher, and mechanic salaries;
- 2.5.4 Purchase of service;
- 2.5.5 Reimbursement of costs associated with a volunteer driver program; and
- 2.5.6 Purchase of vouchers

2.6 **NF INELIGIBLE EXPENSES:**

- 2.6.1 Extended vehicle warranties;
- 2.6.2 Purchase and/or maintenance of vehicles intended for private use;
- 2.6.3 Marketing;
- 2.6.4 Planning;
- 2.6.5 Purchase of transit passes for use on fixed route or ADA complementary paratransit services; and
- 2.6.6 Other FTA-prohibited expenses.

2.7 **NF FUNDING PERCENTAGES:** Projects will be funded with FTA grant funds in accordance with Title 49 U.S. Code Section 5317, with the percentage of local match varying with the type of project.

2.7.1 **Local Administration:** TxDOT can provide up to 50% of the cost of local administration;

2.7.2 **Eligible Capital Projects:** TxDOT can provide up to 80% of the cost of eligible capital projects;

2.7.3 **Operating Assistance:** TxDOT can provide up to 50% of net operating expenses;

2.7.4 **Local Share Sources:** The local applicant must provide the funding for the balance of the project costs. Eligible match sources include local, state, or federal program funds disbursed through human service and workforce agencies and the Medicaid Medical Transportation Program. Unrestricted federal funds are also eligible as match, such as Temporary Assistance for Needy Families (42 USC 603(a)(5)(C)(vii)). Funds from private funding entities are eligible (**extra consideration for private fund matches will be given**).

NOTE: Other U.S. Department of Transportation program funds cannot be used as the local share required for NF grants. Fares cannot be used as match for any expense but must, instead, be used to determine the net operating expense to reduce the amount of requested reimbursement.

NF Evaluation Criteria

1. **NF EVALUATION CRITERIA**

The use of quantitative data and estimates, whenever possible, improves the proposal's clarity in comparison to all the evaluation criteria.

1.1 **Project Description:** (1 page maximum) Provide a brief project description.

1.2 **Project Planning and Coordination:** (5 page maximum) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded. Specific references to the applicant's Regional Transportation Coordination Plan must include the appropriate page and section number.

1.2.1 Describe how the project reflects and implements the area's locally developed, coordinated public, employment / human service transportation plan prepared in response to Texas Transportation Code Chapter 461.

1.2.2 Describe the relationship of the project partners to the proposed project, including but not limited to individuals with disabilities, the disability service or advocacy communities or local workforce development board(s) or its service provider.

1.2.3 Describe how the mobility and client quality of life (including but not limited to employment, medical visits, shopping and social activities) access and employment access needs of individuals with disabilities, and agencies serving individuals with disabilities were considered in the planning.

1.2.4 Describe what opportunities for public participation were provided in the planning process that included representatives of public, private, and nonprofit transportation, employment and human service transportation providers, groups that provide service or advocacy for individuals with disabilities and the general public (including but not limited to individuals with disabilities, centers for independent living and elected officials).

1.2.5 Describe how the proposed transit service has been coordinated with transportation provided for the clients of human service and workforce agencies, with intercity bus transportation in the area, or with any other rural or urban public transit providers.

1.2.6 Describe how the proposed service complements or expands rather than duplicates any currently available services. Include a description of how the service increases the geographic coverage of the current transportation system.

1.2.7 Include a description of how the project may eliminate overlaps and gaps in public transportation services, including services that could be more effectively provided by existing, privately funded transportation resources and identify how the project may utilize under-used public transportation equipment.

1.2.8 Describe any other planning or coordination efforts that were not mentioned above.

1.2.9 Projects from small urbanized areas must include a letter signed by the MPO director indicating that the MPO staff has reviewed the project and stating whether or not the project supports the goals of the long range metropolitan plan.

NOTE: There are no MPOs in nonurbanized areas; this requirement does not apply to these projects.

1.3 **Demonstration of Need for the Proposed Project:** (3 page maximum) In this section, the application should demonstrate the need for transportation to quality of life activities/services and/or employment-related activities for individuals with disabilities. Applications should include information such as destinations and services not currently accessible by transit. Based on the information provided the proposals will be rated on the following:

1.3.1 What is the demonstrated need for the project?

- 1.3.2 How well does the project address the need?
- 1.3.3 Discuss rider origination location and employment-related destinations and how the project fills the transportation gap. (The origination location of the riders, not their destination shall be the basis for determining which apportionment the TxDOT uses to fund an approved project.)

- 1.4 **Benefits of the Project:** (5 page maximum) In this section applications should identify expected project benefits, including basic goals and objectives for the project. Possible examples include increased ridership and daily trips, improved services for persons with disabilities, improved operations and coordination, and economic benefits to the community.

Benefits can be demonstrated by identifying the population of community members in the proposed project service area and estimating the number of daily, one-way trips the transit service will provide and the number of individual riders. There may be many other, less quantifiable, benefits to the community from this project. Please document, explain or show the benefits in whatever format is reasonable to present them. Proposals will be rated on the basis of:

- 1.4.1 Improved transit efficiency or increased ridership;
- 1.4.2 Improved mobility for persons with disabilities;
- 1.4.3 Improved access to quality of life activities and local employment centers;
- 1.4.4 How the project will promote the development of transportation services for persons with disabilities;
- 1.4.5 How the project will improve the efficiency and effectiveness of transportation opportunities for persons with disabilities;
- 1.4.6 How the project will improve the efficiency and effectiveness of currently available transportation opportunities for persons with disabilities.

- 1.5 **Project/Service Evaluation and Sustainability:** (3 page maximum) In this section projects should describe the potential for the service to become part of the applicant's normal transportation services within 3 years. Proposals will be rated on:

- 1.5.1 How does the applicant including any partners, intend to evaluate the success of the New Freedom project. Provide specific measures that will be used to measure project success?
- 1.5.2 Expecting services under this grant to be successful, how will the organization determine how to maintain the service after the end of the grant period?
- 1.5.3 How will the applicant engage the local community (including, but not limited to riders and potential riders, local governments, businesses, training institutions) in service design and delivery review; in order to maintain the routes and services that are of most value to the community?
- 1.5.4 How will the applicant maintain and support the project beyond the life of the grant funds?

- 1.6 **Project Management and Personnel:**

- 1.6.1 Describe the implementation schedule for the proposed project, including a detailed timeline for staffing, procurements, outreach and service delivery, etc. This time line should define specific project milestones. **Assume the work begins on July 1, 2009.** Note that the calendar of work is subject to negotiation during the grant agreement phase.
- 1.6.2 Identify each project staff member for the proposal. Summarize their individual experience in similar projects. Describe the value the staff member will add to the project implementation.

- 1.6.3 In the event new staff will be hired for the project, provide a job description for the new staff person. Describe the value the new position will add to the project implementation.
- 1.7 **NF Project Budget:** The applicant is expected to provide detailed, itemized, specific project cost information, for each year of the project, with the understanding that supporting detail may be requested during the selection process.
- 1.7.1 Applicants must use the detailed line item budget form in Attachment G. The required match amount must be included in the project budget for each year. Vehicle capital budgets must include the estimated unit price of the vehicle(s). TxDOT may request supporting detail during the selection process.
- 1.7.2 The total cost for the project must be broken down for each year. For a multi-year project, there shall be a budget for each year as well as a summary budget for the entire project.
- 1.8 **NF SERVICE AREA:** If a Transportation Code Section 458 transit district does not want to provide New Freedom service in its designated service area, another Section 458 transit agency may provide the service. The two transit operators must agree regarding the service delivery proposed in the project to comply with Texas Transportation Code Chapter 458. A letter of endorsement should be included in the response.
- 1.9 **STATE TRANSPORTATION GOALS:** TxDOT's requirement is for projects that support TxDOT's goals to:
- Reduce congestion,
 - Enhance safety,
 - Improve air quality,
 - Expand economic opportunity, and
 - Increase the value of transportation assets
- All proposals will receive consideration and will be evaluated on their technical merits. The commission has established the preceding five goals for the state's transportation programs. Applicants must demonstrate to what extent the project responds to one or more of the above goals.
- 1.10 **NF PROJECT PREFERENCES:** During the application review process, preference will be given to the following types of projects:
- Projects including **innovative partnerships** with the members of the disability community, organizations that serve the disability community or advocacy groups. Include information regarding the contribution of the partner(s) to the project design and plan.
 - Projects that include **match from private sources**.

SPA - State Planning Assistance Statement of Work

1. **STATE PLANNING SCOPE AND OBJECTIVES:** This section of the RFP describes activities that will assist small urban and rural transit agencies develop projects and strategies to support the coordination of public, private, specialized, and human service transportation services in order to further meet the transportation needs of local residents.

State Planning projects are to support and promote the coordination of public transportation services across geographies, jurisdictions, and program areas. Coordination between non urbanized and urbanized areas and between agencies that provide public transportation are particular objectives.

State planning projects may also be used to help a transit operator improve service planning, by development of recommendations for enhanced effectiveness or efficiency. In addition, studies relating to management, operations, capital requirements, innovative financing opportunities, security and economic feasibility of transit projects; evaluation of previously funded projects; analyses of social, economic, and environmental factors related to travel and transportation; public involvement in the transit/transportation planning process; and similar activities described in the relevant FTA guidance are eligible.

2. **STATE PLANNING DESCRIPTION OF OVERALL PROJECT REQUIREMENTS:**

- 2.1 **STATE PLANNING CONTEXT:** In accordance with 43 Tex. Admin. Code § 31.22, TxDOT currently provides funding for public transportation projects for Planning purposes. This RFP is being offered to solicit a variety of proposals to address the objectives listed in Section 1 above.

- 2.2 **ELIGIBLE RECIPIENTS:** Refer to the Matrix on Funding Categories on page 16 of this RFP.

- 2.3 **STATE PLANNING ELIGIBLE PROJECT TYPES:** Eligible types of projects have been defined by TxDOT in accordance with FTA guidelines, other laws and regulations, in consultation with members of the public transportation and the disability service and advocacy communities, and in accordance with 43 Tex. Admin. Code §31.22.

Eligible work or activities include, but are not limited to:

- 2.3.1 Studies relating to management, operations, capital requirements, innovative financing opportunities, security and economic feasibility of transit projects;
 - 2.3.2 Evaluation of previously funded projects;
 - 2.3.3 Similar work or activities preliminary to the construction of or improved operation of facilities and equipment and other improvements that enhance the usability and community-friendliness of the transit system environment;
 - 2.3.4 Systems analysis;
 - 2.3.5 Analyses of social, economic, and environmental factors related to travel and transportation;
 - 2.3.6 Public involvement in the transit/transportation planning process;
 - 2.3.7 Multimodal facilities planning;
 - 2.3.8 Computer hardware and software needed to support planning work.
- 2.4 **STATEWIDE PLANNING FUNDING PERCENTAGES:** Projects will be funded with FTA grant funds in accordance with Title 49 U.S. Code Section 5304, with a percentage of local match.
 - 2.4.1 **Eligible Projects:** TxDOT can provide up to 100% of the cost of eligible projects, using 80% federal and 20% state funds.

SPA Evaluation Criteria

1. SPA EVALUATION CRITERIA

The use of quantitative data and estimates, whenever possible, improves the proposal's clarity in comparison to all the evaluation criteria.

1.1 **Project Description:** (1 page maximum) Provide a brief project description.

1.2 **Project Planning and Coordination:** (5 page maximum) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to begin work if funded. Specific references to the applicant's Regional Transportation Coordination Plan must include the appropriate page and section number. Projects will be rated on the following:

1.2.1 Describe how the project contributes to the area's locally developed, coordinated public, employment / human service transportation plan prepared in response to Texas Transportation Code Chapter 461.

1.2.2 Describe any other planning or coordination efforts that were not mentioned above.

1.3 **Demonstration of Need for the Proposed Project:** (3 page maximum) In this section, the application should demonstrate the need for the proposed project. Applications should include information such as destinations and services not currently accessible by transit. Based on the information provided the proposals will be rated on the following:

1.3.1 What is the demonstrated need for the project?

1.3.2 How well does the project address the need?

1.4 **Benefits of the Project:** (5 page maximum) In this section applications should identify expected project benefits, including basic goals and objectives for the project. Possible examples include methods to improve service, improve operations or improve coordination. There may be many other, less quantifiable, benefits to the community from this project.

1.5 **Project/Service Evaluation:** (3 page maximum) How does the applicant, including any partners, intend to evaluate the success of the SPA project? Provide specific measures that will be used to measure project success.

1.6 **Project Management and Personnel:** Describe the schedule for the proposed project, including a detailed timeline for staffing, procurements and outreach, etc. This time line should define specific project milestones. **Assume the work begins on July 1, 2009.** Note that the calendar of work is subject to negotiation during the grant agreement phase.

1.7 **Project Budget:** The applicant is expected to provide detailed, itemized, specific project cost information, for each year of the project, with the understanding that supporting detail may be requested during the selection process.

1.7.1 Applicants must use the detailed line item budget form in Attachment G. TxDOT may request supporting detail during the selection process.

1.7.2 The total cost for the project must be broken down for each year. For a multi-year project, there shall be a budget for each year as well as a summary budget for the entire project.

2. **STATE TRANSPORTATION GOALS:** TxDOT's requirement is for projects that support TxDOT's goals to:

- Reduce congestion,
- Enhance safety,
- Improve air quality,
- Expand economic opportunity, and

- Increase the value of transportation assets

All proposals will receive consideration and will be evaluated on their technical merits. The commission has established the preceding five goals for the state transportation program. Applicants must demonstrate to what extent the project responds to one or more of the above goals.

RTAP - Rural Transportation Assistance Program Statement of Work

1. **RTAP SCOPE AND OBJECTIVES:** This section of the RFP describes projects that will design and implement training and technical assistance projects and other support services tailored to meet the specific needs of transit operators in non urbanized areas. RTAP projects can develop training and training materials to improve the quality of information and technical assistance available to local transit operators, develop networks of transit professionals, and support the coordination of public, private, specialized, and human service transportation services. The objectives for RTAP projects are to:
- to promote the safe and effective delivery of public transportation in non urbanized areas and to make more efficient use of public and private resources;
 - to foster the development of State and local capacity for addressing the training and technical assistance needs of the rural transportation community;
 - to improve the quality of information and technical assistance available through the development of training and technical assistance resource materials;
 - to facilitate peer-to-peer self help through the development of local networks of transit professionals;
 - to support the coordination of public, private, specialized, and human service transportation services; and
 - to build a national database on the non urbanized segment of the public transportation industry.

In the process of meeting these objectives, projects are also to support and promote the coordination of public transportation services across geographies, jurisdictions, and program areas. Coordination between non urbanized and urbanized areas and between agencies that provide public transportation are particular objectives.

2. **RTAP DESCRIPTION OF OVERALL PROJECT REQUIREMENTS:**

- 2.1 **RTAP CONTEXT:** In accordance with 43 Tex. Admin. Code § 31.37, TxDOT currently provides funding for public transportation projects for RTAP purposes. This RFP is being offered to solicit a variety of proposals to address the objectives listed in Section 1 above.
- 2.2 **ELIGIBLE RECIPIENTS:** Refer to the Matrix on Funding Categories on page 16 of this RFP.
- 2.3 **RTAP ELIGIBLE PROJECT TYPES:** Eligible types of projects have been defined by TxDOT in accordance with FTA guidelines, other laws and regulations, in consultation with members of the public transportation and the disability service and advocacy communities, and in accordance with 43 Tex. Admin. Code § 31.37 and must benefit rural areas of the state.

Training

- 2.3.1 Specialized training courses designed specifically for an organization or regional coordination group;
- 2.3.2 Development of inter-agency peer-to-peer training, that incorporate local transportation providers and FTA funded transportation providers;
- 2.3.3 Engaging a specific trainer or training organization to provide a class or event.

Technical assistance

- 2.3.4 Development of cost allocation plans to assist agencies manage a variety of funding streams;
- 2.3.5 Operational and route studies to assist agencies in maximize resources by determining efficient route patterns;
- 2.3.6 Management / organizational reviews that will assist agencies to develop organizational structures appropriate to the size of their agencies; and/or provide management guidance.

Research

- 2.3.7 Development of surveys to determine the effectiveness of a certain route or organization services;
- 2.3.8 Feasibility studies prior to initiating new services, facilities or technology projects;
- 2.3.9 Consultation with a local institution; for example, to determine non-traditional sources for local match or other Organization needs.

2.3 **RTAP ELIGIBLE ASSISTANCE CATEGORIES:** Eligible types of projects have been defined by TxDOT in accordance with FTA guidelines and other laws and regulations, including 43 Tex. Admin. Code § 31.37.

2.3.1 Training;

2.3.2 Technical Assistance;

2.3.3 Research.

The purchase of equipment to support one of the three eligible activities is an eligible expense.

2.4 **RTAP FUNDING PERCENTAGES:** Projects will be funded with FTA grant funds in accordance with Title 49 U.S. Code Section 5311(b)(3).

2.5.1 **Eligible Projects:** Funding can provide 100% of the cost of eligible projects.

2.5.2 **Local Share Sources:** The local applicant may provide the funding for the balance of the project costs if less than 100% is awarded.

RTAP Evaluation Criteria

1. **RTAP EVALUATION CRITERIA**

The use of quantitative data and estimates, whenever possible, improves the proposal's clarity in comparison to all the evaluation criteria.

1.1 **Project Description:** (1 page maximum) Provide a brief project description.

1.2 **Project Planning and Coordination:** (5 page maximum) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded. Specific references to the applicant's Regional Transportation Coordination Plan must include the appropriate page and section number. Projects will be rated on the following:

1.2.1 Describe how the project reflects and implements the area's locally developed, coordinated public, employment / human service transportation plan prepared in response to Texas Transportation Code Chapter 461.

1.2.2 Describe any opportunities for public participation that were provided in the planning process that included representatives of public, private, and nonprofit transportation, employment and human service transportation providers and the general public (including but not limited to current and potential riders, local businesses, chambers of commerce, local economic development entities and elected officials).

1.2.3 Describe any other planning or coordination efforts that were not mentioned above.

1.3 **Demonstration of Need for the Proposed Project:** (3 page maximum) Based on the information provided the proposals will be rated on the following:

1.3.1 What is the demonstrated need for the project?

1.3.2 How well does the project address the need?

1.4 **Benefits of the Project:** (5 page maximum) In this section, applications should identify expected project benefits, including basic goals and objectives for the project. Describe performance measures that can reflect the benefits of the project.

1.5 **Project Management:** Describe the implementation schedule for the proposed project, including a detailed timeline for staffing, procurements, outreach and service delivery, etc. This time line should define specific project milestones. **Assume the work begins on July 1, 2009.** Note that the calendar of work is subject to negotiation during the grant agreement phase.

1.6 **Project Budget:** The applicant is expected to provide detailed, itemized, specific project cost information, for each year of the project, with the understanding that supporting detail may be requested during the selection process.

1.7.1 Applicants must use the detailed line item budget form in Attachment G.

1.7.2 The total cost for the project must be broken down for each year. For a multi-year project, there shall be a budget for each year as well as a summary budget for the entire project.

2. **STATE TRANSPORTATION GOALS:** TxDOT's requirement is for projects that support TxDOT's goals to:

- Reduce congestion,
- Enhance safety,
- Improve air quality,
- Expand economic opportunity, and
- Increase the value of transportation assets

All proposals will receive consideration and will be evaluated on their technical merits. The commission has established the preceding five goals for the state transportation program. Applicants must demonstrate to what extent the project responds to one or more of the above goals.

ICB - Intercity Bus Statement of Work

1. **ICB INTRODUCTION:** This RFP solicits proposals for projects for capital, planning, marketing, facilities, or operating assistance projects that will develop, support, or promote intercity bus (ICB) mobility according to the below program objectives.

Facility capital projects may be for a maximum of three (3) years. All other projects may be for a maximum of one (1) year, beginning upon issuance of a grant agreement.

Eligible subrecipients include state agencies, local public bodies and agencies thereof, private-nonprofit organizations, operators of public transportation services, and private for-profit operators.

2. **ICB SCOPE AND OBJECTIVES:** This specification describes proposals for services to develop, promote, or support ICB mobility, hereinafter referred to as "proposals". The objectives for these proposals for ICB mobility are to support the connection between nonurbanized areas and the larger regional or national system of ICB service, to support services to meet the intercity travel needs of residents in nonurbanized areas, or to support the infrastructure of the ICB network through planning and marketing assistance. In the process of meeting these objectives, projects are also to support and promote the coordination of public transportation services across geographies, jurisdictions, and program areas. Coordination between nonurbanized and urbanized areas and between agencies that provide social service transportation and other types of public transportation are particular objectives.

3. **ICB DESCRIPTION OF OVERALL PROJECT REQUIREMENTS:**

- 3.1. **ICB CONTEXT:** In accordance with the Transportation Code, Chapter 455, TxDOT currently provides funding for projects to develop, promote, or support ICB mobility. This RFP is being offered to solicit a variety of proposals to address the objectives listed in Section 2 above.

- 3.2. **ELIGIBLE SUBRECIPIENTS:** Refer to the Matrix on Funding Categories on page 16 of this RFP.

- 3.3. **ICB ELIGIBLE PROJECT TYPES:** Eligible types of projects have been defined by TxDOT in accordance with FTA guidelines, other laws and regulations, and in consultation with members of the public transportation and the intercity bus industries. The following general types of projects have been defined:

- 3.3.1. **Capital Projects:** Proposals for capital projects to address documented vehicle inventory needs may include, but are not limited to, the modification of over-the-road coaches to transport persons with disabilities, the purchase of wheelchair lifts, the installation of wheelchair securement devices, the retrofitting of onboard restroom accommodations, the purchase of lift-equipped vehicles with provisions for passenger luggage, and purchases of eligible vehicle types. Typical vehicles eligible through this program include conversion vans, cutaway vehicles, and medium-duty buses. Proposals to purchase over-the-road coaches are not eligible projects.

- 3.3.2. **Planning Projects:** Eligible proposals for planning projects must demonstrate that they are addressing a defined need in intercity mobility and must document how they address issues of system-wide connectivity, geographic coverage, effectiveness, efficiency, and coordination of services. Eligible projects include, but are not limited to, studies for new routes or alignments, studies of facility needs, studies of local feeder service coordination with intercity bus providers, plans for improved service efficiency, studies of public-private partnerships to provide increased mobility or quality of service, and inventories of services and facilities.

- 3.3.3. **Marketing Projects:** Marketing proposals may include but are not limited to market research, production of route maps and schedules, information delivery, website development, and advertising.

- 3.3.4. **Facilities Projects:** Proposals for public transit operational, maintenance, or administrative facilities that meet a demonstrated intercity bus access or mobility need are eligible. To be eligible, proposals for operational facilities must include open and equal access for all

intercity bus carriers serving the community and at least one of the following: nonurbanized area public transit, urbanized area public transit, social service transportation, passenger rail, or common carrier air passenger service. Proposals for the rehabilitation of a facility to address compliance with the requirements of the Americans with Disabilities Act (ADA) are eligible and are strongly encouraged in those instances where compliance is not otherwise required by law. Facilities in urbanized areas are eligible to the extent that the project directly benefits and supports mobility for nonurbanized areas. Renovation projects in rented or leased facilities do not qualify and will not be considered.

3.3.5. **Operating Assistance:** Operating assistance may be provided for new or existing routes, improvements to existing routes, or service to an area that otherwise would have a demonstrated lack of reasonable access to the intercity bus system. While routes with segments that lie outside Texas may be considered, only the portion of the route mileage that is within Texas will be eligible for funding.

3.4 **ICB FUNDING PERCENTAGES:** Projects will be funded with FTA grant funds in accordance with Title 49 U.S. Code Section 5311(f), with the percentage of local match varying with the type of project. No state appropriated funds will be available as match for the federal funds. Innovative Financing methods, such as In-Kind Match may raise the TxDOT participation percentages listed below. Innovative financing methods may be requested in a proposal, however multiple budgets should be submitted, both using and not using the innovative financing methods.

3.4.1. **Capital Projects:** Normally up to 80% of the costs of the mobility aid modifications on currently-owned or leased over-the-road coaches are eligible for funding. The cost of the acceptable types of new, lift-equipped vehicles is also eligible at the 80% level. TxDOT can pay up to 100% of the costs of the mobility aid modifications of new over-the-road coach purchases, not to exceed 20% of the original cost of the vehicle.

3.4.2. **Planning Projects:** Normally up to 80% of the cost of planning projects is eligible for funding.

3.4.3. **Marketing Projects:** Normally up to 80% of the cost of marketing projects is eligible for funding.

3.4.4. **Facilities Projects:** Normally up to 80% of the cost of construction, rehabilitation, maintenance, or purchase of public transit facilities are eligible for funding. The appraised value of the land may be applied toward the local match if the land is owned by the entity submitting the proposal and all environmental clearances on the land have been completed prior to the submission of the proposal. All facilities projects using the appraised value of land for a local match must demonstrate a secure title to their land, and TxDOT must be recorded as a lien holder.

3.4.5. **Operating Assistance:** The maximum reimbursable amount of funding for each route will be specified at the time of an award by the commission. Awards will be made on a per-mile basis, with a normal maximum award of 50% of the net operating deficit.

3.5 **REQUIRED INTERCITY BUS MOBILITY NEEDS-BASED COMPONENTS OF PROPOSALS:** All proposals must include components documenting how they address issues of ICB mobility needs. Coordination with other public transportation providers must be documented in the form of letters of endorsement or commitment, and/or commitment from appropriate U.S. and Mexican-flagged ICB providers, local public transportation providers, agencies that provide social service transportation, and other appropriate agencies or individuals. Proposers are encouraged to propose creative approaches and solutions that will meet demonstrated needs.

3.5.1. **Capital Projects:** Required justification for vehicle capital proposals shall document how the existing vehicle inventory is inadequate for existing or forecasted general passenger or disabled passenger needs.

3.5.2. **Planning Projects:** Documentation of the basis for planning projects may vary widely, depending on the type of project. In general, proposals must define an intercity bus mobility

need and then document how the proposal will either directly address that need or how it will provide information, plans, tools, or methodologies that support efforts to address that need.

- 3.5.3. **Marketing Projects:** Proposals for marketing projects shall be based on documented intercity mobility needs. Proposals must document how the proposal will address the defined needs. Each proposal shall include an evaluation of how well similar types of projects have succeeded in other areas.
- 3.5.4. **Facilities Projects:** Facilities projects must be based on documented intercity mobility needs. Each proposal shall include analysis describing the facility and its routes' functional relationships to the statewide intercity bus system and its current and proposed coordination with other U.S. and Mexican-flagged intercity bus providers' services and facilities. For proposals in urbanized areas, only the portion of the project that directly supports rural intercity mobility is eligible for funding. The methodology used for determining this portion of the facility must be detailed. Facility projects must have a letter of commitment from at least one, preferably more for-profit ICB carrier(s) which states that they actively commit support and/or participation in the project, and will actually utilize it in the future.
- 3.5.5. **Operating Assistance:** This assistance should show that it provides the only reasonable access to the intercity bus system for a specified area. Each proposal shall include analysis describing the mobility needs that it serves. The analysis of mobility need should include the gap in passenger or freight transportation services that are met by the project; documentation may include specific requests for the service from the community being served. Analysis should also include the route's functional relationship to the statewide intercity bus system, and its current coordination with local or regional public transportation services and facilities. A clear description of the route, ridership, and accounting of the net operating deficit is required to the extent that it demonstrates the need for the requested operating assistance.

Operating assistance proposals must include an analysis showing either the potential for the route to become self-supporting within 5 years, or showing that it provides the only reasonable access to the intercity bus system for a specified area. The potential to become self-supporting indicates a reasonable opportunity for the route to have no net operating deficit.

All Operating Assistance Proposals must include a completed *Operating Assistance Route Report*. Feeder Routes must also have a letter of commitment, from at least one for-profit ICB carrier.

3.6 **DEPARTMENT GOALS AND PROJECT PREFERENCES:**

- 3.6.1. TxDOT's preference is for projects that support TxDOT's department goals to:
 - a. Reduce congestion,
 - b. Enhance safety,
 - c. Improve air quality,
 - d. Expand economic opportunity, and
 - e. Increase the value of transportation assets
- 3.6.2. All proposals will receive consideration and will be evaluated on their technical merits without prejudice, but analysis of ICB mobility needs by TxDOT has led to the development of some general preferences for projects to address those needs. Preferences are included here to illustrate the types of projects that can address ICB bus mobility needs.
 - 3.6.2.1. **Capital Projects:** TxDOT's preferences for vehicle capital projects are to provide funding for vehicles to develop new intercity or feeder service to address unmet needs, modified or improved intercity or feeder service to address unmet needs, replacement vehicles for existing service, and ADA-type accessibility which is not otherwise required by law.

- 3.6.2.2. **Planning Projects:** TxDOT's preferences for planning projects are to support improved inventories and documentation of existing intercity bus facilities and services provided by U.S. and Mexican-flagged ICB providers, analyses of unmet needs, development of tools and processes to support intermodal and interagency coordination, and feasibility studies for specific routes or facilities which would improve service access, coordination, delivery, efficiency, or ridership.
- 3.6.2.3. **Marketing Projects:** TxDOT's preferences for marketing projects are to fund projects that are focused on increasing ridership or on providing accurate information for services to support customers' trip planning.
- 3.6.2.4. **Facilities Projects:** TxDOT's preferences for facilities projects are for projects that improve coordination of ICB service with local public transportation and social service transportation, support new intercity bus service or feeder service to population centers that are currently not served and are more than 25 miles from the nearest existing intercity bus station, and ADA-type accessibility which is not otherwise required by law. TxDOT's preference is to give priority to the needs (or the portion of the needs directly related to the mobility of nonurbanized areas) of facilities designated as transfer stations or major hubs in the work package. Public-private partnerships for shared-use facilities are strongly encouraged. For maintenance facilities, TxDOT's preference is that the facility serves more than one entity, such as other ICB providers, or local public transportation providers in the region.
- 3.6.2.5. **Operating Assistance:** TxDOT's preference for operating assistance projects is to help establish new, sustainable services that fill documented gaps in geographic coverage or to provide temporary assistance to develop existing services towards sustainability. Proposals for feeder services using smaller vehicles to connect currently unserved areas to the intercity bus network are encouraged.

3.7 **MULTI-YEAR PROJECTS:** Each phase of the project shall be defined, and the hourly budgets and costs for each phase, each year, and for the entire proposal shall be specified.

- 3.7.1. **Each year of the project shall be defined, and the budgets and costs for each year shall be specified.** The State's reimbursement to the Subrecipient is contingent upon the availability of appropriated funds. The State shall have no liability for any claims submitted by the Subrecipient or its subcontractors, vendors, manufacturers or suppliers if sufficient federal or state funds are not available to pay the Subrecipient's claims.
- 3.7.2. A project must be divided into phases that are logical, consistent, and follow industry standard processes for that type of project. Phasing must not assume the outcomes of required processes.
- 3.7.3. A proposal that lists only a single phase of a multi-year project will be considered as an incomplete proposal and may not be considered for selection.
- 3.7.4. Funding obligated for a multi-year project is limited to the funding for the phase programmed for each year.
- 3.7.5. Funding is subject to cancellation without penalty, either in whole or in part, if funds are not appropriated by the Federal Transit Administration (FTA) or otherwise not available.

ICB Evaluation Criteria

Proposers must respond to all the below required elements, and furnish all required documentation or proposal(s) can be considered incomplete and/or non-responsive and may be rejected from consideration. If something is Not Applicable (N/A) it should be stated and explained why it is not applicable to this proposal. Each ICB Proposal should be for one specific project. Proposals for multiple projects in one proposal may be rejected.

- 1.1 **Project Summary:** Explain in detail:
 - 1) What the project is,
 - 2) What are the goals's of the project,
 - 3) How success for the project will be determined,
 - 4) How this project will develop, support, and/or promote ICB mobility,
 - 5) The percentage of the project related to ICB mobility.
- 1.2 **Project Manager:** Identify the project manager for this project and identify their responsibilities to the project.
- 1.3 **Project Staff:** Identify each project staff member proposed for this project and identify each persons responsibilities to the project
- 1.4 **Similar Projects:** Identify similar projects that have been completed by your firm or proposed team. Document each firm's actual responsibility on these projects. Selection of projects should demonstrate experience in project management as well as in project development.
- 1.5 **References:** Provide the appropriate references for each of the projects noted in 1.4 - Similar Projects above. Information for each reference shall include the name, address, and phone number of the client, date and duration of the project, proposer's role in the project, and a description of the work performed.
- 1.6 **Previous Awards:** Provide a detailed summary (by project type, then date awarded) of all previous TxDOT grant awards from the last five years (both related and unrelated to this project). Provide a short wrap-up summary about the projects success's and failures.
- 1.7 **Documentation of Needs:** In accordance with Sections 3 and 3.4 of the ICB Statement of Work, all proposals must document how they address defined program objectives and ICB mobility needs. New routes must provide documentation of need from the communities to be served. If submitting multiple proposals the proposer should rank the proposals in priority order of need.
- 1.8 **RFP Project Preferences:** In accordance with 3.5 of the ICB Statement of Work, explain how this project addresses 1) TxDOT's department goals and 2) PTN's ICB project preferences.
- 1.9 **Scope of Work:** Provide a scope of work for the project which describes the project and the methodology to be used in addressing the tasks identified in the Section 11.2 in the Terms and Conditions of the RFP. The scope of work shall contain a detailed listing of all the tasks involved in project development, defining the parameters of the project and its deliverables. Note that the scope of work is subject to negotiation during the grant agreement phase. Photos and/or diagrams of the project should be included whenever possible.
- 1.10 **Calendar of Work:** Provide a calendar of work that defines the projected due dates for milestones and deliverables. Note that the calendar of work is subject to negotiation during the grant agreement phase.
- 1.11 **Project Hourly Budget:** Provide an hourly budget per person listed in the project proposal for each of the tasks noted in the scope of work. If the project is divided into several deliverables, budgeted hours for each deliverable shall be specified. For a phased project, the hourly budget shall be prepared for each phase, for each year, and for the total project.

- 1.12 **Project Budget:** At a minimum by year and phase, the proposer is expected to provide detailed, itemized, specific project cost information with the understanding that supporting detail may be requested during the selection process. The total cost for the ICB portion of the project and costs for any defined deliverables must be broken down by phase for each year. For a multi-year project, there should be a budget for each year as well as a summary budget for the entire project.

The required match amount for each project type must be included in the project budget by year and phase, and the proposal must demonstrate that the proposer has the resources for the required matching funds. If using Innovative Financing methods, a minimum of two budgets must be submitted, along with a statement on why innovative financing is being requested and is needed for the project. One budget should show the project budget using the innovative financing method. The second (alternate) project budget should show the project budget not using the innovative financing method.

Estimates of cost for capital projects should be included.

- Vehicle Capital budgets must include the estimated unit price of the vehicle(s) with an itemized list of the optional equipment or the unit cost of vehicle modification.
- Marketing and Planning budgets must contain at a minimum: salary costs (by staff titles), fringe benefits (by staff titles), travel, equipment, supplies, and contract costs.
- Facility budgets must include the estimated cost of everything needed to complete the ICB portion of the project.
- Operating Assistance Proposals must also include a completed an *Operating Assistance Route Report* detailing specific information on the route.

1.13 **Required documentation, if applicable:**

1.13.1 **For-Profit ICB Carriers should provide the following items:**

- 1) Legal name, physical address and web address of Company or DBA,
- 2) Legal name, physical address, and web address of parent company, if applicable,
- 3) Current federal operating authority certification, or some other proof of their certification by the federal government as an authorized/approved ICB Carrier.
- 4) A copy of the company snapshot at www.safersys.org/CompanySnapshot.aspx or a statement on why it is not available,
- 5) Proof of vehicle liability insurance, and
- 6) Proof of valid Texas DOT registration, which can be a copy of the TxDOT Motor Carrier, *Carrier Information* with an acceptable Certificate Status indication for the company, located at http://www.dot.state.tx.us/apps/mccs/mccs_search.asp.

1.13.2 **Transit Entities**

- 1) Feeder Service Routes and Facility Projects must include at least one Letter of Commitment from an ICB Carrier, which states the ICB Carrier's actual future commitment to the project, or it can be considered as an incomplete proposal and may not be considered for selection.
- 2) If requesting operating assistance for Interlining Feeder Service, the following must be attached or provided before a contract will be executed.
 - a. Current federal operating authority certification, and
 - b. Proof of membership to the National Bus Traffic Association.

**Intercity Bus - §5311(f)
Operating Assistance Route Report, if applicable**

Organization Name: _____

Date: _____

Route: _____

Information for segments of route in Texas only:

Is this a new or existing route? _____

Is this a Feeder Service Route? If so, who does it feed into? _____

Ranking Order, if multiple routes submitted: _____

Does route travel outside of Texas? _____

Total route mileage within Texas (one way): _____

Total Interstate Highway route mileage within Texas (one way): _____

State FY 2007 Requested Amount (50% of the net operating deficit) _____

State FY 2008 Requested Amount (50% of the net operating deficit) _____

State FY 2009 Requested Amount (50% of the net operating deficit) _____

State FY 2010 Requested Amount (50% of the net operating deficit) _____

How many times has this route received operating assistance from TxDOT? _____

If this route has received Operating Assistance (more than twice before), describe **in detail** in what ways this route has shown improvement?

If you answered the above question, when do you forecast this route not needing assistance?

Intercity Bus - §5311(f)
Operating Assistance Route Report, if applicable

Actual Ridership Data for Last 3 Years for existing routes

Year 1 (most recent Year) - Beginning date: _____ Ending date: _____

1. Average daily passenger count: _____
 2. Total passengers (yearly): _____
 3. Total miles (yearly): _____
 4. Number of scheduled stops (one way): _____
 5. All Admin. / Operating / Other (expenses) for year: _____
 6. All Fares / Donations / Other (revenues) for year: _____
-

Year 2 (previous year) - Beginning date: _____ Ending date: _____

1. Average daily passenger count: _____
 2. Total passengers (yearly): _____
 3. Total miles (yearly): _____
 4. Number of scheduled stops (one way): _____
 5. All Admin. / Operating / Other (expenses) for year: _____
 6. All Fares / Donations / Other (revenues) for year: _____
-

Year 3 (next previous year) - Beginning date: _____ Ending date: _____

1. Average daily passenger count: _____
2. Total passengers (yearly): _____
3. Total miles (yearly): _____
4. Number of scheduled stops (one way): _____
5. All Admin. / Operating / Other (expenses) for year: _____
6. All Fares / Donations / Other (revenues) for year: _____

RD - §5311(d) Rural Discretionary Statement of Work

Introduction:

In accordance with 43 Texas Administrative Code § 31.36 (g)(3), the Department reserves the right, as part of this Coordinated Call for Projects, to award §5311 program discretionary funds to support certain project proposals addressing issues and opportunities of importance to the development of rural public transportation on a statewide basis.

1. **RD SCOPE AND OBJECTIVES:** This section of the RFP describes potential projects to assist public transportation in non urbanized (rural) areas that will assist in providing the availability of professional, cost-effective, efficient, and coordinated passenger transportation services to the general public using the most efficient combination of knowledge, materials, resources and technology.

Objectives:

- Encourage the use or development of capital infrastructure projects that support regional multi-use or multi-modal opportunities including but not limited to maintenance, training, communication, and other infrastructure improving the movement of people and goods.
- Support collaborative efforts of governments, communities, and service providers to implement a locally based, regionally linked network of public transportation services and facilities addressing regional, intercity, and local service needs including but not limited to partnerships among different public and/or private providers expanding mobility options in rural areas of the state.
- Address the challenges of growth and changing demographics including but not limited to areas experiencing urbanization outside the 2000 Census established boundaries, areas along the Texas/Mexico border associated with increasing travel demand from growth in cross-border activity levels such as population and/or employment, and communities adjusting to changing demands of their transit dependent populations as government supported health care and social service programs move towards decentralization of services.
- Promote the development of a Mobility Management organization and associated products to encourage the movement of people and goods.

2. **STATE RD DESCRIPTION OF OVERALL PROJECT REQUIREMENTS:**

- 2.1 **STATE RD CONTEXT:** In accordance with 43 Tex. Admin. Code § 31.36 (g)(3), TxDOT currently provides discretionary funding for public transportation projects. This RFP is being offered to solicit a variety of proposals to address the objectives listed in Section 1 above.

- 2.2 **ELIGIBLE SUBRECIPIENTS:** Refer tot the Matrix on Funding Categories on page 16 of this RFP. Please note that entities must be designated a rural transit district to receive an award of RD.

3. **DESIRED PROJECT TYPES:** Demonstration or pilot projects involving partnering initiatives, service integration, regional initiatives, or other creative processes are desired.

Eligible work or activities must be derived for areas or issues involving:

- Coordination and technical support activities such as regional initiatives for maintenance, training, communication
- Assistance with eliminating waste and ensuring efficiency such as new technology
- Maximize coverage in the provision of public transportation services such as increased service areas or the ability to serve more or different citizens
- Reductions in air pollution such as alternative fuel studies, upgraded technology options.

4. **RD ELIGIBLE ASSISTANCE CATEGORIES:** Eligible types of projects have been defined by TxDOT in accordance with FTA guidelines and other laws and regulations, including 43 Tex. Admin. Code §31.36.

4.1 **Local administrative expenses:** An applicant may request up to 10% of the local project for administration.

4.2 **Capital expenses:** Eligible Items are:

4.2.1 Buses, vans, or other paratransit vehicles, fare boxes, wheelchair lifts and restraints;

4.2.2 Equipment for transporting bicycles on public transit vehicles;

4.2.3 Radios and communication equipment;

4.2.4 Equipment installation costs;

4.2.5 Vehicle procurement, testing, inspection, and acceptance costs;

4.2.6 Preventive maintenance, including all maintenance costs;

4.2.7 Vehicle rebuilding or overhaul;

4.2.8 Capital and operating support including computer hardware or software;

4.2.9 Transit-related intelligent transportation systems;

4.2.10 New technology, both innovative and improved products;

4.2.11 Passenger shelters, bus stop signs, and similar passenger amenities;

4.2.12 Mobility management;

4.2.13 The lease of vehicles or equipment, provided that the sub recipient, with the concurrence of the department, determines that a lease is more cost effective than purchase after considering management efficiency, availability of equipment, staffing capabilities, and guidelines on capital leases as contained in 49 CFR Part 639;

4.2.14 The capital portions of costs for service under contract as described in FTA Circular 9040.1F or its latest published version; and

4.3 **Planning activities** may include:

4.3.1 Studies relating to management, operations, and capital requirements;

4.3.2 Evaluation of previously funded projects; and

4.3.3 Other similar or related activities prior to and in preparation for the undertaking or improvement of eligible services.

4.4 **Marketing activities** may include:

4.4.1 Market research;

4.4.2 Production of route maps and schedules;

4.4.3 Information delivery;

4.4.4 Website development;

4.4.5 Advertising;

- 4.5 **Operating expenses** are those costs directly tied to system operations. FTA Circular 9030.1C or its latest published version shall be the guide for determining eligible operating expenses. Operating expenses may include:
- 4.5.1 Fuel;
 - 4.5.2 Oil;
 - 4.5.3 Driver, dispatcher, and mechanic salaries;
 - 4.5.4 Purchase of service
5. **RD FUNDING PERCENTAGES:** Projects will be funded with FTA grant funds in accordance with Title 49 U.S. Code Section 5311, with the percentage of local match varying with the type of project.
- 5.1 **Local Administration:** Federal funding can provide up to 80% of the cost of local administration;
 - 5.2 **Vehicle Capital Projects:** Federal funding can provide up to 83% of the cost of vehicle capital projects;
 - 5.3 **Planning Projects:** Federal funding can provide up to 80% of the cost of planning projects;
 - 5.4 **Marketing Projects:** Federal funding can provide up to 80% of the cost of marketing projects;
 - 5.5 **Operating Assistance:** Federal funding can provide up to 50% of net operating expenses;
 - 5.6 **Local Share Sources:** The local applicant must provide the funding for the balance of the project costs. Eligible match sources include local, state, or federal program funds. Unrestricted federal funds and private funding are also eligible as match. With prior department approval, in-kind contributions, volunteer services, and donations directly attributable to the project are eligible as local share if the value is documented.
6. **MULTI-YEAR PROJECTS:** Each phase of the project shall be defined, and the hourly budgets and costs for each phase, each year, and for the entire proposal shall be specified.
- 6.1. **Each year of the project shall be defined, and the budgets and costs for each year shall be specified.** The State's reimbursement to the Subrecipient is contingent upon the availability of appropriated funds. The State shall have no liability for any claims submitted by the Subrecipient or its subcontractors, vendors, manufacturers or suppliers if sufficient federal or state funds are not available to pay the Subrecipient's claims.
 - 6.2. A project must be divided into phases that are logical, consistent, and follow industry standard processes for that type of project. Phasing must not assume the outcomes of required processes.
 - 6.3. A proposal that lists only a single phase of a multi-year project will be considered as an incomplete proposal and may not be considered for selection.
 - 6.4. Funding obligated for a multi-year project is limited to the funding for the phase programmed for each year.
 - 6.5. Funding is subject to cancellation without penalty, either in whole or in part, if funds are not appropriated by the Federal Transit Administration (FTA) or otherwise not available.

RD - 5311 Rural Discretionary Evaluation Criteria

1. **RD - Evaluation Criteria** - The use of quantitative data and estimates, whenever possible, improves the proposal's clarity in comparison to all the evaluation criteria.
 - 1.1 **Project Description:** (1 page maximum) Provide a brief project description.
 - 1.2 **Project Planning and Coordination** (5 page maximum) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded. Specific references to the applicant's Regional Transportation Coordination Plan must include the appropriate page and section number. Projects will be rated on the following:
 - 1.2.1 Describe how the project reflects and implements the area's locally developed, coordinated public, employment / human service transportation plan prepared in response to Texas Transportation Code Chapter 461.
 - 1.2.2 Describe the relationship of the project partners to the proposed project, including but not limited to local business and the local workforce development board(s) or its service provider.
 - 1.2.3 Describe how the needs were considered in the planning.
 - 1.2.4 Describe what opportunities for public participation were provided in the planning process (including but not limited to current and potential riders, local businesses, chambers of commerce, local economic development entities and elected officials.)
 - 1.2.5 Describe how the proposed transit service will be coordinated with transportation provided for the clients of human service and workforce agencies, with intercity bus transportation in the area, or with any other rural or urban public transit providers.
 - 1.2.6 Describe how the project may eliminate overlaps and gaps in public transportation services, including services that could be more effectively provided by existing, privately funded transportation resources and identify how the project may utilize under-used public transportation equipment.
 - 1.2.7 Describe how the proposed service complements or expands rather than duplicates any currently available services. Include a description of how the service increases the geographic coverage of the current transportation system.
 - 1.2.8 Describe any other planning or coordination efforts that were not mentioned above that are important to the project proposal.
 - 1.3 **Demonstration of Need for the Proposed Project:** (3 page maximum) In this section, the application should demonstrate the need. Applications should include information about opportunities not currently met by existing funding. Based on the information provided the proposals will be rated on the following:
 - 1.3.1 What is the demonstrated need for the project?
 - 1.3.2 How does the project address the need?
 - 1.3.3 Discuss how the project fills the gap between the need and the final expected result of the project.
 - 1.4 **Benefits of the Project:** (5 page maximum) In this section applications should identify expected project benefits, including basic goals and objectives for the project. Proposals will be rated on the basis of:

- 1.4.1 Improved efficiency or increased ridership;
 - 1.4.2 Improved mobility;
 - 1.4.3 Improved access;
 - 1.4.4 Expected savings or financial efficiencies;
 - 1.4.5 How the project will promote the development of transit information or opportunities;
 - 1.4.6 How the project will support local economic development and expand economic opportunity;
 - 1.4.7 How the project will improve the efficiency and effectiveness of the operation;
 - 1.4.8 How the project will support TxDOT's goals to reduce congestion, enhance safety, improve air quality, expand economic opportunity, and Increase the value of transportation assets; and
 - 1.4.9 Other benefits or desired results
- 1.5. **Project Budget:** The applicant is expected to provide detailed, itemized, specific project cost information, for each year of the project, with the understanding that supporting detail may be requested during the selection process.
- 1.5.1 Applicants must use the detailed line item budget form. The required match amount must be included in the project budget for each year. Vehicle capital budgets must include the estimated unit price of the vehicle(s). TxDOT may request supporting detail during the selection process.
 - 1.5.2 The total cost for the project must be broken down for each year. For a multi-year project, there shall be a budget for each year as well as a summary budget for the entire project.

Attachment A - Proposer Information

1. Legal Name of Proposer:	
2. Name of Parent Company , if applicable:	
3. Proposer Physical Address Information (must include all the following information):	
Physical Address:	
Street:	
City:	
County:	
State:	
Zip Code:	
4. Proposer Mailing Address Information if different:	
Mailing Address:	
Street:	
City:	
County:	
State:	
Zip Code:	
5. Website URL , if available:	
6. Payee Identification (PIN) Number (14 digits):	
7. Type of Organization (Mark all that are applicable):	
<input type="checkbox"/> Rural Transit District	<input type="checkbox"/> Private Non-Profit Organization
<input type="checkbox"/> Urban Transit District	<input type="checkbox"/> Private For-Profit Organization
<input type="checkbox"/> Metropolitan Planning Organization	<input type="checkbox"/> Private Consultant
<input type="checkbox"/> Metropolitan Transit Authority	<input type="checkbox"/> State Transit Association
<input type="checkbox"/> Governmental Entity	<input type="checkbox"/> University
<input type="checkbox"/> Native American Tribe / Indian Tribal Organization	<input type="checkbox"/> Other: _____
8. Primary Contact	9. Financial Officer
Name:	Name:
Title:	Title:
Phone:	Phone:
Fax:	Fax:
Email:	Email:
10. Signature Authority	
Name:	
Title:	
Phone:	
Fax:	
Email:	
11. Services to be procured competitively. List all services which you plan to procure competitively.	
12. Partnering Entities Please list any and all entities that are considered partners in this application.	

Attachment B - Project Summary Sheet

1. Indicate below all requested sources of funding:					
<input type="checkbox"/> JARC	<input type="checkbox"/> NF	<input type="checkbox"/> SPA	<input type="checkbox"/> RTAP	<input type="checkbox"/> ICB	<input type="checkbox"/> RD
2. Project Name with Brief Project Description:					
3. Type of Project: (Capital, Marketing, Facility, Operating Assistance, Planning, Training, Technical Assistance, Research, State Administrative, Project Administration or Other):					
4. List all Counties Served by this Project:					
5. This project serves approximately what percentage of urbanized and nonurbanized areas?					
Urbanized: _____%	Nonurbanized: _____%	Total: _____% must equal 100%			

Attachment C - Service Area Map(s). if applicable

Attachment D - Obligation Certification

As an authorized official of the (insert organization name)

I certify to the following:

1. The organization will participate in a continuous, comprehensive dialogue throughout the life of the project including but not limited to:
 - ◆ On-site monitoring by TxDOT personnel
 - ◆ Timely submission of required reports
 - ◆ Timely written notification of events that will affect the outcome of the project.
2. The organization will comply with all applicable federal, state and local laws and regulations. This includes but is not limited to:
 - ◆ Grant agreements
 - ◆ Applicable federal program circulars and similar federal guidance
 - ◆ Safety
 - ◆ Environment
 - ◆ Accessibility.
3. The organization has the resources to provide the required match.
4. The organization uses generally accepted accounting standards for its financial recordkeeping functions.
5. Proposer Affirmation: This is Certification that compensation has not been received for participation in the preparation of the specifications for this RFP.

Signed: _____

Printed/Typed Name: _____

Title: _____

Date: _____

Attachment E - Letters of Endorsement

Attachment F - Letters of Commitment

Attachment G - Project Budget

Provide a **detailed** Project Budget on how the Organization intends to spend requested grant funds, if approved in the Excel - Project Budget Worksheet, located at http://www.txdot.gov/services/public_transportation/transportation_rfp.htm. An example of the form is on the next page.

Remember- Do not modify the spreadsheet in any way.

For more information on ALI codes refer to FTA at www.fta.dot.gov/documents/ali.pdf

Attachment G

**Project Budget Worksheet
Line Item Budget**

A. Capital Costs

Program	Description	ALI Code, if known	Total					TDC's	Fuel
				Federal	State	Local	Other	Yes / No	Type
		Capital Subtotal							

B. Administrative Costs

Description		Total	Federal	State	Local	Other
1	Personnel					
2	Fringe Benefits					
3	Office supplies					
4	Postage & printing					
5	Office equipment					
6	Telephone					
7	Insurance					
8	Marketing					
9	Travel-in-area					
10	Travel-out-area					
11	Space costs					
12	Utilities					
13	Short term debt					
14	Audit					
15	Miscellaneous Professional					
16	Miscellaneous Cost					
17	Miscellaneous Direct Cost					
18						
19						
20						
	Administrative Subtotal					

C. Operating Costs

Description		Total	Federal	State	Local	Other
1	Personnel					
2	Fringe Benefits					
3	Fuel/Oil					

	Total of Above Local Funds	
	Total of Local Budget Totals	
	Difference	
	Percentage of Budget - Federal Funds Only	
	Capital Cost	
	Operating Cost	
	Administration Cost	
	Total	

Project Budget Comments: