

FFY 2008 and 2009 Grant Application

Agency (Applicant) Name: **Fresno Area Express**

Address **2223 G Street**

City **Fresno**

County **Fresno**

Zip **93706**

Contact Person **Darlene Christiansen**

Phone **559/621-1469**

Fax **559/488-1065**

Grant Program Type:

JARC

NF

Project Title:
Three-Position Bike Racks on Bus Fleet

PROGRAM OVERVIEW

Safe, Accountable, Flexible, Efficient Transportation Equity Act:

program emphasis coupled with targeted investment, featuring Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, Environmental Stewardship, and Environmental Streamlining.

The Job Access & Reverse Commute (JARC) and New Freedom (NF) Programs are authorized under the provisions set forth in SAFETEA-LU. These provisions authorize the U.S. Secretary of Transportation to apportion funds to each state for grants to these programs. SAFETEA-LU also includes new planning requirements for the JARC and NF Programs, requiring that projects funded through these programs “must be derived from a locally developed, coordinated public transit-human services transportation plan”.

The Governor of California has designated the Council of Fresno County Governments (Fresno COG) as the recipient of Federal Transit Administration (FTA) Section 5316 JARC and 5317 NF grants for the purpose of administering those funds in accordance to state and federal laws, statutes, and regulations. (Fact Sheets for the JARC/NF grant programs.)



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FTA SECTION 5316 JARC PROGRAM GOALS

The JARC program goal is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals in all areas. Another goal is to implement coordination of Federally assisted programs and services in order to make the most efficient use of federal resources.

FTA SECTION 5317 NF PROGRAM GOALS

The NF program goal is to provide new public transportation services to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation into society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. NF also seeks to expand the transportation mobility options available to persons with disabilities beyond requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.). The definition of “new service” is any service or activity that was not implemented or operational before August 10, 2005.

GRANT APPLICATION PROCEDURES

A. Eligible Applicants:

SAFETEA-LU requires that all JARC and NF projects selected for funding must be derived from a locally developed Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). The Coordinated Plan identifies existing services, needs, strategies and priorities for low-income individuals, individuals with disabilities and older adults. (Please see Page 7 of this Application.)

C. Eligible Activities for JARC and NF Projects:

Eligible JARC/NF projects may request up to three years of funding per project. Projects approved for multi-year funding will require yearly application updates to ensure compliance with the original approved project scope. Funding commitments in the second and third year are not guaranteed, but will be granted pending the level of federal appropriations to Fresno COG. Eligible JARC projects include, but are not limited to:

JARC Operating Activities

- Late night and weekend service
- Guaranteed ride home service
- Shuttle service
- Expanded fixed-route public transit routes
- Demand-responsive service
- Ridesharing and carpooling activities
- Voucher programs

JARC Capital Activities

- Intelligent Transportation Systems (ITS)
- Promotion of operating activities
- Vehicles
- Mobility management activities

NF funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (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. The definition of "new service" is any service or activity that was not implemented or operational before August 10, 2005. Eligible activities include, but are not limited to:

NF Operating Activities

- Expansion of paratransit service beyond the minimum requirements of ADA
- Expansion of hours for paratransit service
- Enhancement of services
- Voucher programs
- Volunteer driver programs

NF Capital Activities

- Acquisition of accessibility equipment beyond ADA requirements
- Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs*
- Mobility management activities

**Due to limited NF funding, vehicle purchases should refer to the Elderly & Disabled Specialized Transit Program (FTA Section 5310) and/or Large Urban NF Programs.*

GRANT APPLICATION PROCEDURES

SAFETEA-LU allows projects considered as “mobility management” eligible as a capital expense under the

D. JARC/NF Performance Measures

The following indicators will be used to measure project effectiveness.

1. JARC Program

- Actual or estimated number of jobs that can be accessed as a result of geographic temporal coverage of JARC projects implemented on the current reported year
- Actual or estimated number of rides (as measured by one-way trips) provided as a result of the JARC projects implemented in the current reporting year.

2. NF Program

- Increase or enhancements related to geographic coverage, service quality and or service times that impact availability of transportation services for individuals with disabilities as a result of the New Freedom projects implemented in the current reporting year.
- Additions or changes to environmental infrastructure (e.g. transportation facilities, side walks, etc), technology, and vehicles that impact availabilities of transportation services as a result of the New Freedom projects implemented in the current reporting year.
- Actual or estimated number of rides (measured by one-way trips) provided for individuals with disabilities as a result of the New Freedom projects implemented in the current reporting year.

E. FFY 2007 Grant Award Amount (Federal Funds Only) Per Project/Per Year:

JARC: \$200,000
NF: \$125,000

F. Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. The U.S. Department of Transportation (USDOT) program funds cannot be used as a source of local match for other FTA programs, even when used to contract for service. However, some examples of allowable sources for local match monies for JARC and/or NF Programs operating assistance are dedicated tax revenues, private donations, revenue from human service contracts, and net income generated from advertising and concessions. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Agriculture. Volunteer services or other in-kind contributions are examples of non-cash share. These contributions are eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost that would otherwise be eligible under the program, and is included in the net project cost in the project budget. In either case, the cost of providing the contract service is included in the total project cost.

GRANT APPLICATION PROCEDURES

G. Project Selection Process:

projects for funding through a competitive process and recommend funding levels from the JARC and New Freedom Programs.

H. Application Timeline:

<i>Date</i>	<i>Activity</i>
October 2009	<ul style="list-style-type: none">• Call for Projects
January, 2009	<ul style="list-style-type: none">• All Applications Due to Council of Fresno County Governments
March 2009	<ul style="list-style-type: none">• Evaluation and Program of Projects Selection
June 2009	<ul style="list-style-type: none">• Submission to FTA for Approval

APPLICATION CHECKLIST

ALL APPLICATIONS DUE to Fresno COG: JANUARY 15, 2010

APPLICANT ELIGIBILITY

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APPLICANT ELIGIBILITY

The projects selected for funding under the Section 5316 and 5317 program must be “derived from a locally developed, coordinated public transit-human services transportation plan” (Coordinated Plan) that was “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” (Circular, V-5)

For additional information see the California Coordinated Plan Resource Center website at:

http://www.dot.ca.gov/hq/MassTrans/coor_plan_res.htm


Required Elements: Projects shall be derived from a coordinated plan that minimally includes four elements and a level consistent with available resources and the complexity of the local institutional environment. (Circular, V-2)

Adoption of a Plan: As part of the local coordinated planning process, the lead agency in consultation with participants should identify the process for adoption of the plan. This grant application must document the local plan from which each project is derived, including the lead agency, the date of adoption of the plan, or other appropriate identifying information. (Circular, V-7 & V-8)

Coordinated Plan Lead Agency

Agency <i>Council of Fresno County Governments</i>	
Title of Coordinated Plan <i>Fresno County Coordinated Human Services Transportation Plan</i>	Date Plan Adopted (attach documentation) <i>January 24, 2008</i>
	Date of Draft Plan
Agency Representative Name (Print) <i>Todd Sobrado</i>	Title <i>Planning Coordinator II</i>
Signature	Date

Grant Applicant

Agency <i>Fresno Area Express</i>	
Agency Representative (Print) <i>Kenneth Hamm</i>	Title <i>Director of Transportation</i>
Signature 	Date <i>January 15, 2010</i>

APPLICANT ELIGIBILITY

II Private Nonprofit Agency Status Inquiry and Certification

current legal standing from the California Secretary of State Information Retrieval /Certification & Records Unit (IRC Unit). The "Status Inquiry" document must be attached as an appendix to the application. To assist you in obtaining this information, use one of these two methods:

1. To obtain Corporate Records Information over the Internet, go to: <http://kepler.ss.ca.gov/list.html> and enter your agency name. If you are active, print the page and use that as proof. If you are not active, go to page 2 and follow the directions. If the verification of your status is not available at the time you submit your application, you must indicate the date on which you requested the verification and the estimated date it will be forwarded to the Sections 5316 JARC and 5317 New Freedom Programs.
2. If you are unable to locate the information on line, you can obtain the "Status Inquiry" document by making a written request to:

**Secretary of State
Information Retrieval/Certification Unit (IRC)
1500 11th Street, 3rd Floor, Sacramento, CA 95814.**

Do not submit articles of incorporation, by laws or tax status documentation.

Private Non-profits
Name of Non-profit Applicant: N/A
State of California Articles of Incorporation No.:
Date of Incorporation:


APPLICANT ELIGIBILITY

III. General Certifications and Assurances

Name of Applicant: Fresno Area Express		
Address: 2223 G Street, Fresno, CA 93706		
Contact Person: Kenneth Hamm	Work Phone 559/621-1439	Work Fax 559/488-1065

- a. The applicant assures that no person, on the grounds of race, color, creed, national origin, sex, age, or disability shall be excluded from participating in, or denied the benefits of, or be subject to discrimination under any project, program, or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the applicant receives Federal assistance funded by the Federal Transit Administration (FTA).
- b. The applicant assures that it shall not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age or disability and that it shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age.
- c. The applicant certifies that it will conduct any program or operate any facility that receives or benefits from Federal financial assistance administered by FTA in compliance with all applicable requirements imposed by or pursuant to 49 CFR Part 27, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance" and the Americans with Disabilities Act of 1990, as amended, at 49 CFR Parts 27,37, & 38.
- d. The applicant assures that it will comply with the Federal statutes, regulations, executive orders, and administrative requirements, which relate to applications made to and grants received from FTA. The applicant acknowledges receipt and awareness of the list of such statutes, regulations, executive orders, and administrative requirements that is provided as references in FTA Circular 9045.1 - "New Freedom Program Guidance and Application Instructions, dated May 1, 2007."
- e. The applicant certifies that the contracting and procurement procedures that are in effect and will be used by the applicant for Section 5316 and 5317 equipment are in accordance and comply with the significant aspects of FTA Circular 4220.1, "Third Party Contracting Guidelines."
- f. The applicant certifies that any proposed project for the acquisition of or investment in rolling stock is in conformance with FTA rolling stock guidelines.
- g. The applicant certifies that it will comply with applicable provisions of 49 CFR Part 605 pertaining to school transportation operations which prohibits federally-funded equipment or facilities from being used to provide exclusive school bus service.
- h. The applicant certifies that it will comply with Government Code 41 U.S.C.701 et seq, and 49CFR, Part 32 in matters relating to providing a drug-free workplace.
- i. To the best of my knowledge and belief, the data in this application are true and correct, and I am authorized to sign these assurances and to file this application on behalf of the applicant.

Certifying Representative

Name (print): Kenneth Hamm	
Title (print) Director of Transportation	
Signature: 	Date January 15, 2010

APPLICANT ELIGIBILITY

IV. CIVIL RIGHTS/DBE

If **NO** lawsuits or complaints were received or acted on – subrecipient must provide the following statement:

THERE WERE NO LAWSUITS OR COMPLAINTS RECEIVED OR ACTED ON IN THE LAST YEAR RELATING TO TITLE VI OR OTHER RELEVANT CIVIL RIGHTS REQUIREMENTS.

DISADVANTAGED BUSINESS ENTERPRISE

Disadvantaged Business Enterprise (DBE) Requirements

All successful applicants of the JARC/NF funds for Other Equipment (non-vehicle) projects must adhere to the *California State Disadvantaged Business Enterprise Program Plan* as it applies to local agencies (see http://www.dot.ca.gov/hq/bep/documents/dbe/dbe_program_plan_final.pdf).

Additionally, successful applicants must submit a completed *Disadvantaged Business Enterprise Race-Neutral Implementation Agreement For Federal Transit Administration Subrecipients* with their signed Standard Agreement contract (see <http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/FTA-Dbc-Implement-Agr.doc>).

APPLICANT ELIGIBILITY

service days/hours. Include begin and end dates.

FAX began installing two-position bike racks on all buses in the fixed-route fleet in 1997. Since then, the use of the racks has continued to increase. In fact, at this time, riders on the busiest routes are often forced to wait for the next bus because the bike rack is full. Recently, three-position racks began to be installed; however, most of the fleet is in need of this upgrade. This grant would enable FAX to outfit the remainder of the fleet with three-position racks.

These improvements are not specifically tied to service days/hours. If FAX receives this grant award, a procurement process will begin with the City of Fresno's Purchasing Division. Once a contractor is chosen for the project, manufacture will begin and install should be completed within 18 months.

Project Eligibility

Provide rational why project qualifies for JARC/NF funding.

Given that in the more rural and some suburban areas of the Fresno region, bus stops may be farther apart and/or routes may not completely cover less densely populated areas, it is more likely that residents may ride a bicycle to catch the bus, or may need a bike once disembarking at their bus stop to get to their destination (e.g., a job). Bikes are commonly used in the urban centers of Fresno as well. This makes JARC a great fit for this project, since among its goals is transporting "residents of urbanized areas and non-urbanized areas to suburban employment opportunities." Having the option to use a bike in conjunction with transit service makes riding the bus a great option for many area residents.

Detailed Project Budget

Describe how total costs for project have been estimated, including various cost components. Show amount of JARC/NF funding requested. If project includes both operating and capital components, please show cost calculations and funding requests for both.

The FAX Maintenance Division, the division responsible for maintaining FAX's fleet, spoke to bike rack manufacturers to gather cost estimates. The fixed-route fleet includes 120 buses, with 110 needing the three-position racks. The bike racks are estimated to cost \$1,200 each. Thus the total project cost is anticipated to be \$132,000, where \$105,600 (80%) is the federal share, and \$26,400 (20%) is the local share.

Source(s) of Matching Funds

Describe where/who match will come from and what type of funding it might be (federal/state/local/private, etc.) including program names, if applicable.

The local match for this project will come from State funding – Prop 42 and/or Prop 1B.

Inclusion of Project in Transportation Improvement Program (TIP)


Provide specific page references to where proposed project is programmed in the current year of the locally approved TIP. If project is not currently in the current year of the approved TIP, describe the status of the effort to get this accomplished and the anticipated time-frame for completion.

Additional Justification

If there are benefits to the transit program anticipated as a result of implementing the proposed project, beyond those addressed in the Human Services Coordinated Transportation Plan, please describe.

TRANSMITTAL LETTER

PROJECT SUMMARY

Address: 2223 G Street	
City/State/Zip: Fresno, CA 93706	
Contact Person: Darlene Christiansen	
E-mail: darlene.christiansen@fresno.gov	
Phone: 559/621-1469	Fax: 559/488-1065
B. Project Type (check one):	
<input checked="" type="checkbox"/> Capital Only (80%) <input type="checkbox"/> Capital (80%) and Operating (50%)	
<input type="checkbox"/> Operating Only (50%)	
C. Program (check one): * Due to limited New Freedom funding, vehicle purchases with these funds are discouraged. Refer to the Elderly & Disabled Specialized Transit Program (FTA Section 5310) and/or Large Urban NF Programs.	
<input checked="" type="checkbox"/> JARC Project - FTA Section 5316 <input type="checkbox"/> New Freedom Project - FTA Section 5317	
D. JARC/New Freedom Project Information:	
Project Title/Summary: Three-Position Bike Racks on Bus Fleet	
E. Funding Request:	FFY 2007-09
JARC Urban Request:	\$
NF Urban Request:	\$105,600
Total Match Funds: <i>(Non-DOT federal, state, local or private)</i>	\$ 26,400
Total Cost of Project:	\$132,000
F. Authorized Signature:	
Name (print): Kenneth Hamm	
Title (print): Director of Transportation	
Signature: 	Date: January 15, 2010

TRANSMITTAL LETTER

II. APPLICATION DEADLINE

Four applications (original and three copies) must be submitted to Fresno COG no later than January 15, 2010. Faxed or electronic applications will not be accepted.

Applications must be submitted to the following address:

**Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-4148**

The information in this application is public record. Therefore, applicants should not include information regarded as confidential.

To the best of my knowledge and belief, all data in this application is true and correct. The applicant will comply with the necessary Certifications and Assurances if assistance is awarded.

TRANSMITTAL LETTER

PART III. SCORING CRITERIA

A. Does the project meet the JARC or New Freedom Program Goals and Objectives? (20 total points)

1. An applicant must be consistent with the overall JARC or New Freedom program goals and objectives, as listed in the program goals on Page 2 of this application. (10 points maximum)
2. Applicant demonstrates how project activities directly address transportation gaps and/or barriers identified through the locally developed human services transportation planning process within their communities. (Applicant indicates the section/page number in the Coordinated Plan). (10 points maximum)

B. Operational/Implementation Plan? (20 points)

3. Applicant provides a well-defined operations plan with defined routes, schedules, current/projected ridership, key personnel, and marketing strategies with supporting documentation for carrying out the project. For Capital and Mobility Management projects, applicant provides an implementation plan that includes project tasks, timeframes, benchmarks, key milestones, key personnel, deliverables and estimated completion date with supporting documentation. Both the operations and implementation plans must identify key personnel assigned to this project and their qualifications, including resumes and certifications as supporting documentation. Applicants must demonstrate their institutional capability to carry out the service delivery aspect of the project.

C. Describe the Program Effectiveness and Performance Indicators (20 total points):

4. Applicant identifies clear measurable outcome-based performance measures and indicators to track the effectiveness of the project as described in page 4 of the application. Applicant states the number of persons to be served, trip purpose(s), and the number of trips. Additional measurable units of service can also be used. Applicant must describe the outcome (impact) that the project will have on low-income (JARC) or individuals with disabilities (New Freedom). (10 points maximum)
5. Applicant describes a process that details the ongoing monitoring and evaluation of the project or service, including methodologies and desired outcomes based upon the performance objectives identified above in Question 4. (10 points maximum)

D. Communication and Outreach (20 total points):

6. Stakeholder list should include, but not be limited to, Health and Human Services Agencies, public/private sector, non-profit agencies, transportation providers, and members of the public representing low-income (JARC) and individuals with disabilities (New Freedom). Applicants will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. (10 points maximum)
7. Applicants must keep stakeholders involved and informed of project activities throughout the project timeline. Applicant must also describe how they would promote public awareness of the project. Three (3) letters of support from stakeholders must be attached to the grant application. (One of the three support letters may come from a client of the proposed project.) (10 points maximum)

E. Provide the Applicant's Project Budget (0 or 20 points):

8. Please provide your budget information on the form(s) supplied on the next page. A complete listing of budgetary information will be necessary to receive the full 20-point value. *Failure to provide all of the required information will result in 0 points for this question.* Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds.

PART IV.

PROJECT NARRATIVE

A. Goals and Objectives

1. Briefly describe how your proposed project is consistent with the goals and objectives of either the JARC or New Freedom grants programs, as listed on Page 2 of this application. (10 points maximum)

Many Fresno area residents utilize a FAX bus to get to and from work. As noted on page 11 of this application, having bike racks on the buses increases the desirability of riding the bus, especially into and out of suburban areas where bus stops may be farther from a resident's trip starting or ending point. With the current two-position racks, on the busier bus routes, customers may be forced to wait for the next bus when the bike rack is full. Adding the three-position racks will reduce this need, and thus reduce wait times, increasing system reliability.

2. Specify how your project addresses the gap(s) and/or barrier(s) identified through your Coordinated Plan. (Indicate the section/page number in the Coordinated Plan addressing the gaps and/or barriers) (10 points maximum)

This project addresses priorities in the Coordinated Plan like Priority 14 (*Transportation for those who can't drive*). Though bikes are not specifically mentioned in this priority, it is clear that with bike racks, transit riders who are too young to drive, or who don't own a car, can more fully utilize the transit systems in the region with the additional flexibility of using their bike in conjunction with the bus.

B. Operational/Implementation Plan

3. For ~~Operating projects, describe your operational plan that includes defined routes, schedules, current/projected ridership, key personnel, and marketing strategies; and/or~~ for Capital and Mobility Management projects, describe your implementation plan that includes project tasks, timeframes, benchmarks, key milestones, key personnel, deliverables and estimated completion date. Attach supporting documentation to substantiate your plan(s). (20 points maximum)

Upon grant award, FAX's Maintenance Division, under the direction of James Samuel, Maintenance Manager, will work with the City of Fresno's Purchasing Division and proceed through the City's procurement process, issuing an RFP/RFQ as appropriate. This process should take no longer than 6 months. Mr. Samuel, or one of his capable staff members, will spearhead implementation of the bid/award process and manage the project through manufacture and installation, which is anticipated to take approximately 18 months.

PROJECT NARRATIVE

C. Program Effectiveness and Performance Indicators

desired outcome (impact) that the project will have on low-income individuals (JARC) or individuals with disabilities (See Page 4 for performance measures). (10 points maximum)

The desired outcome of adding three-position bike racks to all of the FAX fleet is to enable greater use of the fixed-route system by the bike-riding segment of the Fresno population. This will increase the ability of residents to use a bus to get to and from work, and will certainly increase system reliability, and customer satisfaction. It is difficult to estimate the number of increased rides, but an increase is definitely anticipated.

5. Based upon the performance objectives and outcomes identified in Question 4 above, describe your methodologies and procedures for ongoing monitoring and evaluation of the project or service. (10 points maximum)

As noted above, it is difficult to estimate the number of increased rides, but an increase is anticipated and can be tracked through current methods and soon also by the new Automated Passenger Counters that will be installed on all FAX buses over the next year. Also, customer satisfaction increases can be tracked through current survey methodologies.

D. Communication and Outreach

6. List all stakeholders involved in the project. List should include, but not be limited to, Health and Human Services Agencies, public/private sector, non-profit agencies, transportation providers, and members of the public representing low-income (JARC) and individuals with disabilities (New Freedom). Attach three (3) letters of support from stakeholders to the grant application. (10 points maximum)

Stakeholders for this project are transit riders and potential transit riders who also have a need to utilize a bike as they travel between home and work, shopping and/or other destinations in the region.

PROJECT NARRATIVE

project will be accomplished via mechanisms that already exist and function well in the community. Existing newsletters, communication (e.g., notices advertising the project, etc.) with employment centers and bike stores, as well as other public forums will be used to keep the stakeholders informed.

E. Proposed Project Budget

8. Applicants should provide a complete budget plan, showing revenues and expenditures in the format provided below. Estimate the proposed cost per trip (or other unit of service). Briefly describe efforts to ensure its cost-effectiveness. (0 or 20 points)

The RFP process will ensure a competitive process that will give FAX the most cost-effective project possible. Additional budget details can be found on pages 11 and 20 of this application.

PART V.

FTA SECTION 5316 JARC/5317 NEW FREEDOM PROGRAM
Proposed Budget – Capital Project (Part 1 of 2)

Capital Equipment on State Procurement Contract	Number	Unit Cost	Total Cost
Vehicles (cost shown includes accessibility equipment) Standard seating capacity examples by vehicle type			
Minivan (Type IV) 5 Ambulatory Passengers (AP)		\$42,000	
Modified Van (Type V) 8 AP		\$50,000	
Small Bus (Type IA- Ford) 8 AP; 2 Wheelchair (WC) *		\$53,000	
Small Bus (Type IB- Chevy) 8 AP; 2 WC *		\$56,000	
Medium Bus (Type II Short) 9 AP; 2 WC		\$56,000	
Medium Bus (Type II) 12 AP; 2 WC *		\$57,000	
Large Bus (Type III) 16 AP; 2 WC *		\$61,000	
Larger Bus (Type VII) 20 AP; 2 WC *		\$95,000	
Largest Bus (Type VIII) 22 AP; 2 WC*, opt Compressed Natural Gas		\$186,000	

* Rear wheelchair lift floor plan

Other Capital Equipment

Applicant must attach three (3) estimates of equipment **with** this application. The average of the 3 estimates will be the requested grant amount. If equipment is to be sole sourced, written justifications must be attached. Other eligible equipment includes: wheelchair lifts and restraints; radios and communication equipment; initial component installation costs; computer hardware and software (scheduling and vehicle maintenance software); transit related intelligent transportation systems (ITS); and the introduction of new technology through innovative and improved products into public transportation.

Equipment	Number	Unit Cost	Total Cost
Computer Hardware			
Computer Software			
Maintenance Equipment			
Other Eligible Equipment (describe)			
Communications Equipment	Number	Unit Cost	Total Cost
Base Station			
Mobile Radio			

FTA SECTION 5316 JARC/5317 NEW FREEDOM PROGRAM Proposed Budget – Capital Project (Part 2 of 2)

ITEM DESCRIPTION	COST
Add three-position bike racks to all fixed-route buses in fleet	\$132,000
	\$
	\$
	\$
NET PROJECT COST:	\$132,000
LOCAL SHARE (Itemize by Source Type & Amount)	AMOUNT
State Funding (Prop 42 and/or Prop 1B)	\$26,400
	\$
	\$
	\$
TOTAL LOCAL SHARE = Allowable Percentage (20%)	\$26,400
TOTAL FEDERAL SHARE= Allowable Percentage (80%)	\$105,600