Agenda Report

2725 Judge Fran Jamieson Way
Viera, FL 32940

Consent

F.18. 5/23/2023

Subject:

Approval, Re: Authorizing Resolution, Grant Application, Use of Toll Revenue Credits, Execution of Follow-up Grant Agreement, Re: Fiscal Year 2023 Space Coast Area Transit Low-No Emission Competitive Grant Program (Section 5339c) from Federal Transit Administration

Fiscal Impact:

$5,940,820 - Federal Transit Administration Capital Funds (4136)
$1,273,032 - Florida Department of Transportation Toll Revenue Credit (No exchange of funds)

Dept/Office:

Transit Services

Requested Action:

It is requested that the Board of County Commissioners approve and authorize the following:

- the Chair to sign the Authorizing Resolution,
- the Chair to sign the Grant Application form SF424,
- the use of the Florida Department of Transportation Toll Revenue Credits,
- the Chair to sign the Designation of Signature Authority allowing staff to submit the Grant electronically,
- the Transit Director to execute and submit the Grant Agreement electronically, contingent upon County Attorney and Risk Management approval,
- the Transit Director to execute any additional follow-up documentation, resolutions and amendments necessary to secure these funds,
- authorize the County Manager to execute any necessary Budget Change Requests.

Summary Explanation and Background:

The Federal Transit Administration (FTA) with funds from the Bipartisan Infrastructure Law (BIL) has announced the availability of approximately $1.22 billion in competitive grants under the Low or No Emission Vehicle Program -5339(c) (Low-No Program) for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. The Federal Government has committed to reaching a net-zero emissions economy by 2050. Space Coast Area Transit can help achieve this goal by transitioning to low and no emission buses when feasible. In an effort to meet the required deadline Staff has applied for the following project:

- Space Coast Area Transit is seeking to purchase eight (8) 35-foot Hybrid Electric Gillig Busses.

These Hybrid Electric transit busses will serve as replacements to vehicles acquired in 2007 which have

exceeded their useful life in our current fleet. If awarded an expected delivery timeframe for the new vehicles will be in approximately 18-20 months.
This project will be funded through the Federal Transit Administration Section 5339c funds. The local match for the capital project will be provided through the Florida Department of Transportation Toll Revenue Credits Policy. Under this program, no exchange of funds occurs; however, the use of the Toll Revenue Credits will allow for the 15% local match requirement.

Submission of this application to the Board was delayed until staff received required toll revenue credit match approval. The Grant Application has already been submitted to the Federal Transit Administration for review and awarding of funds should our application be chosen. The Program of Projects will be subsequently updated in Transit Services' Fiscal Year 2023-2024 Budget.

Clerk to the Board Instructions:

Please send a copy of the Board Memorandum, Authorizing Resolution, Grant Application and and Designation of Signature Authority to Transit Services.

BREVARD County
BOARD OF COUNTY COMMISSIONERS

FLORIDA'S SPACE COAST

Kimberly Powell, Clerk to the Board, 400 South Street • P.O. Box 999, Titusville, Florida 32781-0999

Telephone: (321) 637-2001
Fax: (321) 264-6972
Kimberly.Powell@brevardclerk.us

May 24, 2023

MEMORANDUM

TO: Terry Jordan, Transit Services Director

RE: Item F.18., Authorizing Resolution, Grant Application, Use of Toll Revenue Credits, Execution of Follow-Up Grant Agreement for Fiscal Year 2023 Space Coast Area Transit Low-No Emission Competitive Grant Program (Section 5339c) from Federal Transit Administration

The Board of County Commissioners, in regular session on May 23, 2023, adopted and authorized the Chair to sign Authorizing Resolution No. 23-052; authorized the Chair to sign the Grant Application Form SF424; approved the use of the Florida Department of Transportation Toll Revenue Credits; authorized the Chair to sign the Designation of Signature Authority allowing staff to submit the Grant electronically; authorized you to execute and submit the Grant Agreement electronically, contingent upon County Attorney and Risk Management approval; authorized you to execute any additional follow-up documentation, resolutions, and amendments necessary to secure these funds; and authorized the County Manager to execute any necessary Budget Change Requests. Enclosed are fully-executed Authorizing Resolution, Grant Application, and Designation of Signature Authority to Transit Services.

Your continued cooperation is always appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
RACHEL M. SADOFF, CLERK

Kimberly Powell

Kimberly Powell, Clerk to the Board

Encls. (3)

/tr

cc: County Manager
Finance
Budget

OMB Number: 4040-0020
Expiration Date: 02/28/2026

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

1.a. Type of Submission:

- [x] Application
- [ ] Plan
- [ ] Funding Request
- [ ] Other

Other (specify):

1.b. Frequency:

- [x] Annual
- [ ] Quarterly
- [ ] Other

Other (specify):

1.c. Consolidated Application/Plan/Funding Request?

Yes [ ] No [x] Explanation

1.d. Version:

- [x] Initial
- [ ] Resubmission
- [ ] Revision
- [ ] Update

2. Date Received:

STATE USE ONLY:

3. Applicant Identifier:

5. Date Received by State:

4a. Federal Entity Identifier:

1029

6. State Application Identifier:

4b. Federal Award Identifier:

7. APPLICANT INFORMATION:

a. Legal Name:

Brevard County Board of County Commissioners

b. Employer/Taxpayer Identification Number (EIN/TIN):

59-6000523

c. UEI:

U9WRHX25GD23

d. Address:

Street1:

2725 Judge Fran Jamieson Way

Street2:

City:

Viera

County / Parish:

Brevard

State:

FL: Florida

Province:

Country:

USA: UNITED STATES

Zip / Postal Code:

32940-6605

e. Organizational Unit:

Department Name:

Transit Services

Division Name:

f. Name and contact information of person to be contacted on matters involving this submission:

Prefix:

Ms.

First Name:

Karen

Middle Name:

Last Name:

Petters

Suffix:

Title: Finance Officer

Organizational Affiliation:

Brevard County

Telephone Number: (321) 635-7815 Ext. 52933

Fax Number:

Email: Karen.Petters@brevardfl.gov

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

8a. TYPE OF APPLICANT:

B: County Government

Other (specify):

b. Additional Description:

9. Name of Federal Agency:

Federal Transit Administration

10. Catalog of Federal Domestic Assistance Number:

20.526

CFDA Title:

Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs

11. Descriptive Title of Applicant's Project:

Brevard County/Space Coast Area Transit Low-Emission Replacement Vehicles

12. Areas Affected by Funding:

Brevard County, Florida

13. CONGRESSIONAL DISTRICTS OF:

a. Applicant: FL-008

b. Program/Project:

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

Add Attachment | Delete Attachment | View Attachment

14. FUNDING PERIOD:

a. Start Date: 06/27/2023

b. End Date: 06/16/2025

15. ESTIMATED FUNDING:

a. Federal ($): 5,940,820.00

b. Match ($): 1,273,032.00

16. IS SUBMISSION SUBJECT TO REVIEW BY STATE UNDER EXECUTIVE ORDER 12372 PROCESS?

☐ a. This submission was made available to the State under the Executive Order 12372 Process for review on:

☐ b. Program is subject to E.O. 12372 but has not been selected by State for review.

☒ c. Program is not covered by E.O. 12372.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

17. Is The Applicant Delinquent On Any Federal Debt?

Yes ☐ No ☒ Explanation

18. By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I Agree ☒

** This list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:	First Name:
Mr.	Terry

Middle Name: A.

Last Name: Jordan

Suffix:	Title:
	Transit Director

Organizational Affiliation: Brevard County Board of County Commissioners

Telephone Number: (321)349-2960

Fax Number:

Email: Terry.Jordan@brevardfl.gov

Signature of Authorized Representative: Terry A. Jordan

Date Signed: 04/13/2023

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Consolidated Application/Plan/Funding Request Explanation:

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Applicant Federal Debt Delinquency Explanation:

South Operations
460 S. Harbor City Blvd
Melbourne, FL 32901
Office: 321.952.4561
Fax: 321.952.4546

space coast AREA TRANSIT

RESOLUTION NO. 23 - 052

RESOLUTION authorizing the filing of application(s) with the Department of Transportation, United States of America, for grant(s) under the Urban Mass Transportation Act of 1964, as amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for a mass transportation program of projects and budgets; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs in the program; and

WHEREAS, it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Urban Mass Transportation Act of 1964, as amended, the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the applicant that minority business enterprise be utilized to the fullest extent possible in connection with these project(s), and that definite procedures shall be established and administered to ensure that minority business shall have the maximum construction contracts, supplies, equipment contracts, or consultant and other services.

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF BREVARD COUNTY, FLORIDA,

1. That the Chair, Brevard County Board of County Commissioners, is authorized to execute and file application(s) on behalf of the Board of County Commissioners, Brevard County, Florida, with the U. S. Department of Transportation to aid in the financing of planning, capital and/or operating assistance projects pursuant to Section 9 of the Urban Mass Transportation Act of 1964, as amended.

2. That the Chair, Brevard County Board of County Commissioners, is authorized to execute and file with such applications an assurance or any other document required by the U. S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.

3. That the Transit Director, Brevard County Space Coast Area Transit is authorized to furnish such additional information as the U. S. Department of Transportation may require in connection with the application for the program of projects.

4. That the Transit Director, Brevard County Board of County Commissioners, is authorized to execute grant agreement on behalf of Brevard County Board of County Commissioners, Brevard County, Florida, with the U. S. Department of Transportation for aid in the financing of the planning, capital, and/or the operating assistance program of projects.

CERTIFICATION

The undersigned duly qualified and acting Chair, Brevard County Board of County Commissioners, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of County Commissioners, Brevard County, Florida, held on May 23, 2023.

By _____
Rita Pritchett, Chair
Brevard County Board of County Commissioners
As approved by the Board on 5/23/2023

(SEAL)

_____
Rachel M. Sadoff, Clerk

Administration Office
401 S. Varr Avenue
Cocoa, FL 32922
Office: 321.635.7815
Fax: 321.633.1905

Space Coast Area Transit

DESIGNATION OF SIGNATURE AUTHORITY
For The
TRANSIT AWARD MANAGEMENT SYSTEM
(TrAMS)

The Brevard County Board of County Commissioners hereby designates Terry A. Jordan, Transit Services Director, and Karen Petters, Finance Officer, as authorized to access the Federal Transit Administration's (FTA) Electronic Application/Award Management System, also referred to as the Transit Award Management System (TrAMS), and use a Personal Identification Numbers (PIN) to execute the annual Certifications and Assurances issued by the Federal Transit Administration (FTA), to transmit and submit all applications to FTA for Federal assistance (or amendments thereafter), and to execute all awards of FTA assistance on behalf of the officials named below, thus binding the Applicant/Recipient's compliance with FTA's requirements.

Rita Pritchett, Chair
Brevard County Board of County Commissioners
As approved by Board on May 23, 2023

ATTEST:

Rachel M. Sadoff, Clerk

Space Coast Area Transit

FY 2023 Competitive Funding Opportunity:

No or Low Emission Grant Program

Supporting Documentation

April 12, 2023

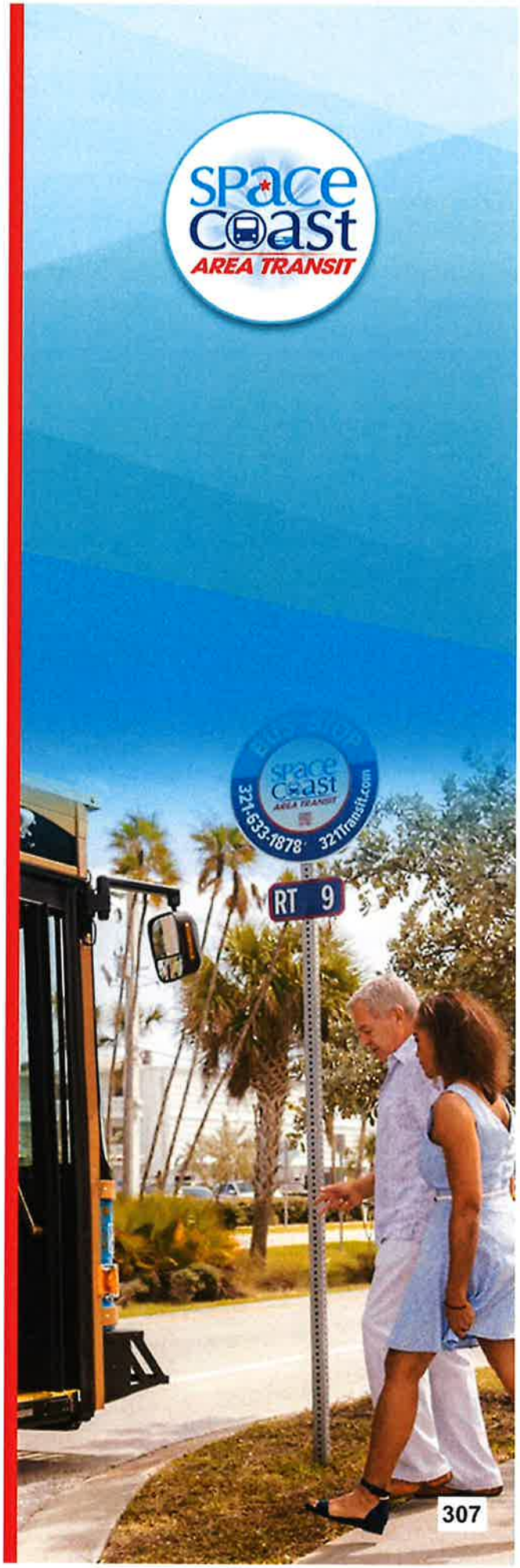
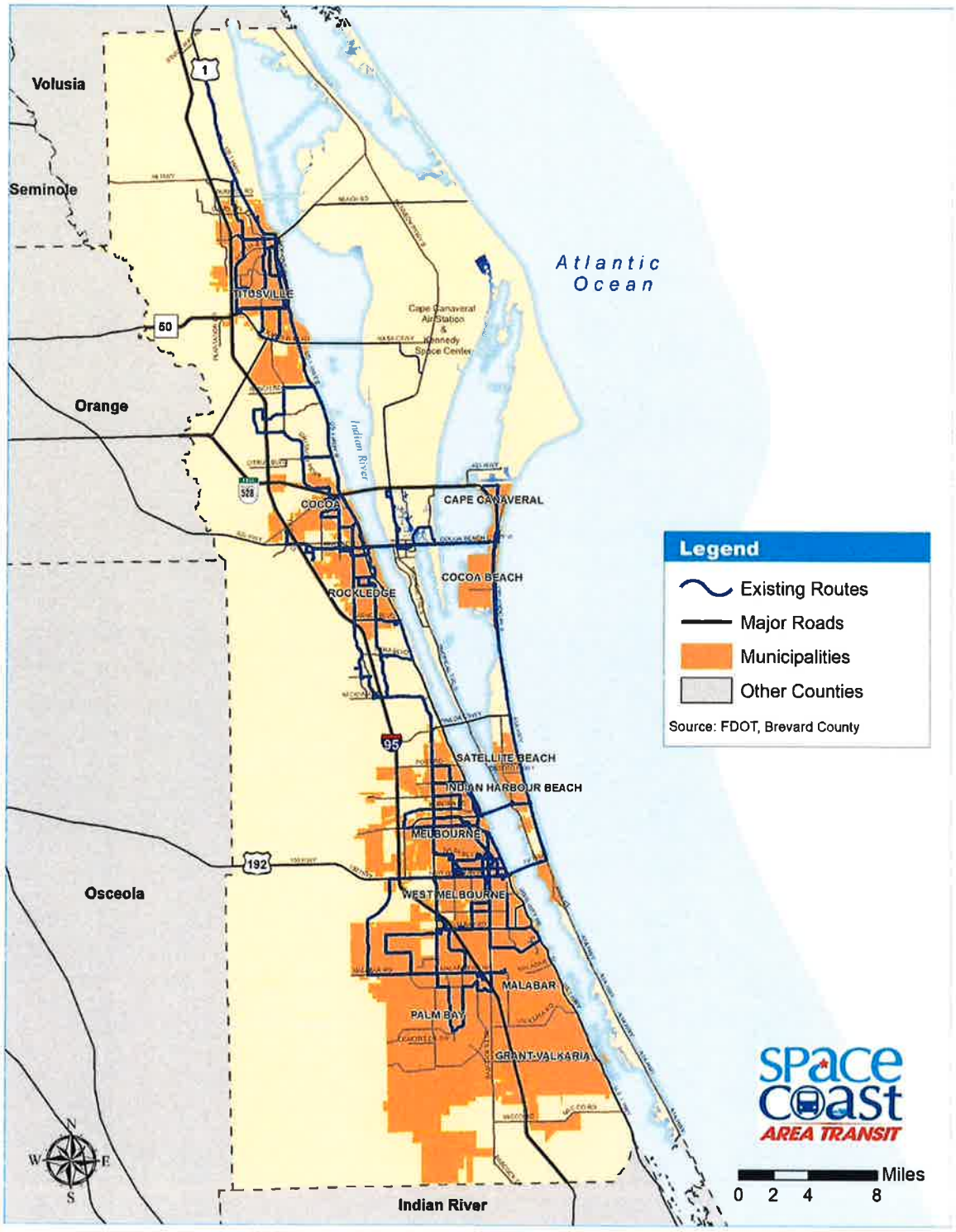


Table of Contents

Item A – Space Coast Area Transit's Service Area

A.1: Service Area Map



Item B – Demonstration of Need

B.1: Space Coast Area Transit – Useful Life Benchmark (2007 35-foot & 40-foot GILLIG Bus)

ATTACHMENT B
CONDITION ASSESSMENT OF CAPITAL ASSETS

Asset Category	Asset Class	Individual Asset(s)	Fleet Size	Vehicle/ Equipment Age	FTA Years Useful Life Benchmark (ULB)	SCAT Years Useful Life Benchmark (ULB)	Years Remaining	Average Lifetime Miles	FTA State of Good Repair (SGR)	SCAT Miles Useful Life Benchmark (ULB)	Miles Remaining	Exceed Useful Life Benchmark (ULB)	FY 20 Performance Metric (% Exceeding ULB)
Rolling Stock	Bus (BU) Fixed Route (43 Vehicles)	2007 35' Gillig LF	6	13	12	14	1	659,846	500,000	650,000	-9,846	E	19%
		2007 40' Gillig LF	2	13	12	14	1	713,205	500,000	650,000	-63,205	E	
		2011 35' Gillig LF	14	9	12	14	5	536,008	500,000	650,000	113,992		
		2011 40' Gillig LF	2	9	12	14	5	526,264	500,000	650,000	123,736		
		2013 35' Gillig LF	2	7	12	14	7	437,872	500,000	650,000	212,128		
		2013 40' Gillig LF	2	7	12	14	7	482,888	500,000	650,000	167,112		
		2015 35' Gillig LF	1	5	12	14	9	235,150	500,000	650,000	414,850		
		2015 40' Gillig LF	3	5	12	14	9	363,517	500,000	650,000	286,483		
		2016 35' Gillig LF	5	4	12	14	10	266,243	500,000	650,000	383,757		
		2018 30' Gillig LF	4	2	10	12	10	99,487	350,000	500,000	400,513		
		2020 35' Gilig LF Trolley	2	0	12	14	14	3,923	500,000	650,000	646,077		
	Cutaway Bus (CU) Paratransit (29 Vehicles)	2011 23' Glaval Titan II	7	9	5	7	-2	231,100	150,000	175,000	-56,100	E	76%
		2012 23' Glaval Titan II	7	8	5	7	-1	246,916	150,000	175,000	-71,916	E	
		2013 28' Champion Int'l Defender	8	7	5	6	-1	194,883	150,000	160,000	-34,883	E	
		2020 24' Ford E450 Turtletop	3	0	5	7	7	11,218	200,000	200,000	188,782		
		2020 30' Freightliner Turtletop	4	0	5	7	6	8,942	200,000	200,000	191,058		
	Van (VN) Volunteers in Motion (7 Vehicles)	2016 MV-1	2	4	4	7	3	9,567	100,000	100,000	90,433		0%
		2017 Dodge Grand Caravan	5	3	4	7	4	21,727	100,000	100,000	78,273		
	Non-Revenue Service Vehicles (15 Vehicles)	2002 Ford Explorer	1	18	4	9	-9	110,145	100,000	125,000	14,855	E	67%
		2009 Ford Explorer	1	11	4	9	-2	71,256	100,000	125,000	53,744	E	
		2009 Ford F-150 Pick-Up	1	11	4	9	-2	72,159	100,000	125,000	52,841	E	
		2009 Ford E-350 Van	1	11	4	9	-2	54,031	100,000	125,000	70,969	E	
		2011 Dodge Grand Caravan	5	9	4	9	0	130,869	100,000	125,000	-5,869	E	
		2012 Ford E-350 Van	1	8	4	9	1	136,958	100,000	125,000	-11,958	E	
		2013 Ford Escape	1	7	4	9	2	44,823	100,000	125,000	80,177		
		2013 Ford E-350 Van	2	7	4	9	2	113,678	100,000	125,000	11,322		
		2013 Ford E-150 Van	1	7	4	9	2	103,598	100,000	125,000	21,402		
		2018 Ford F-150 Pick-Up	1	2	4	9	7	8,573	100,000	125,000	116,427		
	Agency Paratransit Vanpool Vans (39 Vehicles)	2009 Ford E-350 Van	6	11	4	7	-4	61,624	100,000	100,000	38,376	E	41%
		2010 Ford E-350 Van	3	10	4	7	-3	99,766	100,000	100,000	234	E	
		2011 Dodge Grand Caravan	1	9	4	6	-3	131,487	100,000	100,000	-31,487	E	
		2011 Ford E-350 Van	6	9	4	7	-2	110,829	100,000	100,000	-10,829	E	
		2013 Ford E-350 Van	8	7	4	7	0	57,623	100,000	100,000	42,377		
		2014 Ford E-350 Van	6	6	4	7	1	56,646	100,000	100,000	43,354		
		2018 Ford Transit Van	9	2	4	6	4	26,691	100,000	100,000	73,309		
	Commuter Vanpool Vans (39 Vehicles)	2009 Ford E-350 Van	1	11	4	6	-5	50,227	100,000	100,000	49,773	E	41%
		2010 Ford E-350 Van	3	10	4	6	-4	79,846	100,000	100,000	20,154	E	
		2011 Dodge Grand Caravan	2	9	4	6	-3	107,078	100,000	100,000	-7,078	E	
		2012 Ford E-350 Van	1	8	4	6	-2	90,631	100,000	100,000	9,369	E	
		2013 Ford E-150 Van	3	7	4	6	-1	105,127	100,000	100,000	-5,127	E	
		2013 Ford E-350 Van	6	7	4	6	-1	97,997	100,000	100,000	2,003	E	
		2018 Ford Transit Van	23	2	4	6	4	26,334	100,000	100,000	73,666		

Source: Attachment B, Space Coast Area Transit's Transit Asset Management Plan (2020)

B.2: Space Coast Area Transit – Bus Inventory (Asset # & VIN)

BUS INVENTORY

Location	SCAT	Year	Asset Mgmt	Fuel	Model	Engine	Transmission	VIN Number	Plate	Length	Doors	Seats & WC Positions	Lift	Fare Box	Camera	Sign	Grant Purchased	Eligible Retire Date	Scheduled Retire Date	Life Miles 09/25/2020
South	2818	2013	3330225	Dsl	Champion Int'l -Def	MaxxForce 7	Allison	5WEXWSKKXDH418836	TD0731	28'	1	20+6	Braun	Diamond	Apollo 4	Twin Vision	FTA	2018	2020	201,181
South	2819	2013	3330218	Dsl	Champion Int'l -Def	MaxxForce 7	Allison	5WEXWSKK9DH418830	TD0730	28'	1	20+6	Braun	Diamond	Apollo 4	Twin Vision	FTA	2018	2021	194,148
North	3021	2018	580331	Dsl	Gillig LF	CUM ISL	Allison	15GGE2718J3093398	TG2607	30'	1	27+3	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2030	2032	137,764
South	3022	2018	580330	Dsl	Gillig LF	CUM ISL	Allison	15GGE271XJ3093399	TG2605	30'	1	27+3	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2030	2032	79,033
South	3023	2018	580329	Dsl	Gillig LF	CUM ISL	Allison	15GGE2712J3093400	TG2606	30'	1	27+3	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2030	2032	97,766
South	3024	2018	580332	Dsl	Gillig LF	CUM ISL	Allison	15GGE2714J3093401	TG2604	30'	1	27+3	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2030	2032	83,384
South	3031	2019	3330245	Dsl	Freightliner Turtle Top	CUM 6.7L	Allison B220	4UZADPFD3LCLY5757	TH2660	30'	1	20+4	Braun NCL1000	Diamond	Apollo HD 7	Luminator	FTA	2025	2027	19,046
South	3032	2019	3330247	Dsl	Freightliner Turtle Top	CUM 6.7L	Allison B220	4UZADPFD1LCLY5756	TH7771	30'	1	20+4	Braun NCL1000	Diamond	Apollo HD 7	Luminator	FTA	2025	2027	13,655
North	3033	2019	3330255	Dsl	Freightliner Turtle Top	CUM 6.7L	Allison B220	4UZADPFD7LCLY5759	TH9737	30'	1	20+4	Braun NCL1000	Diamond	Apollo HD 7	Luminator	5310	2025	2027	1,654
North	3034	2019	3330254	Dsl	Freightliner Turtle Top	CUM 6.7L	Allison B220	4UZADPFD5LCLY5758	TH9751	30'	1	20+4	Braun NCL1000	Diamond	Apollo HD 7	Luminator	5310	2025	2027	1,414
North	3505	2020	3330246	Dsl	Gillig LF Trolley	CUM LD 280HP	Allison B400R	15GGB2717L3194010	TH8299	35'	2	28+3	Lift-U LU18	GFI	Apollo HD 8	Luminator	FTA	2032	2034	3,543
North	3506	2020	3330251	Dsl	Gillig LF Trolley	CUM LD 280HP	Allison B400R	15GGB2719L3194011	TI0202	35'	2	28+3	Lift-U LU18	GFI	Apollo HD 8	Luminator	FTA	2032	2034	4,303
South	3510	2007	3330172	Dsl	Gillig LF	CUM ISL	Allison	15GGB271471078460	TA9658	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Luminator	FTA	2019	2022	589,661
North	3511	2007	3330173	Dsl	Gillig LF	CUM ISL	Allison	15GGB271671078461	TA9659	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Luminator	FTA	2016	2021	769,635
South	3512	2007	3330174	Dsl	Gillig LF	CUM ISL	Allison	15GGB271871078462	TA9660	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Luminator	FTA	2019	2022	654,751
North	3513	2007	3330175	Dsl	Gillig LF	CUM ISL	Allison	15GGB271X71078463	TA9661	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Luminator	FTA	2016	2021	713,076
North	3520	2007	3330176	Dsl	Gillig LF	CUM ISL	Allison	15GGB271171078464	TB2428	35'	1	33+4	Lift-U	GFI	Apollo HD 8	Luminator	FTA	2019	2022	614,262
South	3521	2007	3330177	Dsl	Gillig LF	CUM ISL	Allison	15GGB271371078465	TB2429	35'	1	33+4	Lift-U	GFI	Apollo HD 8	Luminator	FTA	2019	2022	617,692
North	3531	2011	3330193	Dsl	Gillig LF	CUM ISL	Allison	15GGB2711B1179917	TC3180	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2022	613,683
South	3532	2011	3330194	Dsl	Gillig LF	CUM ISL	Allison	15GGB2713B1179918	TC3181	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2024	447,509
North	3533	2011	3330195	Dsl	Gillig LF	CUM ISL	Allison	15GGB2715B1179919	TC3182	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2025	442,354
North	3534	2011	3330196	Dsl	Gillig LF	CUM ISL	Allison	15GGB2711B1179920	TC3183	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2024	463,088
South	3535	2011	3330197	Dsl	Gillig LF	CUM ISL	Allison	15GGB2713B1179921	TC3184	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2022	576,221
North	3536	2011	3330198	Dsl	Gillig LF	CUM ISL	Allison	15GGB2715B1179922	TC3185	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2024	458,875

BUS INVENTORY

Location	SCAT	Year	Asset Mgmt	Fuel	Model	Engine	Transmission	VIN Number	Plate	Length	Doors	Seats & WC Positions	Lift	Fare Box	Camera	Sign	Grant Purchased	Eligible Retire Date	Scheduled Retire Date	Life Miles 09/25/2020
North	3541	2011	3330199	Dsl	Gillig LF	CUM ISL	Allison	15GGB2717B1179923	TC3186	35'	1	30+4	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2023	474,882
South	3542	2011	3330200	Dsl	Gillig LF	CUM ISL	Allison	15GGB2719B1179924	TC3187	35'	1	30+4	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2023	479,262
North	3551	2011	3330201	Dsl	Gillig LF	CUM ISL	Allison	15GGB2719B1180118	TC8400	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2024	466,013
North	3552	2011	3330202	Dsl	Gillig LF	CUM ISL	Allison	15GGB2710B1180119	TC8401	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2023	500,146
South	3553	2011	3330203	Dsl	Gillig LF	CUM ISL	Allison	15GGB2717B1180120	TC8402	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2023	532,432
South	3554	2011	3330204	Dsl	Gillig LF	CUM ISL	Allison	15GGB2719B1180121	TC8403	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2023	563,497
South	3555	2011	3330205	Dsl	Gillig LF	CUM ISL	Allison	15GGB2710B1180122	TC8404	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2025	459,907
South	3556	2011	3330206	Dsl	Gillig LF	CUM ISL	Allison	15GGB2712B1180123	TC8405	35'	2	30+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2023	2023	525,973
North	3561	2013	3330227	Dsl	Gillig LF	CUM ISL	Allison	15GGB2715D1182774	TD5615	35'	2	31+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2025	2026	423,649
North	3562	2013	3330230	Dsl	Gillig LF	CUM ISL	Allison	15GGB2717D1182775	TD5616	35'	2	31+2	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2025	2026	452,094
South	3571	2015	3330234	Dsl	Gillig LF	CUM ISL	Allison	15GGB2718F1185350	TE0157	35'	2	29+3	Lift-U	GFI	Apollo HD 8	Twin Vision	FTA	2027	2027	235,150
North	3581	2016	3330236	Dsl	Gillig LF	CUM ISL	Allison	15GGB2718G1189187	TF3565	35'	2	29+3	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2028	2028	268,809
North	3582	2016	3330237	Dsl	Gillig LF	CUM ISL	Allison	15GGB271XG1189188	TF3566	35'	2	29+3	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2028	2028	220,739
South	3583	2016	3330238	Dsl	Gillig LF	CUM ISL	Allison	15GGB2711G1189189	TF3564	35'	2	29+3	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2028	2028	301,867
South	3584	2016	3330239	Dsl	Gillig LF	CUM ISL	Allison	15GGB2718G1189190	TF3563	35'	2	29+3	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2028	2028	262,466
South	3585	2016	3330240	Dsl	Gillig LF	CUM ISL	Allison	15GGB271XG1189191	TF3573	35'	2	29+3	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2028	2028	277,332
North	4010	2007	3330178	Dsl	Gillig LF	CUM ISL	Allison	15GGD271271078466	TB2430	40'	2	34+2	Lift-U	GFI	Apollo HD8	Luminator	FTA	2019	2021	660,488
North	4011	2007	3330179	Dsl	Gillig LF	CUM ISL	Allison	15GGD271471078467	TB2431	40'	2	34+2	Lift-U	GFI	Apollo HD8	Luminator	FTA	2016	2021	765,922
North	4021	2011	3330207	Dsl	Gillig LF	CUM ISL	Allison	15GGD2711B1180124	TC8406	40'	2	37+2	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2023	2023	506,310
South	4022	2011	3330208	Dsl	Gillig LF	CUM ISL	Allison	15GGD2713B1180125	TC8407	40'	2	37+2	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2023	2023	546,217
North	4031	2013	3330229	Dsl	Gillig LF	CUM ISL	Allison	15GGD2719D1182772	TD5613	40'	2	38+2	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2025	2025	554,443
South	4032	2013	3330228	Dsl	Gillig LF	CUM ISL	Allison	15GGD2710D1182773	TD5614	40'	2	38+2	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2025	2026	411,332
North	4041	2015	3330232	Dsl	Gillig LF	CUM ISL	Allison	15GGD2715F1185347	TE0155	40'	2	35+3	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2027	2027	434,098
North	4042	2015	3330233	Dsl	Gillig LF	CUM ISL	Allison	15GGD2717F1185348	TE0156	40'	2	35+4	Lift-U	GFI	Apollo HD8	Twin Vision	FTA	2027	2027	360,394

Source: Attachment A, Space Coast Area Transit's Transit Asset Management Plan (2020)

B.3: Space Coast Area Transit – Fleet Data for Replacement Vehicles (Current Vehicle Mileage)

Unit Number	Description	Year	VIN	DOORS	Last Meter Reading
3510	3510 2007 GILLG LOW FLOOR 35FT WC	2007	15GGB271471078460	2	675,701
3511	3511 2007 GILLG LOW FLOOR 35FT WC	2007	15GGB271671078461	2	872,537
3512	3512 2007 GILLG LOW FLOOR 35FT WC	2007	15GGB271871078462	2	746,680
3513	3513 2007 GILLG LOW FLOOR 35FT WC	2007	15GGB271X71078463	2	503,871
3520	3520 2007 GILLG LOW FLOOR 35FT WC	2007	15GGB271171078464	2	693,711
3521	3521 2007 GILLG LOW FLOOR 35FT WC	2007	15GGB271371078465	2	687,195
4010	4010 2007 GILLG LOW FLOOR 35FT WC	2007	15GGD271271078466	2	718,413
4011	4011 2007 GILLG LOW FLOOR 40FT WC	2007	15GGD271471078467	2	839,889

Source: Transdev (report ran April 3, 2023)

B.4: Space Coast Area Transit – Annualized Maintenance Costs (2007 Diesel vs 2021 Hybrid Buses)

F530 Cost Per Mile

Report Period Apr 1, 2019 To Apr 1, 2023

Chassis ID	Miles Driven	Description	Downtime	Labor Cost	Parts Cost	Outside Service Cost	Total Cost
3510	139,000	3510 2007 GILLG LOW FLOOR 35FT WC	8,706.9	7,539	98,928	12,050	118,517
3511	175,549	3511 2007 GILLG LOW FLOOR 35FT WC	3,266.1	6,762	116,697	21,818	145,276
3512	152,911	3512 2007 GILLG LOW FLOOR 35FT WC	5,714.4	4,779	97,457	22,831	125,067
3513	153,921	3513 2007 GILLG LOW FLOOR 35FT WC	8,666.4	7,297	107,915	10,279	125,491
3520	128,664	3520 2007 GILLG LOW FLOOR 35FT WC	4,924.1	5,319	92,958	22,015	120,291
3521	115,001	3521 2007 GILLG LOW FLOOR 35FT WC	9,847.6	3,052	48,107	9,972	61,131
4010	128,526	4010 2007 GILLG LOW FLOOR 35FT WC	5,118.8	9,229	112,918	38,918	161,064
4011	148,506	4011 2007 GILLG LOW FLOOR 40FT WC	10,879.7	10,021	103,701	24,089	137,811
Total			**57,124.0**	**53,997**	**778,681**	**161,971**	**994,649**
						Annualized Cost	**248,662**
						Annualized Cost per Vehicle[1]	**31,083**
						[1]Based on 48 months of reporting	

Report Period Aug 1, 2021 To Apr 6, 2023

Chassis ID	Miles Driven	Description	Downtime	Labor Cost	Parts Cost	Outside Service Cost	Total Cost
3508	68,012	3508 2021 GILLG 35FT LOW FLOOR BAE HYBRID	88.8	508	19,980	760	21,247.58
3509	54,903	3509 2021 GILLG 35FT LOW FLOOR BAE HYBRID	301.7	309	10,843	4,118.86	15,270.83
Total				**817**	**30,822**	**4,879**	**36,518**
						Annualized Cost	**21,911**
						Annualized Cost per Vehicle[2]	**10,956**
						[2]Based on 20 months of reporting	

Item C – Demonstration of Benefits

C.1: Direct Emissions Reduction Calculations for Application Project

Asset #	Estimated Annual Vehicle Miles	Propulsion System	Estimated Emissions (MTCO2eq) / annual vehicle mile[1]	Estimated Annual Emissions (MTCO2eq)
3510	37,500	Diesel	0.001954	73.28
3511	37,500	Diesel	0.001954	73.28
3512	37,500	Diesel	0.001954	73.28
3513	37,500	Diesel	0.001954	73.28
3520	37,500	Diesel	0.001954	73.28
3521	37,500	Diesel	0.001954	73.28
4010	37,500	Diesel	0.001954	73.28
4011	37,500	Diesel	0.001954	73.28
Total - Current Vehicles				**586.20**
3510 - Replacement	37,500	Hybrid-Diesel	0.001615	60.56
3511 - Replacement	37,500	Hybrid-Diesel	0.001615	60.56
3512 - Replacement	37,500	Hybrid-Diesel	0.001615	60.56
3513 - Replacement	37,500	Hybrid-Diesel	0.001615	60.56
3520 - Replacement	37,500	Hybrid-Diesel	0.001615	60.56
3521 - Replacement	37,500	Hybrid-Diesel	0.001615	60.56
4010 - Replacement	37,500	Hybrid-Diesel	0.001615	60.56
4011 - Replacement	37,500	Hybrid-Diesel	0.001615	60.56
Total - Replacement Vehicles				**484.50**
Annual Estimated Emissions Savings for Project				**101.70**
Vehicle Useful Life (Years)[2]				14.00
Total Estimated Emissions Savings for Project of Vehicle Life				**1,423.80**

1) Source: FY 2023 FTA's Low-No/Bus Competitive Emissions Reduction Calculator
2) Source: Space Coast Area Transit's 2020 Transit Asset Management Plan

C.2: Letter of Support for Project from BAE Systems to Administrator Fernandez

BAE SYSTEMS

BAE Systems
1098 Clark Street
Endicott, New York 13760

March 5, 2023

Ms. Nuria Fernandez
Administrator
Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fernandez:

On behalf of BAE Systems, we are pleased to support Space Coast Area Transit (SCAT; aka 321 Transit) in Brevard County FL, on their application to the Federal Transit Administration's (FTA's) Low or No (Low-No) Emission Grant Program for 2023 (FTA-2023-002-TPM-LWNO). SCAT is requesting funding for electric hybrid transit buses powered by BAE Systems. These electric hybrid buses feature BAE Systems' proven products found in over 16,000 transit buses across the globe.

As the electric propulsion system supplier, we are excited to be a part of this effort to deploy innovative, clean transit solutions that benefit transit agencies, passengers and our environment. We are committed to putting SCAT on the path to zero emission bus operations, and we are confident this project will deliver to the FTA's Low-No Program goals and objectives.

This project uses our proven electric drive, Series propulsion system. Our Series product line includes features that will electrify the SCAT fleet: electric drive motors, full electric accessories, engine-stop/start functionality for significant idle emissions reduction, and targeted-range full electric drive modes.

We are proud to support SCAT's efforts and commitment towards an increasingly cleaner, more electric transit bus fleet. We also look forward to working with you and SCAT and to make this and future projects a success.

Thank you for your consideration.

Sincerely,

Vice President and General Manager, Power & Propulsion Solutions
BAE Systems
stephen.trichka@baesystems.com
607-770-2732

C.3: Letter of Support from Congressman Molinaro to Secretary Buttigieg

MARCUS J. MOLINARO
[illegible] District, New York

HOUSE COMMITTEE ON
TRANSPORTATION
AND INFRASTRUCTURE

Congress of the United States
House of Representatives
Washington, DC 20515–3219

[illegible]
Washington, DC 20515
(202) 225-5441

HOUSE COMMITTEE
ON AGRICULTURE

HOUSE COMMITTEE
ON SMALL BUSINESS

Feb 14, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave. SE, West Building, 9th Floor
Washington, DC 20590

Dear Secretary Buttigieg:

I write to you regarding the Federal Transit Administration's (FTA) Low or No (Low-No) Emissions Program (FTA-2023-002-TPM-LWNO) on behalf of BAE Systems of Endicott, NY.

Low-No applicants featuring BAE Systems' innovative electric drive powertrain systems are well-positioned to deploy proven, reliable zero emission technology quickly, making the most of FTA dollars. More than 16,000 electrified transit buses with BAE Systems' technology are in service today and help communities and metropolitan areas to save in fuel costs and lower emissions.

BAE Systems' electric drive propulsion and accessories systems can be used in Low Emissions applications such as electric hybrid transit buses and No Emissions applications including battery electric and hydrogen fuel cell electric buses. Their components meet or beat Buy America requirements.

Most importantly, their technology is manufactured at BAE Systems' operations center in Endicott, New York, which I represent. BAE Systems has a strong presence in my state, offering high-skilled job opportunities and innovative product development. Additionally, BAE Systems offers in-house and on-site bus electrification training opportunities to help develop the transit workforce of the future. I hope that the FTA will recognize the value of BAE Systems' technology, particularly its importance to upstate New York.

Thank you in advance for your time and consideration.

Sincerely,

Marcus J. Molinaro
Member of Congress

C.4: Letter of Support from Senator Schumer to Secretary Buttigieg

CHARLES E. SCHUMER
NEW YORK

Majority Leader

United States Senate

WASHINGTON, DC 20510-3203

March 28, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave. SE, West Building, 9th Floor
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to write in support of BAE Systems' grant application to the United States Department of Transportation's (USDOT) Federal Transit Administration's (FTA Low or No Emissions Grant program (Low-No).

Low-No applicants featuring BAE Systems' innovative electric drive powertrain systems are well-positioned to deploy proven, reliable zero emission technology quickly, making the most of FTA dollars. More than 16,000 electrified transit buses with BAE Systems' technology are in service today and help communities and metropolitan areas to save in fuel costs and lower emissions.

BAE Systems' electric drive propulsion and accessories systems can be used in Low Emissions applications such as electric hybrid transit buses and No Emissions applications including battery electric and hydrogen fuel cell electric buses. Their components meet or beat Buy America requirements.

Most importantly, their technology is manufactured at BAE Systems' operations center in Endicott, New York, which I represent. BAE Systems has a strong presence in my state, offering high-skilled job opportunities and innovative product development. Also, BAE Systems offers in-house and on-site bus electrification training opportunities to help develop the transit workforce of the future. I hope that the FTA will recognize the value of BAE Systems' technology, particularly its importance to upstate New York.

I applaud BAE Systems for its foresight and sincerely hope the application meets with your approval.

Thank you for your consideration. Please do not hesitate to contact me or my Grants Coordinator in my Washington DC office at 202-224.6542.

Sincerely,

Charles Schumer

Charles E. Schumer
United States Senator

Item D – Planning & Local/Regional Prioritization

D.1: 10-Year (2023-2032) Vehicle Replacement Plan (Unfunded)

The following excerpt from our 10-Year Transit Development Plan documents Space Coast Area Transit's commitment to gradually transition our fleet over time low-emission hybrid buses, thereby reducing our reliance on diesel fuel.

The 10-year vehicle replacement/acquisition schedule provided in Table 9-3 is a critical component of the financial plan. Assumptions regarding this include the following:

- Replacement vehicles to be acquired in FY 2023 are consistent with the agency's FY 2023 capital outlay plan.
- Vehicle life cycles are based on useful life benchmarks established for each asset category as documented in the agency's 2020 Transit Asset Management Plan. Replacement vehicles planned to be purchased include those necessary to replace vehicles within the existing fleet that will reach the end of their useful life within the TDP planning period. Addressing backlog of vehicles scheduled for but not yet replaced prior to 2023 is assumed in the vehicle replacement plan.
- The cost of a 35' diesel bus is assumed to be $532,000 and a 35' hybrid bus is assumed to be $825,000, based on the agency's most recent vehicle purchases. The replacement plan assumes five vehicles to be purchased annually, including three hybrid and two diesel vehicles, with consideration for other types of low/no-emission vehicles. Any vehicles needed to expand services are assumed to be hybrid for cost purposes.
- A cutaway paratransit vehicle is assumed to cost $374,000 based on recent similar vehicle purchases by the agency.
- Support (non-revenue) vehicles are estimated at $45,000 each, as budgeted in the FY 2023 Capital Outlay Plan.
- Replacement vans for the Volunteers In Motion program are estimated at $66,000 each, as budgeted in the FY 2023 Capital Outlay Plan.
- Four buses associated with the three fixed routes to be eliminated when MOD service is implemented are assumed to transition to serve as additional spare vehicles. These are needed to support the expanded fleet and supplement the useful life acceleration of other vehicles when increasing fixed-route service levels (e.g., by adding Sunday service).

Table 9-3: 10-Year Vehicle Replacement/Acquisition Schedule

Year	Fixed Route Bus			Paratransit Replacement Vehicle	Volunteers In Motion Replacement Vans	Non Revenue Replacement Vehicle
	Replacement (Diesel)	Replacement (Hybrid)	Expansion (Hybrid)			
2023	3	2	0	2	3	1
2024	1	2	1	4	5	2
2025	1	2	0	3	0	2
2026	1	2	4	3	0	2
2027	1	2	0	3	0	2
2028	1	2	0	3	0	2
2029	1	2	2	3	0	2
2030	1	2	0	3	0	2
2031	0	0	0	3	0	0
2032	1	3	0	3	0	0
Total	**11**	**19**	**7**	**30**	**8**	**15**

Source: Space Coast Area 10-Year (2023-2032) Transit Development Plan (page 127)

D.2: 10-Year (2023-2032) Transit Mission

The following excerpt from our 10-Year Transit Development Plan documents Space Coast Area Transit's Transit Mission, which includes a commitment to implementing sustainable service delivery options.

7 Goals and Objectives

This section presents Space Coast Area Transit's mission, vision, and transit goals, objectives, and strategies for the next 10 years.

Transit Vision

To provide all persons living, working, or visiting Brevard County the opportunity to use transit as a safe, affordable, convenient, and sustainable way of traveling.

Transit Mission

Respond to existing and emerging user markets by maintaining current transit service levels while gradually enhancing fixed-route services in the most productive corridors, providing flexible on-demand services in high-need areas where fixed-route service may not be the optimal choice, and implementing sustainable service delivery options, as feasible.

Goals, objectives, and strategies are an integral part of any transportation plan because they provide the policy direction to achieve the community's vision. The goals, objectives, and strategies presented in Table 7-1 were refined based on review of those in the agency's 2021 TDP Annual Progress Report and outcomes from the situation appraisal. Additional focus is placed on leveraging partnerships, technology options, and flexible service delivery strategies to address increasing mobility demand and first/last mile connectivity.

A major component of the long-term viability of the Space Coast Area Transit network is a modernized new facility for maintenance and operations. Addressing this critical need though utilization of federal grant programs will be crucial to the successful implementation of future services and the management of ongoing operations, including ownership of facility assets. As this process is navigated, identifying and establishing the agency's vision for sustainability will be imperative to ensure that the facility can accommodate not only existing fleet vehicles (diesel and hybrid) but potentially no-/low-emission vehicles.

Source: Space Coast Area 10-Year (2023-2032) Transit Development Plan (page 101)

D.3: 10-Year (2023-2032) Goals and Objectives

The following excerpt from our 10-Year Transit Development Plan documents the identified Goals and Objectives in support of Space Coast Area Transit's Transit Mission that demonstrate our desire to transition to a low-emission fleet and explore options for longer-term zero emission options.

Goal	Objective	Strategy
Goal 3: Use technology and innovation to enhance service delivery.		
Objective 3.1	Continue to evaluate technology options that improve information delivery and rider experience.	Continue to implement Intelligent Transportation Systems (ITS) technologies to improve customer experience and scheduling.
Objective 3.2	Monitor service quality and maintain minimum performance standards.	Maintain APC system for tracking ridership, on-time performance, and bus, stop utilization data.
Objective 3.3	Reduce overall vehicle emissions through emerging vehicle propulsion technologies.	Conduct fleet transition study to evaluate no-/low vehicle emission technologies, infrastructure needs, and potential costs.
Objective 3.4	Provide a more connected on-board experience for the rider.	Implement complementary Wi-Fi on-board fixed-route buses, which can also serve as a communication portal between the transit agency and the user.
Goal 4: Ensure accountability and fiscal responsibility.		
Objective 4.1	Adhere to the procedures, rules, and regulations established by the Commission for the Transportation Disadvantaged, Florida Department of Transportation, State of Florida, Federal Transit Administration, and Brevard County regarding the receipt of funds for public transportation.	Continue to ensure staff are regularly educated on the regulatory requirements of the agency and regularly review practices for required data collection and reporting to ensure compliance with all applicable rules and procedures related to securing grant funding.
Objective 4.2	Continue to pursue local government and private sector funding partnerships to provide operating assistance to maintain existing service levels and expand service to meet future needs for operations, operating funds, capital funds, customer amenities, ADA accessible ways, and service delivery.	Establish benchmarks for acquiring additional funding from public and private sources to meet existing and future funding needs.
Objective 4.3	Maintain transit assets in a State of Good Repair as defined by FTA.	Continue to use the Transit Asset Management planning process to define and track asset performance.
Objective 4.4	Prioritize federal and state grant opportunities for operating or capital funding assistance.	Identify target grant opportunities and develop a plan to address any new program requirements (e.g., the new requirement to submit a fleet transition plan when applying for FTA Section 5339(a) funding for no-/low-emission vehicles or facilities).
Objective 4.5	Work with the Commission for the Transportation Disadvantaged, FDOT, and FTA to continue to obtain funding necessary to meet service demands of transportation disadvantaged citizens.	Maintain communication and processes with essential agencies to secure funding and identify issues in advance.

Source: Space Coast Area 10-Year (2023-2032) Transit Development Plan (page 101)

D.4: 10-Year (2023-2032) Financial Forecast

The following excerpt from our 10-Year Transit Development Plan documents the financial forecast associated with the 10-year plan, including replacement hybrid electric buses per the schedule in Item C.1 and consultant support to prepare a zero emission bus transition plan in FY 2024.

Table 9-4: 10-Year Financial Plan (Projected Operating and Capital Expenses)

	Fiscal Year									
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Operating Expenses										
Existing Operating Expenses	$12,821,534	$13,001,180	$13,291,215	$13,589,952	$13,647,650	$13,957,080	$14,275,792	$14,604,066	$14,942,188	$15,290,454
Implement COA Efficiency Improvements	$0	($271,694)	($279,845)	($288,241)	($296,889)	($305,794)	($314,968)	($324,417)	($334,150)	($344,174)
Continuous Saturday Service	$0	$0	$336,139	$346,223	$356,610	$367,308	$378,327	$389,677	$401,367	$413,408
Add Sunday Service	$0	$0	$0	$669,284	$689,363	$710,044	$731,345	$753,285	$775,884	$799,160
New A1A Beach Trolley	$0	$0	$0	$555,369	$572,031	$589,191	$606,867	$625,073	$643,825	$663,140
Extend Weekday Service Span to 9pm	$0	$0	$0	$0	$536,452	$552,546	$569,122	$586,196	$603,782	$621,895
Increase Weekday Service to 30-Minute Headways	$0	$0	$0	$0	$0	$842,864	$1,684,218	$1,734,744	$1,786,786	$1,840,390
New US 1 Route	$0	$0	$0	$0	$0	$0	$188,039	$193,681	$199,491	$205,476
Implement Mobility on Demand Service	$0	$0	$0	$0	$0	$1,480,625	$3,050,087	$3,141,590	$3,235,837	$3,332,913
Fixed Route Reduction with Mobility On Demand Service	$0	$0	$0	$0	$0	($912,940)	($1,532,492)	($1,578,466)	($1,625,820)	($1,674,595)
ADA Cost Reduction with Mobility on Demand Service	$0	$0	$0	$0	$0	($461,501)	($950,692)	($979,213)	($1,008,590)	($1,038,847)
Zero Emission Bus Plan	$0	$75,000	$0	$0	$0	$0	$0	$0	$0	$0
Fare Study	$0	$30,000	$0	$0	$0	$0	$0	$0	$0	$0
Mobility on Demand Feasibility Study	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Compliance Related Plans/Studies	$100,000	$100,000	$100,000	$100,000	$350,000	$100,000	$100,000	$100,000	$100,000	$100,000
Expanded Marketing/Outreach Campaign	$0	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
Subtotal Operating Expenses	$12,921,534	$12,959,486	$13,472,509	$14,997,588	$15,880,218	$16,944,421	$18,810,646	$19,271,215	$19,745,602	$20,234,220
Capital Expenses										
Capitalized Maintenance	$8,868,087	$9,134,130	$9,408,153	$9,690,398	$9,981,110	$10,280,543	$10,588,960	$10,906,628	$11,233,827	$11,570,842
Miscellaneous Capital Expenses	$2,699,237	$2,107,491	$2,170,716	$2,235,837	$2,302,913	$2,372,000	$2,443,160	$2,516,455	$2,591,948	$2,669,707
Replacement Non-Revenue Vehicles	$45,000	$95,481	$98,345	$101,296	$104,335	$107,465	$110,689	$114,009	$0	$0
Replacement Buses (Diesel)	$1,595,813	$547,896	$564,333	$581,263	$598,701	$616,662	$635,161	$654,216	$0	$694,058
Replacement Buses (Hybrid)	$1,650,000	$1,699,500	$1,750,485	$1,803,000	$1,857,090	$1,912,802	$1,970,186	$2,029,292	$0	$3,229,314
Replacement Paratransit Vehicles (Cutaways)	$747,758	$1,586,593	$1,225,643	$1,262,412	$1,300,285	$1,339,293	$1,379,472	$1,420,856	$1,463,482	$1,507,386
Replacement Vans (Volunteers in Motion)	$197,937	$349,986	$0	$0	$0	$0	$0	$0	$0	$0
Additional Buses (Hybrid)	$0	$849,750	$0	$3,605,999	$0	$0	$1,970,186	$0	$0	$0
Mobile Lift System	$75,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
ITS/CAD/AVL Systems	$711,510	$154,500	$159,135	$163,909	$168,826	$173,891	$179,108	$184,481	$190,016	$195,716
Security Equipment/Cameras	$320,000	$51,500	$53,045	$54,636	$56,275	$57,964	$59,703	$61,494	$63,339	$65,239
Radios	$197,555	$66,950	$68,959	$71,027	$73,158	$75,353	$77,613	$79,942	$82,340	$84,810
Computer Hardware	$265,524	$283,250	$291,748	$300,500	$309,515	$318,800	$328,364	$338,215	$348,362	$358,813
Fare Equipment	$2,031,336	$25,750	$26,523	$27,318	$28,138	$28,982	$29,851	$30,747	$31,669	$32,619
Facility Improvements	$2,683,216	$0	$0	$0	$0	$0	$0	$0	$0	$0
Bus Stop Improvements	$250,000	$257,500	$265,225	$273,182	$281,377	$289,819	$298,513	$307,468	$316,693	$326,193
MOD Application/Technology	$0	$0	$0	$0	$281,377	$0	$0	$0	$0	$0
New Cocoa Transfer Center - Design	$200,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
New Cocoa Transfer Center - Construction	$0	$1,854,000	$0	$0	$0	$0	$0	$0	$0	$0
New Centralized Transit Facility - Design	$0	$0	$0	$0	$0	$0	$2,388,105	$0	$0	$0
New Centralized Transit Facility - Construction	$0	$0	$0	$0	$0	$0	$0	$11,068,865	$11,400,931	$0
Subtotal Capital Expenses	$22,537,973	$19,064,276	$16,082,309	$20,170,778	$17,343,099	$17,573,573	$22,459,072	$29,712,669	$27,722,606	$20,734,697

Item E – Project Budget and Scalability

E.1: GILLIG Pricing Letter

GILLIG

March 10, 2023

Mr. Lance Parker
Space Coast Area Transit
401 S Varr St
Cocoa, FL 32922

Subject: GILLIG, LLC (Budgetary Pricing)
For FTA's FY2023 Low-No Emission Vehicle Program

Dear Mr. Parker:

In support of the FTA's Low-No Emission Vehicle Program, GILLIG LLC is pleased to join Space Coast Area Transit as your OEM Partner to assist in the successful completion of this exciting project. GILLIG would like to offer our budgetary pricing information for use in your FTA Low-No Grant application as follows.

GILLIG BUDGETARY PRICING FOR 2023 LOW-NO GRANT

• Base Price for the 35' Hybrid Electric	$792,044
• Base Price for the 40' Hybrid Electric	$796,244
• Delivery Charges:	$7,500 Eastern region
• Delivery Charges:	$5,500 Midwest region
• Delivery Charges:	$3,500 Western region
• Configurable Options:	$75,000 - $125,000
• Training Budget:	$15,000 - $20,000
• Delivery:	15-18 months following receipt of firm order

GILLIG is committed to serving as the Hybrid Electric Bus Manufacturer on the project to ensure efficient and effective deployment of Hybrid Electric Buses as well as our commitment to reduce harmful emissions as part of your long-range fleet plan. As GILLIG continues its aggressive deployment of Low Emission buses with up-to-date technological, we are extremely excited about partnering with Space Coast Area Transit. When your grant request is approved and awarded, we will then work out the details of your order and supply you with a finalized quote based on your specifications. The grant approval fulfills the requirement of the competitive procurement process as outlined by FTA in the FY2023 NOFO.

GILLIG has vast experience and knowledge of the requirements of Space Coast Area Transit as we have been your bus supplier for many years. Our 35' and 40' Hybrid Electric Bus's utilize the same Low Floor bus platform that has proven its reliability and durability throughout your service environment. Our Hybrid Electric Bus technology can allow Space Coast Area Transit and GILLIG

to collect and analyze operational data to ensure successful bus operation and the achievement of all project goals. GILLIG will be doing the manufacturing and design work at our state-of-the-art bus manufacturing facility in Livermore, CA including our aftermarket parts and service support.

Thank you in advance for your consideration of this project. GILLIG looks forward to partnering with Space Coast Area Transit on this project and deploying Hybrid Electric Low Emissions Buses throughout your communities.

Sincerely,

Butch Sibley

Butch Sibley
Regional Sales Manager
GILLIG LLC
510-589-9430
bsibley@gillig.com

Item F – Space Coast TPO Support Letter

SPACE COAST TPO

2725 Judge Fran Jamieson Way, Bldg. B
Viera, Florida 32940
Telephone: (321) 690-6890
Fax: (321) 690-6827
www.spacecoasttpo.com

April 11, 2023

Terry A. Jordan
Transit Director
Space Coast Area Transit
401 S. Varr Ave.
Cocoa, FL 32922

Dear Mr. Jordan,

The Space Coast Transportation Planning Organization (TPO) strongly supports Brevard County's 2023 Federal Transit Administration (FTA) No or Low-Emission Grant application for funding assistance to purchase eight (8) hybrid-electric buses.

As a local planning partner, the TPO was engaged during the development of Brevard County's FY 2023-2032 Transit Development Plan. This plan not only documents Space Coast Area Transit's goal to reduce fleet emissions, but also details the specific approach to transition the bus fleet over time by replacing diesel buses that have met their useful life benchmarks with low emission hybrid-electric buses. Following presentations of the proposed Transit Development Plan to the TPO Committees and Governing Board, the plan was adopted by the Brevard County Board of County Commissioners on August 30, 2022, signifying endorsement by the County elected officials who also serve on the TPO's Governing Board.

This project is also consistent with metropolitan planning efforts, as the TPO's 2045 Long Range Transportation Plan includes goals and objectives to provide a resilient transportation system and improve air quality through lowered vehicle emissions. Replacing eight diesel buses with hybrid-electric alternatives will certainly reduce harmful emissions in Brevard County and gain progress towards this effort.

The Space Coast TPO looks forward to working with your agency to ensure that the necessary amendments to the Transportation Improvement Program are completed in a timely manner, as necessary to ensure obligation of federal funds should your project be selected for an FTA discretionary No or Low Emissions award this year.

Sincerely,

Georganna Gillette

Georganna Gillette
Executive Director

Item G – Partnership Provision

G.1: GILLIG Partnership Commitment Letter

GILLIG

March 8, 2023

Mr. Lance Parker
Space Coast Area Transit
401 S Varr St
Cocoa, FL 32922

Subject: GILLIG, LLC Letter of Commitment
For FTA's FY2023 Low-No Emission Vehicle Program

Dear Mr. Parker:

In support of the FTA's Low-No Emission Vehicle Program, GILLIG LLC is pleased to join Space Coast Area Transit as your OEM Partner to assist in the successful completion of this exciting project. GILLIG is committed to serving as the Hybrid Bus Manufacturer on this project to ensure efficient and effective deployment of buses as well as our commitment to reduce harmful emissions as part of your long-range fleet plan. GILLIG has extensive experience in the design, manufacture, deployment and service of heavy duty transit buses including low emission and no emission buses. As GILLIG continues its aggressive deployment of Low and No Emission Bus technology to pursue its benefits, we realize that we are seeking to achieve similar goals to that of Space Coast Area Transit, thus presenting a great partnering opportunity. This would also fulfill the requirement of the competitive procurement process as outlined by FTA in the FY2023 NOFO.

GILLIG has vast experience and knowledge of the requirements of Space Coast Area Transit as we have been your bus supplier for many years. Our 35' and 40' Hybrid Bus's utilize the same Low Floor bus platform that has proven its reliability and durability throughout your service environment. In our role as the bus manufacturer for the project, GILLIG will provide our technical design expertise in advanced bus engineering, manufacturing and design expertise with the latest technological advancements available at our state-of-the-art bus manufacturing facility in Livermore, CA and our industry leading aftermarket parts and service support. Our Hybrid Bus technology can allow Space Coast Area Transit and Gillig to collect and analyze operational data to ensure successful bus operation and the achievement of all project goals.

Thank you in advance for your consideration of this project. GILLIG looks forward to partnering with Space Coast Area Transit on this project and deploying Hybrid Low Emissions Buses throughout your communities.

Sincerely,

William Fay Jr
Vice President Sales
GILLIG LLC

GILLIG 451 DISCOVERY DRIVE | LIVERMORE, CALIFORNIA 94551 | 800.735.1500

G.2: GILLIG Statement of Qualifications

GILLIG

GILLIG LLC STATEMENT OF QUALIFICATIONS

GILLIG's Transit Experience / Overview

GILLIG is a privately owned American manufacturer of heavy duty low floor transit buses located in Livermore, CA and is the leading supplier of heavy duty transit buses to cities throughout the United States. GILLIG has been producing transportation vehicles in the United States for 134 years and is a Federal Transit Administration (FTA) qualified Transit Vehicle Manufacturer (TVM). GILLIG meets all FTA requirements imposed on grantees of Federal funding, including DBE Goals, current Buy America provisions and Bus Testing requirements. Gillig strongly believes in the current administrations goals of Tackling the Climate Crisis at Home and Abroad along with Advancing Racial Equity and Support for Underserved Communities.

We believe that a product's design and features as well as its reliability, durability, quality and price are all components of its value and GILLIG strives to be the industry leader in each of these categories. GILLIG feels that this is an important step forward in ensuring that communities have access to high-quality, low and zero-emission transportation options.

GILLIG's responsibility as an organization has been proven over the years by our consistency, longevity, and ability to timely perform. Our employee and management experience includes an extremely competent and stable workforce. GILLIG's top senior executives have centuries of combined vehicle experience with design, manufacturing, quality control and aftermarket support. This consistency not only ensures an unbeatable experience history, but also ensures stability, accountability and responsibility at the very top of our organization.

GILLIG further supports America's recovery from COVID-19 and believes that all public transportation must have fair and equitable protections in place as required by the Federal public transportation law (49 U.S.C. 5333 (b)), which will help preserve the rights and benefits of all transit employees in the Country.

GILLIG boasts an unequaled record of organization stability and the most transit experienced people and management with unquestionable integrity and trust. The combination of this history, this experience, these skills and this performance, yields a product that has the best reliability, durability, economy and value, which results in the highest levels of customer satisfaction.

GILLIG

GILLIG recently completed the move of our manufacturing facility and headquarters to Livermore, California from our previous facility 25 miles further east. This new state-of-the-art manufacturing facility demonstrates GILLIG's commitment to the US transit market and the FTA. This facility allows us to expand our production capacity of low and zero emission buses and enhance our industry-leading quality and continue to enhance and develop our products to best meet the needs of our customers.

GILLIG has designed, built and delivered over 34,000 transit buses to our customers around the USA over the past 22 years. Some of our buses are still in active service after 20 + years and 1 million miles of transit duty service.

GILLIG's Hybrid and Electric Bus Experience

Since GILLIG entered into an exclusive development agreement with Allison Transmission to introduce Diesel-Electric Hybrid technology to the transit market in 1997, GILLIG has been involved with the effort to electrify transit buses.

As GILLIG waited for the battery technology to advance sufficiently to further electrify the bus, we continued our development efforts by proving out the systems which would allow for a fully-electric bus. Our Allison eGen Flex Hybrid and BAE Series Hybrid product lines are the next stage in our development where we implemented electric passenger heating and air conditioning units, electric power steering pumps, electric air compressors, enhanced electric cooling systems and the power electronics to manage each of these systems. We developed in –house expertise on packaging these systems with safe high-voltage systems and the software and controls related to managing them.

GILLIG has designed and built a complete range of transit buses including parallel hybrids, series hybrids, fuel cell, overhead wire trolleys, and overhead wire/battery hybrid trolleys. In 2016, GILLIG delivered our first fully-electric battery buses designed primarily with the systems we had proven out through these prior projects. As a result of these prior projects, GILLIG has been able to develop a production ready battery electric bus built on our proven low floor bus platform to meet our customers' requirements.

Fleet Commonality

Our hybrid and battery electric bus is built on the same proven Low Floor bus platform that GILLIG has perfected since 1996. Our Low Floor bus platform was designed to accommodate multiple propulsion systems and our design philosophy includes the integration of GILLIG and industry common components. We strive to ensure a high degree of parts commonality between these various propulsion systems and as such, many of the parts currently on hand at the Agency will be able to support these new electric buses. The design leverages the existing vehicle systems (electrical, mechanical,

GILLIG

operator controls, body, doors, etc.) which increases the level of familiarity from an operation and maintenance standpoint. This allows the Agency to significantly reduce the cost of training and will accelerate the deployment time.

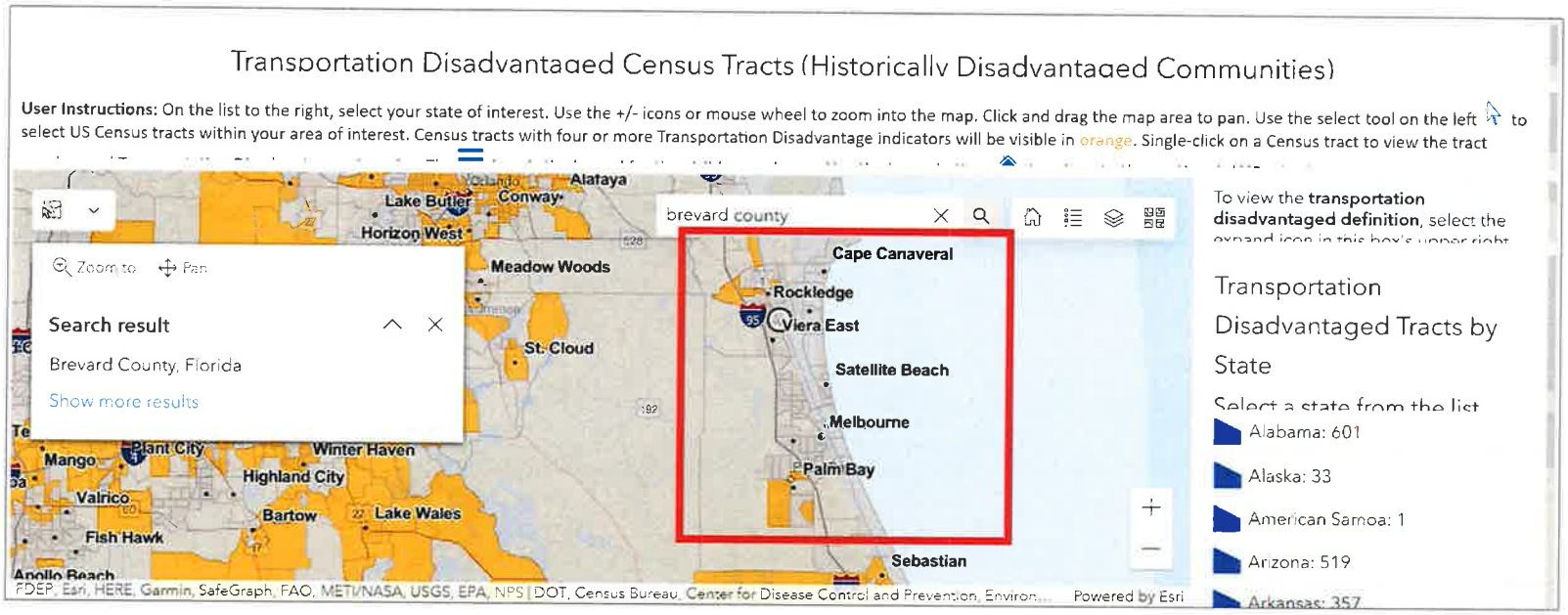
Buy America

GILLIG meets or exceeds all FTA requirements imposed on the grantees of Federal funding, including DBE Goals, current Buy America provisions of more than 70% and bus testing requirements. 100% of GILLIG's manufacturing process is completed in the US by American workers. GILLIG is proud of its heritage and our workers who are US taxpaying citizens that recycle tax dollars back into the US economy.

Item H– Justice40

H.1: US DOT Disadvantaged Communities Mapping Tool Output

Using the US Department of Transportation's Disadvantaged Mapping Tool (accessed March 2023), Space Coast Area Transit's service area of Brevard County includes six (6) Census Tracts that are defined as Transportation Disadvantaged: 621.07, 625, 626, 697, 713.32, 713.36, and 713.39.



H.2: Percentage of Disadvantaged Communities within Project Area

The mapping tool outputs from Item G.1 are based on US Census Bureau American Community Survey (ACS) 2019 5-Year Estimates. For consistency purposes, the population of each Census Tract and Brevard County was analyzed using the same ACS 2019 5-Year Estimates dataset. As shown, the population of these Census Tracts equate to 7% of Brevard County's total population. Therefore, the percentage of Disadvantaged Communities within the project area (Space Coast Area Transit's service area) is 7%.

Disadvantaged Community Census Tract[1]	Population[2]	Brevard County Population[2]
621.07	3,243	
625.00	4,124	
626.00	3,179	
697.00	2,399	
713.32	14,535	
713.36	6,934	
713.39	6,603	
Total	***41,017***	***585,507***
Percent of County Population in Disadvantaged Community Census Tract:		**7.0%**

1. US Department of Transportation's Disadvantaged Mapping Tool

2. US Census Bureau, American Community Survey 2019 5-Year Estimates

H.3: Estimation of Justice40 Population Impacted

An on-board survey of Space Coast Area Transit customers was conducted in September/October 2021 to support our 2023-2032 Transit Development Plan and accompanying Comprehensive Operational Analysis. This survey gathered information related to the demographics, attitudes, preferences, and habits of current riders. To allow for a sufficient valid sample of survey responses to support the statistical rigor of the results and efficient use of agency resources, the survey effort covered 50% of our scheduled fixed-route bus trips. The survey was translated into Spanish for distribution to those who could not complete the English version. Surveyors were retained to help facilitate the survey administration process and ensure a higher response rate. Prior to sending surveyors out on fixed-route buses, comprehensive training was conducted to instruct and inform them about their duties and responsibilities and how to address issues or concerns about the survey process.

From this survey, 47% of our riders have an annual household income of less than $20,000 and are considered historically disadvantaged as low-income individuals or, in many cases, living below the 2021 federal poverty level. Our annual fixed-route ridership in 2021, as reported to the National Transit Database, was 1,515,062. Therefore, we estimate that 712,079 (47%) of our riders are considered historically disadvantaged as low-income individuals. The supporting documentation from the Space Coast Transportation Planning Organization's Transit Survey Results Report (dated February 2, 2022) is also provided herein.

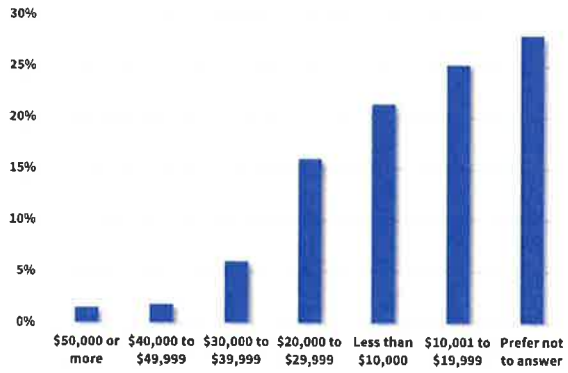
Fixed-Route Annual Passenger Trips (2021)[1]	Percentage of Low-Income Riders (2021)[2]	Estimated Ridership Count of Impacted Population
1,515,062	47%	712,079

1. National Transit Database - 2021 Motorbus Directly Operated Passenger Trips

2. Space Coast Area Transit Fixed-Route Customer Survey (2021) – see below

The largest household income group represented among survey respondents who provided a response include those with annual household incomes of $10,000–19,999, as shown in Figure 17. Nearly half of respondents (47%) earned less than $20,000 per year and 16% earned $20,000–$29,999. It should be noted that the majority of respondents preferred not to answer (28%).

Figure 17: Annual Household Income



On-board Survey General Conclusion

Results from the on-board survey are useful in providing insight into various aspects of transit riders and how they use the bus service. Conclusions drawn from the on-board survey analysis are summarized as follows:

- Overall, most Space Coast Area Transit riders responded that they were "very satisfied" with various aspects of the transit service being provided.
- Passengers agreed that future improvements should place higher priority on increasing frequency, improving bus stops, expanding weekend service, and providing later evening/night service.
- Overall, real-time schedule information on buses (79%) and wireless internet on buses (72%) were the primary technology improvements requested by riders.
- Nearly half of riders (40%) were regular/daily users of the bus service.
- A lack of access to a vehicle was noted as the primary reason why many passengers use Space Coast Area Transit service for their transportation needs.
- The full-fare option was the primary method of payment by transit riders. Token Transit and 321 Transit were used by 43% of riders.

Source: Space Coast Transportation Organization's Transit Survey Results Report (dated February 2, 2022)

NOTICE OF INTENT TO APPLY FOR FEDERAL ASSISTANCE

This is a notice of intent of the Brevard County Board of County Commissioners to apply for Federal assistance under the Federal Transit Administration FY 2023 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program. The following Programs of Projects is consistent with the approved Transportation Improvement Program of the Space Coast Transportation Planning Organization.

FY-23 Capital Projects:

Buy Eight 35-foot Low Floor Hybrid Buses	$5,940,820
TOTAL CAPITAL	**$5,940,820**

The Brevard County Board of County Commissioners will approve the request to submit a grant application to fund the above Program of Projects to the Federal Transit Administration at their May 23, 2023 meeting. If any citizen has a comment on the above projects or wishes to request that a public hearing be held on this program or would like to receive this Program of Projects, they can write to or visit: Space Coast Area Transit Director, 401 South Varr Avenue, Cocoa, FL 32922. This is the draft Program of Projects and if no comments are received and the Board of County Commissioners makes no changes, the draft Program of Projects will stand as the final Program of Projects.

By: Terry Jordan, Director
Space Coast Area Transit
Brevard County Board of County Commissioners