

**CHAMPAIGN COUNTY BOARD
HIGHWAY COMMITTEE AGENDA**

County of Champaign, Urbana, Illinois

Friday, March 11, 2022 9:00 a.m.

Highway Building Conference Room
1605 E Main Street, Urbana, Illinois

Committee Members:

Lorraine Cowart – Chair

Diane Michaels – Vice-Chair

Samantha Carter

Jim McGuire

Brad Passalacqua

Jennifer Straub

Wayne Williams

- I. Call to Order
- II. Roll Call
- III. Approval of Agenda/Addenda
- IV. Approval of Minutes – February 4, 2022 1-3
- V. Public Participation
- VI. Communications
- VII. County & Township Motor Fuel Tax Claims – February 2022 4
- VIII. Presentation and approval of FY23 C-CARTS 5311 Grant Application 5-85
Presentation and approval of FY23 C-CARTS DOAP Grant Application
Presentation and approval of FY23 C-CARTS DOAP/CRSSA/ARP Grant Application
(Updated Application provided at the meeting)
- IX. Resolution for Contract Award Authority (Urbana Township, Section #18-30057-00-BR) 86-87
- X. Final Bridge Report FY 2021 88-89
- XI. Other Business
- XII. Chair’s Report
- XIII. Designation of Items to be Placed on the Consent Agenda
- XIV. Adjournment

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**Champaign County Board
Highway & Transportation Committee
County of Champaign, Urbana, Illinois**

MINUTES – SUBJECT TO REVIEW AND APPROVAL

DATE: Friday, February 4, 2022
TIME: 9:00 a.m.
PLACE: Highway Building Conference Room
1605 East Main Street, Urbana, Illinois

Committee Members

Present: Lorraine Cowart (Chair), Samantha Carter, Jim McGuire, Diane Michaels, Brad Passalacqua, Jennifer Straub, Wayne Williams

Absent:

County Staff: Jeff Blue (County Engineer), Michelle Carter (Accountant/Office Manager)

Others Present:

MINUTES

I. Call to Order

Committee Chair Cowart called the meeting to order at 9:02 a.m.

II. Roll Call

A verbal roll call was taken, and a quorum was declared present.

III. Approval of Agenda/Addendum

MOTION by Ms. Straub to approve the agenda; seconded by Ms. Michaels.

MOTION CARRIED by unanimous roll-call vote.

Yeas: Straub, Michaels, Carter, McGuire, Cowart-5

Nays: None

IV. Approval of Minutes – January 7, 2022

MOTION by Ms. Carter to approve the minutes of the January 7, 2022 meeting; seconded by Ms. Straub.

MOTION CARRIED by unanimous roll-call vote.

Yeas: Straub, Michaels, Carter, McGuire, Cowart-5

Nays: None

V. Public Participation

None

VI. Communications

Ms. Straub thanked the Highway Department employees for helping keep the citizens safe this week.

50 Mr. Passalacqua joined the meeting at 9:05 AM.

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VII. County & Township Motor Fuel Tax Claims-January 2022

MOTION by Ms. Michaels to receive and place on file the County and Township Motor Fuel Tax Claims for January 2022; seconded by Ms. Carter.

MOTION CARRIED by unanimous roll-call vote.

Yeas: Straub, Michaels, Carter, McGuire, Passalacqua, Cowart-6

Nays: None

VIII. Petition Requesting and Resolution Approving Appropriation of Funds from the County Bridge Fund, Crittenden Township, Section #21-08118-00-BR

Mr. Blue discussed a box culvert in Crittenden Township that is in poor condition and needs replaced. The new culvert is estimated to cost \$34,400.00. The cost of replacement will be split 50/50 with Crittenden Township.

MOTION by Ms. Cowart to approve the resolution; seconded by Ms. Carter.

MOTION CARRIED by unanimous roll-call vote.

Yeas: Straub, Michaels, Carter, McGuire, Passalacqua, Cowart-6

Nays: None

IX. Petition Requesting and Resolution Approving Appropriation of Funds from the County Bridge Fund, Crittenden Township, Section #21-08119-00-BR

Mr. Blue stated there is another petition for the replacement of a box culvert located between sections 1 and 6 in Crittenden Township. The cost for replacement is \$34,400.00. Crittenden Road District will pay one-half of the cost of the replacement.

MOTION by Mr. Passalacqua to approve the resolution; seconded by Ms. Straub.

MOTION CARRIED by unanimous roll-call vote.

Yeas: Straub, Michaels, Carter, McGuire, Passalacqua, Cowart-6

Nays: None

Mr. Williams joined the meeting at 9:12 AM.

X. Resolution Appropriating \$600,000.00 from County Bridge Funds for the Replacement of Structure #010-4033, Urbana Township, High Cross Road Section #18-30057-00-BR

Mr. Blue discussed the bridge replacement in Urbana Township on High Cross Road north of I-74. The project will be out for bid in February or March 2022. The original estimate for this project is sufficiently low. The resolution is for an additional \$600,000.00 from County Bridge Funds.

MOTION by Ms. Michaels to approve the resolution; seconded by Ms. Carter.

MOTION CARRIED by unanimous roll-call vote.

Yeas: Straub, Michaels, Carter, Williams, McGuire, Passalacqua, Cowart-7

Nays: None

XI. Resolution Granting Authority for the County Clerk to Certify and Submit a Resolution Requesting Reappointment of the County Engineer on Behalf of Champaign County

Mr. Blue explained that the County Engineer position by state statute is a 6-year appointment. Mr. Blue's contract ends in October 2022. The Illinois Department of Transportation wants their form BLR 02120 sent to them for the reappointment. The County Resolution gives the County Clerk the authority to sign IDOT's resolution and forward to them. The County Engineer's position is appointed by the County Board.

100 **MOTION** by Ms. Cowart to approve the resolution; seconded by Ms. Michaels.
101 **MOTION CARRIED by unanimous roll-call vote.**
102 **Yeas: Straub, Michaels, Carter, Williams, McGuire, Passalacqua, Cowart-7**
103 **Nays: None**

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105 **XII. Other Business**

106 Mr. Blue thanked his county drivers for plowing the roads during the recent snowstorm.
107

108 **XIII. Chair's Report**

109 None
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111 **XIV. Designation of Items to be Placed on the Consent Agenda**

112 Ms. Cowart stated that items VIII thru XI be placed on the consent agenda.

113 **XV. Adjournment**

114 There being no further business, Ms. Cowart adjourned the meeting at 9:26 AM.

115 ***Please note the minutes reflect the order of the agenda and may not necessarily reflect the order of business conducted at*
116 *the meeting.*

CHAMPAIGN COUNTY HIGHWAY DEPARTMENT

JEFF BLUE
COUNTY ENGINEER

1605 E. MAIN STREET

(217) 384-3800
FAX (217) 328-5148

URBANA, ILLINOIS 61802

COUNTY MOTOR FUEL TAX CLAIMS FOR FEBRUARY

Check No.	Payee	Description	Amount
709	Lehigh Hanson	198.33 tons CA 06	\$2,585.31
725	National Assoc County Engineers	NACE 2022 Annual Conference	\$645.00
727	Newman Signs	Posts & Delineators	\$3,803.63
818	Jeff Blue	Flight Reimbursement-NACE	\$397.20
871	Cargill	694.72 tons Salt	\$62,497.03
955	Lehigh Hanson	141.39 tons CA 06	\$1,517.57
1124	Cargill	205.88 tons Salt	\$18,520.95
1238	LED Lighting	Flashing Beacon replacement	\$268.16
1239	Lehigh Hanson	111.72 tons CA 06	\$1,290.36
1367	Jeff Blue	Reimburse (Meals & Parking)	\$316.00

TOWNSHIP MOTOR FUEL TAX CLAIMS FEBRUARY

Check No.	Payee	Description	Amount
1316	Tuscola Stone	Hensley Twp, 729.08 CA 15	\$15,347.18



CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION

Memorandum

To: Members of the Champaign County Board
From: Rita Morocoima-Black, CCRPC/CUUATS Planning and Community Development Director
Mimi Hutchinson, CCRPC/Program Compliance Oversight Monitor for Champaign County Rural Public Transportation
March 2, 2022
Date FY2023 Section 5311 Rural Public Transportation and Downstate Operating Assistance Program
Re: (DOAP) Applications for Champaign County Area Rural Transit System (C-CARTS)

Requested Action: Approve the Resolution Authorizing Execution and Amendment of Section 5311 Grant Agreement, Public Transportation Applicant Ordinance, and Acceptance of Special Warranty as part of the Federal and State grant applications for Fiscal Year 2023 continued operation of Champaign County Area Rural Transit System (CCARTS).

Background: To continue to receive rural public transportation operating funding, Champaign County is required to submit grant applications annually for FTA section 5311 (Rural Public Transportation) and IL Downstate Operating Assistance Program (DOAP). These grants are awarded based on the Illinois Department of Transportation's (IDOT) Fiscal Year (July 1, 2022 - June 30, 2023). The separate applications were prepared by RPC staff with input from Champaign-Urbana Mass Transit District staff and will be submitted online.

FY21 SECTION 5311 AND DOAP GRANT APPLICATION BUDGET

Allocated federal funding for FY2023 is \$153,871, while the allocated DOAP state funding is \$1,159,400. Total available funding is \$1,313,271; however, the amount of DOAP funding that Champaign County and its operator can obtain will depend on their ability to source local match funding. To be realistic, the FY2023 budget is based on actual expenditures, and the amount of DOAP requested is \$754,390.60. This means the total federal and state request for FY2021 is \$908,261, an overall three percent increase from FY2022.



Champaign County Urbanized Area Transportation Study
A program of the Champaign County RPC

1776 E Washington St. Urbana, IL 61802
P 217 328 3313 F 217 328 2426
TTY 217 384 3562 CCRPC.ORG

people.possibilities.



PCOM Certification

A. PCOM Comments

[Empty text box for PCOM Comments]

B. PCOM Certification

I hereby certify that I have reviewed this application including all attachments, all information and all signatures, and found it to be complete and accurate and ready for submittal to IDOT for approval. (In the case of multiple PCOM's, all PCOM's must sign and date; select the "Add" button to insert space for the second and subsequent PCOM signatures).

PCOM Signature

Date

Mimi Hutchinson

2-16-22

PCOM Name - Typed

Mimi Hutchinson



This Programmatic Risk Assessment Questionnaire is for FY 23

A separate Programmatic Risk Assessment is required for each grant application. Responses must be program-specific.

Program Associated with this Programmatic Risk Assessment Transit 5311 Formula Grants for Rural Areas
Applicable CFR or state citation NA
Awarding State Agency Illinois Department of Transportation
Entity Completing Programmatic Risk Assessment Champaign County
Individual Completing Programmatic Risk Assessment Mimi Hutchinson, PCOM/HSTP Coordinator
Completer Phone Number (217) 531-8285
Completer Email ehutchinson@ccrpc.org

To comply with federal risk assessment requirements of 2 CFR 200.205, the state awarding agency must review the programmatic risk posed by applicants. Illinois utilizes this programmatic risk assessment questionnaire to comply with the federal requirements.

1. Quality of management systems and ability to meet the management standards

1.1 Do you have written policies and procedures that guide program delivery on the topics of:

- a. Program outcome tracking and reporting mechanisms
b. Relevant documentation of services / goods delivered
c. Staff management policies and procedures
d. Standards of conduct re: selection, award or administration of grants
e. Real or perceived conflict of interest re: selection, award or administration of grants
f. Complaint / grievance resolution policies and procedures
g. Safeguarding funds, property & other assets against loss from unauthorized use of disposition
h. Management of grant terms
i. Written approval from funding agency when key personnel change
j. Written approval from funding agency when program scope changes
k. Participant eligibility, if applicable

1.2 Do you have internal controls that govern program delivery on the topics of:

- a. Quality assurance reporting
b. Unit costs, expense analysis/management
c. Accreditation / licensing compliance program

1.3 How many years of experience does the project leader have managing the scope of services required under this program?

- More than five years
One to five years
Less than one year

1.4 Does the organization have a time and effort system to track program-specific work performed?

- If "Yes":
a. Does the system record all time worked, including time not charged to awards?
b. Does the system include sign-off by the employee and supervisor?
If "No", go to question 1.5

- 1.5 Are program payments based on a rate or unit of service? Yes No
- If "Yes":**
- a. Does the organization have written procedures to ensure accurate invoicing? Yes No
- b. Does a second person sign-off on the invoice? Yes No
- If "No", go to question 1.6**

- 1.6 Does the program have a match or related requirements? Yes No
- If "Yes":**
- a. Does the organization have written procedures for match reporting? Yes No
- b. Does a second person sign-off on match reporting? Yes No
- If "No", go to question 1.7**

- 1.7 Is the organization prepared to utilize periodic performance reports to communicate program outcomes?
- Performance reports are an established part of grant management procedures.
- Performance data reporting is being developed as part of grant management procedures.
- We do not currently report performance data within our grant management.

2. History of Performance

- 2.1 How many years of experience does your organization have with grants of comparable scope and / or capacity?
- More than five years
- One to five years
- Less than one year
- No experience **GO TO QUESTION 3.3**

- 2.2 If your organization has received grants of comparable scope and/or capacity, provide a brief description of similar project goals and outcomes; specify the applicable year:

- 2.3 During your last two fiscal years, how frequently has the organization submitted project performance reports on time?
- Always
- Reported late up to three times
- Reported late four or more times
- Not Applicable - not a requirement of awards previously received

- 2.4 Does your organization have performance measurements that tie to financial data? Yes No

- 2.5 Have there been any significant changes in your organization in the last fiscal year related to program delivery?
- a. Management/leadership personnel Yes No
- b. Reorganization or parent/subsidiary relationships Yes No
- c. Significant changes in programs/grants funded Yes No
- d. Statutory or regulatory requirements imposed on your organization type Yes No

- 2.6 Provide a brief explanation for all "YES" responses to question 2.5

- 2.7 Will a sub-grantee/sub-recipient/sub-award be utilized to manage, administer or complete the project? Yes No
- If "No", go to question 3.1**

2.8 What responsibilities will the sub-grantee/sub-recipient/sub-award perform under this project?

- a. Participant eligibility determination
- b. Case Management
- c. Performance Reporting
- d. Financial Reporting
- e. Invoicing
- f. Other

- Yes No
- Yes No
- Yes No
- Yes No
- Yes No
- Yes No

2.9 What percentage of grant funds does the organization anticipate passing to sub-grantees/sub-recipients/sub-awards?

- Less than 10%
- 10-20%
- More than 20%

2.10 Does your organization have an implemented policy for sub-grantee/sub-recipient monitoring?

- Yes No

If "Yes", does it include:

- On-Site Review
- Review of prior monitoring and desk/quantitative review
- Review of prior monitoring only
- Desk/quantitative review only

3. Reports and Findings from audits performed under Subpart F - Audit Requirements of this part of the reports and findings of any other available audit

3.1 During the last two fiscal years, has your organization been out of compliance with *programmatic* terms and conditions of awards?

- Organization has not been audited; **Go to Question 3.6**
- No occurrences of non-compliance; **Go to Question 3.6**
- One to three occurrences of non-compliance
- Four to more occurrences of non-compliance

3.2 If your organization had at least one occurrence of non-compliance with programmatic terms and conditions, summarize each occurrence.

3.3 Have corrective actions been implemented within the specified timeframe?

- Yes No

3.4 Provide explanation for any corrective actions that were not implemented within the timeframe specified and for any corrective actions that remain open.

3.5 Have there been findings regarding conflict of interest within the last two fiscal years?

- Yes No

- a. If NO, **go to question 3.6**
- b. If YES, specify the finding and your response to the finding.

- 3.6 Has your organization even been subject to specific conditions due to program issues? Yes No
- a. If NO, go to question 4.1
- b. If YES, specify the condition, why it was imposed, and whether or not it is still applicable.

4. Applicants ability to effectively implement statutory, regulatory, or other requirements imposed on awardees.

4.1 To what extent does your organization have policies to ensure programmatic expenses are reasonable, necessary and prudent (sensible)?

- Policies are implemented and followed
- Policies are implemented, but not consistently followed
- Policies are being implemented
- The organization does not currently have these types of policies

4.2 To what extent does your organization have policies to ensure programmatic activities are allowable?

- Policies are implemented and followed
- Policies are implemented, but not consistently followed
- Policies are being implemented
- The organization does not currently have these type of policies

4.3 Has the organization been out of compliance with any statutory, regulatory or other requirements of this grant funding within the last two fiscal years? Yes No

If Yes, provide an explanation

4.4 To what extent is your organization able to comply with all statutory requirements of this program?

- Fully able to comply with all statutory requirements
- With the following exception(s), the organization is able to comply:

5. Compliance with Real Equipment and Real Property Management Required for Program Delivery & Audit and Financial Reporting

5.1 Does the grantee conduct daily pre-trip inspections prior to placing a vehicle in service? Yes No

5.2 If "Yes" does the system utilize pre-trip defection reports to make repairs to system vehicles?

- Yes, we wait until the vehicle is available to do the repair.
- Yes, we schedule the repair immediately and get the work completed at the first opportunity.
- Yes, we take the vehicle out of service and work with dispatchers to reschedule routes to meet passenger needs.

5.3 If a lift is found to be inoperable during pre-trip inspections, is the vehicle taken out of service and repaired before returning it to service?

- Yes.
- No
- Yes, but (provide explanation below)

5.4 If "Yes", are appropriate accommodations made for displaced passengers with disabilities?

- Yes, we take the vehicle out of service but we cancel rides until we get it back; Or we've never had a lift break down; Or we don't know.
- Yes, but cancel rides/we reschedule the ride.
- Yes, we do whatever it takes including driving it to a state vehicle maintenance center, borrowing a vehicle, or working with a neighboring transit system to get that person a ride.

5.5 Did the grantee submit all required quarterly and annual reports for the previous fiscal year on-time and without error in accordance with Administrative Code Title 92, Chapter 1, Sub-chapter h, Part 653?

- Yes.
- No

By signing this questionnaire, I certify to the best of my knowledge and belief that the responses are true, complete and accurate. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims for otherwise (2 CFR 200.415).

Authorized Signature

[Handwritten Signature]

Date

03/02/22

Title

County Executive



A. Mode of Service

Operator(s)

List all operators and mode here (include all that apply for each operator; select "Add Row" if multiple operators):

Operator Name	Mode of Service (select all that apply)			
	Fixed Route	Demand Response	Route Deviation	Commuter Bus
Champaign-Urbana Mass Transit District	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

See Mode Definitions


B. Service Mode Certification

- There has been no change to the service mode or service area since the prior grant application.
- There has been a change to the service mode or service area since the last application. IDOT was notified of the change at least 90 days prior to the change occurring.
- There has been a change to the service mode or the service area since the last application. IDOT was notified however, the notification was less than 90 days prior to the change occurring.
- There has been a change to the service mode or service area since the last application. IDOT has not been notified of the change.

I certify the service mode and service area information listed above is accurate and any information provided previously to IDOT represents the operator's current mode and service area.

Signature

Date

	2-16-22
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Name

Mimi Hutchinson

Title

PCOM/HSTP Coordinator



A. Grantee Contact Person/PCOM

The PCOM is appointed by the grantee (applicant) and concurred on by the Department. This person will act as the Department's primary contact for the grant and will review grant documents and pay requests for accuracy before they are sent to the Department. This person is knowledgeable about public transportation programs, this grant and the grantee's (applicants) oversight responsibilities. Please list the Grantee's contact person/PCOM responsible for project and financial oversight:

Form with fields for Name, Title, Address, City, State, Zip Code, Phone, Fax, and E-mail. Example: Mimi Hutchinson, PCOM/HSTP Coordinator, 1776 E Washington St, Urbana, IL, 61802, (217) 531-8285, (217) 328-2426, ehutchinson@ccrpc.org

Please identify by name and title in the space below the chief officers of record of applicant's governing board, such as Chairman, President, Secretary, Treasurer or comparably designated officers (select "Add Row" to insert as many rows as necessary):

Table with 2 columns: Official's Name, Official's Title. Row 1: Darlene Kloepfel, County Executive

The organizational status of the applicant is:

- Municipality
County
Nonprofit Corporation
Mass Transit District
Other (explain):

B. Identification of Operators

Please identify the agency or agencies that will be directly providing and operating the service proposed in this application and the Target Service Groups to be served. If the applicant will be the operator of the service, so indicate. If more than one transit operator will be involved in the provision of the proposed services, indicate which portion of the service and/or which portion of the service area each operator will handle.

Notes: Operator is the name of the entity providing service; Target Service Group(s) is the specific target group (60+ disabled, general public, etc.)

Table with columns: Operator Name, Target Service Group (General Public, 60+, Disabled, Low Income), Service Area. Row 1: Champaign-Urbana Mass Transit District, General Public checked, 60+, Disabled, Low Income unchecked, Champaign County

C. Service Coordination Methods

If you identify more than one service provider in Section A, then the applicant should describe, in detail, how service delivery will be coordinated among operators. Applicants should be prepared to address such issues as coordination of reservation capability, coordination of service delivery, elimination of duplication of service provision among providers, and methods that a project is marketed to the general public as a "system," rather than service provided by individual providers.

In the space below, describe coordination methods used to insure that general public transportation as well as target group transportation is provided (this text box will expand upon exit to accommodate text input).

Not applicable - Only one service provider

D. Coordination With Other Human Service Agencies and Programs

In this section, provide a general narrative of coordination activity by the project with other entities that receive Federal assistance that may also provide passenger transportation.

In the space below, type service coordination efforts with other entities here (this text box will expand upon exit to accommodate text input).

Coordination has been successful with Piatt County Public Transportation (Piattran) in the past for a few riders who utilize services in Rantoul and other locations in Champaign County. No new service coordination requests have come from Piattran in the past year.

C-CARTS coordinates service in Rantoul to reduce service duplication, such as the transportation provided by the Village of Rantoul Recreation Department. Champaign-Urbana Mass Transit District arranges their deviated fixed route services to align with Rantoul Connector bus stops in the urbanized area, in addition to providing DASH passes to C-CARTS riders with disabilities and persons over the age of 65.

C-CARTS is active in the Region 8 HSTP Technical Committee, as evidenced by providing consistent data and hosting an HSTP meeting in 2019. The HSTP is a unified, locally-derived, comprehensive strategy for delivery of public and specialized transportation services that identifies transportation needs, and specifically those of persons with disabilities, older adults, and persons with low incomes. This plan also identifies strategies for meeting the needs of these transit-dependent groups and prioritizes their service.

Inability to coordinate services with human service agencies in the past largely revolved around the fact that some human service agencies require specific travel needs such as medical transportation certification or a passenger's assistant to be taken back and forth frequently.

E. Operating Entity Certification

For **each** proposed operator(s) please provide a fully completed and executed copy of the following along with a copy of all purchase of service agreements (this document should be completed and signed by the operator, if different from the grantee/applicant):

<p><small>If the applicant has more than one operator, list the official and name below (select "Add Row" to insert additional rows). One certification form is provided in this section; if additional forms are needed, select "Create Additional Operator Certification" to the right (the forms will be added after the first Certification).</small></p>	<p>Create Additional Operator Certification</p>	<p>Delete Additional Operator Certification</p>
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Operating Entity Certification

<input checked="" type="checkbox"/> Municipality	<input type="checkbox"/> University
<input type="checkbox"/> County	<input type="checkbox"/> Individual
<input type="checkbox"/> Nonprofit Corporation	<input type="checkbox"/> Partnership
<input type="checkbox"/> Mass Transit District	<input type="checkbox"/> Private for-Profit
<input type="checkbox"/> Other (explain): _____	

The operator's address:

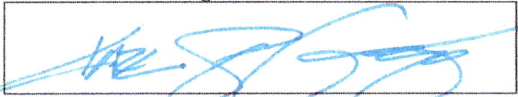
Address	City	State	Zip Code
1101 E University Ave	Urbana	IL	61802
Phone	E-mail		
(217) 384-8188	kgnadt@mtd.org		

The operator's Federal Employer's Identification Number (FEIN):

FEIN
1370925614

Officer or Official Signature

Date

	3/1/2022
--	----------

Title

MANAGING DIRECTOR

F. Operator Contact Person

Please list the **Operator's contact person(s)** responsible for project and financial management (you may list up to five (5)):

Operator	Primary Contact Name	
Champaign-Urbana Mass Transit District (MTD)	Evan Alvarez	
Email	Title	Phone
ealvarez@mtd.org	Special Services Manager	(217) 384-8188
Operator	Primary Contact Name	
Champaign-Urbana Mass Transit District (MTD)	Karl Gnad	
Email	Title	Phone
kgnadt@mtd.org	Managing Director	(217) 381-8188
Operator	Primary Contact Name	
Champaign-Urbana Mass Transit District (MTD)	Michelle Wright	
Email	Title	Phone
mwright@mtd.org	Finance Director	(217) 381-8188
Add Contact	Remove Contact	

G. Relationship Between Grantee and Operator

There are two circumstances when a grantee can enter into a lower tier relationship with a third party to deliver Section 5311 services. First, a grantee follows either state or Federal procedures outlined in FTA Circular 4220.1F to competitively secure the services of a contractor (using micro purchase, small purchase, Invitation for Bid (IFB), or Request For Proposal procedures (RFP) to deliver all or some components of Section 5311 service. Second, a state may elect to grant Section 5311 funds to a lower tier subrecipient through a primary subrecipient, a practice expressly permitted pursuant to FTA Circular 9040.1G, Chapter V, paragraph 4. FTA uses the example of a state that might pass funds to a nonprofit organization through a local public body. FTA notes that this type of arrangement is not a third party contract. OMB, in 2 CFR part 200.74, define these entities as pass-through agreements.

In the section below, identify the procurement method used for the selection of operator(s) (check only one for each operator):

If the applicant has more than one operator, complete this question for each operator (select the "Add Operator" button to insert additional checkboxes).

Operator No.

- Not Applicable/Grantee is the Operator
- Pass-Through Operator*
- Formal Request for Proposals (RFP)
- Formal Invitation for Bids (IFB)
- Sole Source (Requires IDOT Concurrence)
- Other

Describe "Other" (200 words or less)

Intergovernmental Agreement between Champaign County and Champaign-Urbana Mass Transit District from July 1, 2020 to June 30, 2022.

H. Operator and Managerial Capacity

If the grantee is not the operator, please describe the methods employed by the applicant to ensure that the selected operator(s) has the requisite fiscal, managerial and technical capability to provide and or manage the proposed service as required by state and federal regulations and funding agreements.

Describe fiscal, managerial and technical capacity (200 words or less)

Champaign County is assured that the Champaign-Urbana Mass Transit District has the requisite fiscal, managerial, and financial capacity to provide and manage the transportation service as requested by state and federal regulations and funding agreements. MTD has provided fixed-route and complementary paratransit services in the Champaign-Urbana area for over 40 years. Champaign-Urbana Mass Transit District receives direct state and federal funds which require policies, procedures, regulations, reporting, and fiscal management at the same level and some to a greater extent, as the Illinois Department of Transportation. MTD will make their books available to appropriate County officials and auditors at all requested times.

I. Contractor Service Monitoring Methodology

If the grantee is not the operator, please describe the methods employed by the applicant to ensure that the selected operator(s) has the requisite fiscal, managerial and technical capability to provide and or manage the proposed service as required by state and federal regulations and funding agreements.

Describe fiscal, managerial and technical capacity (200 words or less)

MTD reports all ridership and other performance indicators, such as trip denials and vehicle miles, on a quarterly basis to the PCOM. This information is compiled in a quarterly service report (example attached), and presented to the Rural Transit Advisory Group (RTAG) at each quarterly meeting for comments and questions. Champaign County has a very active and enthusiastic RAG (appointee list attached). They ask questions any time there is a fluctuation in service numbers, which leads to productive conversations about causes and solutions. Regarding the Village of Rantoul service contract, MTD provides ridership numbers on a monthly basis to the Village Administrator. These ridership reports are discussed at the Village Board Meetings. MTD, RPC, and Village of Rantoul staff communicate regularly regarding the service and have already made minor changes since the service began in November 2016.

Public Transit Employee Protections

A. Special Warranty

When federal funds are used to acquire, improve, or operate a mass transit system (public transportation), federal law requires arrangements to protect the interests of mass transit employees (see 49 U.S.C. § 5333(b), formerly Section 13(c) of the Urban Mass Transportation Act). Section 5333(b) specifies that these protective arrangements must provide for the preservation of rights and benefits of employees under existing collective bargaining agreements, the continuation of collective bargaining rights, the protection of individual employees against a worsening of their positions in relation to their employment, assurances of employment to employees of acquired transit systems, priority of reemployment, and paid training or retraining programs (49 U.S.C. § 5333(b)(2)).

The Department of Labor (DOL) must certify that protective arrangements are in place and meet the above requirements for all grants of assistance under of the Federal Transit Law before the Department of Transportation's Federal Transit Administration (FTA) can release funds. The FTA includes the terms and conditions of the certification and protective arrangements in its contract of assistance with the grant recipient. There is no basis for a waiver or exemption from the requirements of section 5333(b).

Before undertaking a project, the applicant for Section 5311 funding (or a legally responsible entity designated by the state) must agree in writing to the Special Warranty. IDOT is responsible for assuring that each grantee has a currently valid signed Special Warranty and for certifying this to DOL for each grant.

B. Labor Organizations in the Service Area

The Special Warranty also requires that IDOT "provide to DOL and maintain at all times an accurate, up-to-date listing of all existing transportation providers which are eligible recipients of transportation assistance funded by the project, in the transportation service area of the project, and any labor organization representing the employees of such providers."

List existing providers and labor unions below

Union Name	Local Number	Transit Organization
No known local unions for transit operators		

Local Planning Efforts

A. Public Notice, Public Meeting, and Planning Efforts to Support This Application

Describe what role local planning activities/initiatives played in the development of the proposed Section 5311 project.

Section 5323(a) (1) of the Federal Mass Transit Act of 1964, as amended requires "that the program provides for the participation of private companies engages in public transportation to the maximum extent feasible..."

Attach a copy of the Public Notice and certification thereof as Attachment VI.

Attach the minutes of the Public Meeting as Attachment VII.

Also, provide a list below that describes in general the plans and other planning tools used and how they were utilized in the development of this project (example: county comprehensive plans, ridership surveys, technical studies, etc.).

B. Transit System Planning Efforts, Last Five Years

Describe your planning efforts over the past 5 years and how the public has participated in those efforts.

In order to engage the community in local planning activities and initiatives for transit in rural Champaign County,

a formal advisory committee, called the Rural Transit Advisory Group (RTAG), was formed to provide oversight for the federal- and state-funded provision of transportation services within Champaign County, which is operated by MTD through an intergovernmental agreement. The principal responsibilities of RTAG include, but are not limited to: advising transportation providers and the County Board on transportation needs, participating in transportation planning processes, encouraging participation in and use of coordinated transportation services, disseminating information about local transportation services, attending RTAG meetings as scheduled, and developing and presenting an annual report to the County Board. Ridership and performance data provided by CRIS Rural Mass Transit District (former operator of Champaign County rural transportation through September 30th, 2014) and MTD, public comments from the Champaign-Urbana Long Range Transportation Plan committee, and census data, formed the basis for recommendations put forth in the Champaign County Rural Mobility Plan. The plan's recommendations were focused on improving efficiencies, increasing ridership, and decreasing trip denials. Ridership surveys are performed at least once per year to assess performance and identify opportunities for improvement. Champaign County hosted several public meetings regarding route changes before implementation to collect resident input. In January 2014, the Champaign County Rural Mobility Plan was adopted. This plan used 2010 Census data to map the distribution of transit-dependent populations including youth, older adults, persons with disabilities, persons with low-income, and zero-vehicle households. This plan also included statistical data pertaining to ridership, denials, cost per mile, service miles, service hours, and more provided by CRIS Rural Transit (previous operator of Champaign County rural transportation until September 30, 2014). Based on the estimation of need and demand in addition to the availability of existing rural transit services and performance, recommendations for improving rural transit service and efficiency were made. The following is a list of all Rural Transit Advisory Group (RTAG) meetings held since the committee was established in October 2010: 03/03/2011, 05/09/2011, 06/02/2011, 09/01/2011, 12/01/2011, 02/01/2012, 08/14/2012, 11/14/2012, 02/13/2013, 04/04/2013, 05/08/2013, 08/29/2013, 10/15/2013, 01/15/2014, 04/16/2014, 07/16/2014, 10/15/2014, 01/21/2015, 04/22/2015, 10/21/2015, 02/17/2016, 05/18/2016, 08/10/2016, 11/09/2016, 02/28/2017, 05/10/2017, 08/09/2017, 11/17/2017, 02/14/2018, 04/04/2013, 05/08/2013, 08/29/2013, 10/15/2013, 01/15/2014, 04/16/2014, 07/16/2014, 10/15/2014, 01/21/2015, 04/22/2015, 10/21/2015, 02/17/2016, 05/18/2016, 08/10/2016, 11/09/2016, 02/28/2017, 05/10/2017, 08/09/2017, 11/17/2017, 02/14/2018, 06/11/2018, 08/9/2018, 11/28/2018, 2/26/2019, 5/08/2019, 8/14/2019, 11/13/2020, 2/12/2020, 6/16/2020, 8/12/2020, 11/18/2020, 5/12/2021, 8/11/2021, 10/1/2021, and 2/9/2022.

C. Ridership and Service Demand Surveys (required annually)

Indicate the Date of the Last Demand Survey

Describe what surveys of potential riders were conducted in an effort to determine the general travel needs of the service area population. How many people were surveyed? How have the findings of the surveys been used in developing the routing and scheduling of the proposed transit program? Please summarize

Champaign County collected no surveys from C-CARTS riders in March 2021. Outreach efforts in previous years with paper surveys alone did not yield many responses. C-CARTS staff received less responses than last year.



Title VI Subrecipient's Questionnaire



As a recipient of Federal grant funding, the Illinois Department of Transportation (IDOT) is required to ensure that all subrecipients are in compliance with Title VI of the Civil Rights Act of 1964 rules, regulations, and Executive Orders, which govern Title VI on Federally-funded project. To ensure that subrecipient of Federal Transit Administration funding are in compliance with these requirements, your organization must complete the following questionnaire in its entirety.

If you have questions on how to complete this form, please contact the Illinois Department of Transportation, Bureau of Civil Rights, Room 317, 2300 S. Dirksen Parkway, Springfield, IL 62764 or call (217) 782-2762.

Legal Name of Applicant

Date of Report

Champaign County

Feb 28, 2022

PART 1: TITLE VI PLAN & COMPLAINT PROCEDURES

1.	Does your organization have a Title VI Program?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
A.	If "Yes," does your organization's Title VI Program include:		
(i)	A Title VI notice to the public that indicates the applicant complies with Title VI, and informs members of the public of the protections against discrimination afforded to them by Title VI.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
(ii)	Instructions to the public regarding how to file a Title VI discrimination complaint?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
(iii)	A list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the recipient since the time of the last submission?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
(iv)	A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Program submission?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
(v)	A copy of the recipient's plan for providing language assistance to persons with limited English proficiency?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
(vi)	A table depicting the racial breakdown of the membership of transit-related, non-elected planning boards, advisory councils or committees, or similar bodies (whose membership is selected to the applicant)?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
(vii)	If the applicant has constructed a transit facility, a copy a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
2.	Does your system operate fixed route services?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
A.	If "Yes," does your organization's Title VI Program include:		
(i)	System-wide service standards for vehicle load factors, vehicle headways, on-time performance, and service availability?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
(ii)	System-wide service policies for the distribution of transit amenities and vehicle assignment?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

If you answered "Yes" above, then you must submit a copy of your organization's Title VI Program as part of the application process.

If "No," in the space provided below, please explain how your organization plans to meet its Title VI Program obligations.

[Empty box for explanation]

PART 2: NON-DISCRIMINATION POLICY & STATEMENT

Does your organization have a non-discrimination policy that is incorporated into a Statement of Nondiscrimination? Yes No

If your answered "Yes" above, then you must submit a copy of your organization's nondiscrimination policy statement as part of the application process.

If "No," in the space provided below, please explain.

[Empty box for explanation]

PART 3: Title VI Coordinator/Specialists

Does your organization have a person employed who is responsible for handling civil rights issues and/or a Title VI Coordinator/Specialist? Yes No

If "Yes," then please provide the following information about the Title VI employee:

Name: Becky Krueger, Title: Human Resources Director, CCRPC, Mailing Address: 1776 E Washington St, City: Urbana, State: IL, Zip: 61802, Telephone: (217) 819-4026

SIGNATURE OF AUTHORIZED REPRESENTATIVE

By signing below, i certify that I am authorized to sign this questionnaire on behalf of my organization, and that the information contained in this report is accurate and complete to the best of my knowledge.

Signature: Becky Krueger, Date: 3.3.22

Printed Name: BECKY KRUEGER

Printed Title: HUMAN RESOURCES DIRECTOR


Operator Organization and Level of Human Resource Effort

In this section, provide a description of the level of effort that will be provided by each operator providing service in the project. List the staff positions, by job title, in the following table. List both personnel whose time will be charged to the project, either as a direct or indirect expense by entering "Direct" or "Indirect" in the second column. Also list if the position will be charged to the Administrative category ("Admin") or the Operating category ("Op"). Finally, list the approximate or estimated number of staff, expressed in terms of Full-Time Equivalents (FTEs) in the last column.

Submit one table for each operator.

Job Title	Direct or Indirect Staff Position		Administrative or Operating Personnel		Full or Part-Time Position	
	Direct	Indirect	Admin.	Op.	Full-Time	Part-Time
Operations Manager	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		1
Accounting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		1
Communications	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		1
Total Human Resource Effort (expressed in FTEs)						3

For each operator, submit with this application an organization chart showing all functional divisions of the entity with a detailed organizational breakdown of the transportation unit as Attachment III.

Please supply copies of all contracts with the submittal of this application.



Purchase of Service and Subaward Contracts



Each participant purchasing transit services from another provider must complete the information requested in this form.

Please note the following clarification of the Department's requirements for reporting Purchased Transportation expense: Incidental Purchased Transportation costs deemed an eligible expense shall be reported as a lump sum expense on Line 5100 - Purchased Transportation. The profit or amount in excess of the actual expense reported in those line items should then be reported as "Management Service Fees" on Line 5200.

If any of the requested information cannot be submitted, please explain why.

This form must be completed **FOR EACH SERVICE CONTRACTOR.**

If the applicant has more than one contractor, list the official and name below (click "+" to add more rows).

Contractor/Subawardee Identification

Name of Operator	Phone	E-mail		
Champaign-Urbana Mass Transit District	(217) 384-8188	ealvarez@mtd.org		
Address	City	State	Zip Code	
1101 East Urbana Ave	Urbana	IL	61802-2009	
Total Contract Amount				
\$44.98				

Describe the cost basis of the contract amount shown above (per ride, per hour, etc.)

Hourly rate charged to Champaign County for fiscal year 2022

Describe the service to be provided including an identification of the population to be served, limits on service, etc. (Use additional sheets if necessary)

The Champaign-Urbana Mass Transit District operates the Champaign County Area Rural Transit System (C-CARTS) and has an intergovernmental agreement with Champaign County regarding finances, vehicle leases, an advisory board, agency responsibilities, and costs for in-house maintenance, in addition to rent and parking space. C-CARTS provides rides to the general public in the rural areas of Champaign County with fixed-route and demand-response services. All vehicles are ADA-accessible. Reservations must be made at least two business days prior to the requested ride. Rides may be scheduled between the hours of 6:00 am and 6:00 pm, Monday through Friday. All rides are scheduled on an as-available basis.

Indicate number and type of vehicles used

The Champaign County Area Rural Transit System has twelve, 14-passenger medium-duty, ADA-accessible buses in the fleet.

Contractor Operators Salaries and Wages/Other Costs

Number of Operators	Average Wage	Total Operator Wages
14	\$17.69	\$380,000.00
Subtotal: Operator Salaries and Wages		\$380,000.00

Other Salaries and Wages

Job Title	No. Employees - This Position	Total Other Wages
Dispatchers	3	\$125,000.00
Other Wages	3	\$60,000.00
Subtotal: Other Salaries and Wages		\$185,000.00

Other Expenses

Expense Type (List Below)	Estimated Costs
Training	\$20,000.00

FICA	\$44,000.00
Pensions and long-term Disability	\$60,000.00
Unemployment insurance	\$15,000.00
Worker's compensation	\$20,700.00
Fuel and lubricants consumed	\$93,600.00
Tires and tubes consumed	\$15,600.00
Other materials and supplies	\$90,800.00
Leases, rentals, purchase lease	\$25,100.00
Professional and technical services	\$31,500.00
Contract maintenance	\$15,000.00
Advertising and promotional media	\$15,000.00
Operating yards or stations	\$30,000.00
Insurance	\$90,100.00
Subtotal: Other Expenses	\$566,400.00
Total - All Contractor Expenses	\$1,131,400.00

Explain any special arrangement you have with the provider (i.e. maintenance, training, vehicle housing, etc.). Use additional Sheets if necessary).

The Champaign-Urbana Mass Transit District provides in-house maintenance (preventative and as-needed), vehicle housing, training to operators and dispatchers, and document preparation assistance to Champaign County, as outlined in the intergovernmental agreement.



Description of Applicant's Organization



1. Individual authorized by the Applicant to submit this application

Authorized Official Signature (must be same as listed on OP-1) Date

	3-2-22
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Title

County Executive

2. Individual directly responsible for the implementation of the Program of Proposed Expenditures

Name	Title
Mimi Hutchinson	PCOM/HSTP Coordinator

3. Individual directly authorized to sign and certify the Quarterly Financial Reports (OP-10 forms)

Name	Title
Darlene Kloeppel	County Executive

4. Year Created 5. Means Created

1833	February 20, 1883 (Laws, 1883, p.28)
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6. Does your Agency have special tax authority for transit? Yes No If "Yes", what is:

- a. the current level your Agency will tax at in FISCAL YEAR
- b. the total FISCAL YEAR estimated revenue
- c. the total FISCAL YEAR actual revenue

7. Please attach a full description or map of your Agency's territorial boundaries as defined on the next page and provide the following information regarding your Territorial Boundaries:

City/County	Population	Square Miles	Pop Density
Champaign County	209,922	998	210/sq mi

- 8. Please attach a full description and map of your Agency's service area as defined below.
- 9. Please attach a full description and map of your Agency's contiguous-area service as defined below.
- 10. Please attach a full description or map of any services provided by your Agency identified as ineligible service. (Note: Any revenue or expense associated with these services should be excluded from budget.)
- 11. Transit System Management In-House Management Contract Management

DESCRIPTION

Service Area A participant's territorial boundaries, plus any eligible Service Extensions, plus any Contiguous-Area Service. (See 30 ILCS 740.)

Contiguous-Area Service Service provided by a participant within any county that is contiguous to its territorial boundaries as defined by the Department and subject to Departmental approval. Participant must certify to the Department that any such contiguous-area service provided after July 1, 2007, meets the requirements of 30 ILCS 740/2-5.1 in order to receive reimbursement for the service. (See 30 ILCS 740/2-7(b-20).)

Service Extensions Service that is provided beyond the participant's territorial boundaries, where one end of a passenger trip (either origin or destination) is within the territorial boundaries. (See 70 ILCS 3615 and 30 ILCS 740/2-5.)

Territorial Boundaries for:

Municipal Participants The municipal or corporate boundaries of the participant.

Mass Transit Districts The district boundaries on file with the Illinois Secretary of State's Office. (See 70 ILCS 3610/5.)

INELIGIBLE SERVICE

- Service operated totally outside a participant's territorial boundaries, unless it is Contiguous Area Service allowed for under 30 ILCS 740/2-7(b-20).
- Effective FY2002: Service extensions beyond a Mass Transit District's territorial limits which do not have documented approval of the required governing bodies. (See 70 ILCS 3610/5).
- Service extensions beyond a Section 5311 recipient's territorial boundaries which are non-incident service within urbanized areas. (See Section 5311 program guidelines.)

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision. Refer to FTA's accompanying Instructions document for more information.

Text in italics is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
 - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
 - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
 - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.324, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.326 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (a) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a public transportation agency safety plan on behalf of a small public transportation provider pursuant to 49 CFR § 673.11(d). This certification is required by 49 U.S.C. § 5329(d)(1) and 49 CFR § 673.13.

This certification does not apply to any applicant that receives financial assistance from FTA exclusively under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs.

If the applicant is an operator, the applicant certifies that it has established a public transportation agency safety plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673.

If the applicant is a State, the applicant certifies that:

- (a) It has drafted a public transportation agency safety plan for each small public transportation provider within the State, unless the small public transportation provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own public transportation agency safety plan; and
- (b) Each small public transportation provider within the State has a public transportation agency safety plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5) and Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. E, title VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

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

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

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

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:

- (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
- (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
- (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will

receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant’s transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);

- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and

- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act’s Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula

Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA’s Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA’s regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, “Public Transportation Safety Certification Training Program”; and
- (b) Compliant with the requirements of 49 CFR Part 674, “State Safety Oversight”.

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;

- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

**CATEGORY 20. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS
FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT
PROGRAMS).**

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),

- (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
- (4) Category 09 (Formula Grants for Rural Areas),
- (5) Category 15 (Alcohol and Controlled Substances Testing), and
- (6) Category 17 (Demand Responsive Service).

CATEGORY 21. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

FEDERAL FISCAL YEAR 2022 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Champaign County

The Applicant certifies to the applicable provisions of all categories: (*check here*) X .

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Cybersecurity Certification for Rail Rolling Stock and Operations

20 Tribal Transit Programs

21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

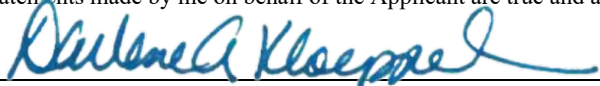
Name of the Applicant: Champaign County

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant’s behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature  Date: 3/2/2022

Name Darlene A. Kloeppe Authorized Representative of Applicant

AFFIRMATION OF APPLICANT’S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: _____

Name _____ Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant’s Attorney pertaining to the Applicant’s legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney’s signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision. Refer to FTA's accompanying Instructions document for more information.

Text in italics is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
 - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
 - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
 - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.324, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.326 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (a) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a public transportation agency safety plan on behalf of a small public transportation provider pursuant to 49 CFR § 673.11(d). This certification is required by 49 U.S.C. § 5329(d)(1) and 49 CFR § 673.13.

This certification does not apply to any applicant that receives financial assistance from FTA exclusively under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs.

If the applicant is an operator, the applicant certifies that it has established a public transportation agency safety plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673.

If the applicant is a State, the applicant certifies that:

- (a) It has drafted a public transportation agency safety plan for each small public transportation provider within the State, unless the small public transportation provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own public transportation agency safety plan; and
- (b) Each small public transportation provider within the State has a public transportation agency safety plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5) and Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. E, title VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

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

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

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

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:

- (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
- (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
- (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will

receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant’s transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);

- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and

- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula

Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA’s Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA’s regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, “Public Transportation Safety Certification Training Program”; and
- (b) Compliant with the requirements of 49 CFR Part 674, “State Safety Oversight”.

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;

- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

**CATEGORY 20. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS
FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT
PROGRAMS).**

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),

- (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
- (4) Category 09 (Formula Grants for Rural Areas),
- (5) Category 15 (Alcohol and Controlled Substances Testing), and
- (6) Category 17 (Demand Responsive Service).

CATEGORY 21. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

FEDERAL FISCAL YEAR 2022 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Champaign County

The Applicant certifies to the applicable provisions of all categories: (*check here*) X .

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Cybersecurity Certification for Rail Rolling Stock and Operations

20 Tribal Transit Programs

21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Champaign County

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant’s behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name _____ Authorized Representative of Applicant

AFFIRMATION OF APPLICANT’S ATTORNEY

For (Name of Applicant): Champaign County

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature  Date: 3/1/2022

Name Peter M. Ladwein Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant’s Attorney pertaining to the Applicant’s legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney’s signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Acceptance of the Special Warranty

WHEREAS, Section 5311 of the Federal Transit Act of 1964, as amended, makes funds available to help offset certain operating deficits of a system providing public transit service in non-urbanized areas; and

WHEREAS, 49 U.S.C. § 5333(b) requires that fair and equitable arrangements must be made to protect the interests of employees affected by such assistance as a condition of receipt of funds under Section 5311; and

WHEREAS a simplified process for assuring employee protections that accommodates the needs of participants in the Section 5311 program has been agreed upon by the U.S. Department of Labor and the U.S. Department of Transportation by allowing execution of a Special Section 5333(b) Warranty for Section 5311 projects (Special Warranty), which the Secretary of Labor certified on May 31, 1979;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF CHAMPAIGN COUNTY:

Section 1. That an application be made to the Office of Intermodal Project Implementation, Department of Transportation, State of Illinois, for a financial assistance grant under Section 5311 of the Federal Transit Act of 1964, as amended.

Section 2. As a condition of the receipt of Section 5311 funds, Champaign County hereby agrees in writing to the terms and conditions of the Special Warranty (attached) regarding fair and equitable arrangements to protect the interests of employees affected by such assistance.

PASSED by the Champaign County Board on the 24th day of March 2022.

Signature of Authorized Official

Date

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Authorized Official's Name Typed

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**RESOLUTION AUTHORIZING EXECUTION AND AMENDMENT OF
SECTION 5311 GRANT AGREEMENT**

WHEREAS, the provision of public transit service is essential to the transportation of persons in the non-urbanized area; and

WHEREAS, 49 U.S.C. § 5311 ("Section 5311"), makes funds available to the State of Illinois to help offset certain operating deficits and administrative expenses of a system providing public transit service in non-urbanized areas; and

WHEREAS, the State of Illinois, acting by and through the Illinois Department of Transportation, is authorized by 30 ILCS 740/3-1 *et seq.* to provide the Section 5311 grant; and

WHEREAS, grants for said funds will impose certain obligations upon the recipient, including the provision by it of the local share of funds necessary to cover costs not covered by funds provided under Section 5311.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF CHAMPAIGN COUNTY:

Section 1. That an application be made to the Office of Intermodal Project Implementation, Department of Transportation, State of Illinois, for a financial assistance grant under Section 5311 for fiscal year 2023 for the purpose of off-setting a portion of the Public Transportation Program operating deficits of Champaign County.

Section 2. That while participating in said operating assistance program, Champaign County will provide all required local matching funds.

Section 3. That the County Executive of the Champaign County Champaign County Board is hereby authorized and directed to execute and file on behalf of Champaign County such application.

Section 4. That the County Executive of the Champaign County Champaign County Board is authorized to furnish such additional information as may be required by the Office of Intermodal Project Implementation and the Federal Transit Administration in connection with the aforesaid application for said grant.

Section 5. That the County Executive of the Champaign County Champaign County Board is hereby authorized and directed to execute and file on behalf of Champaign County a Section 5311 Grant Agreement ("Agreement") with the Illinois Department of Transportation, and amend such Agreement, if necessary, in order to obtain grant assistance under the provisions of Section 5311 for fiscal year 2023.

Section 6. That the County Executive of the Champaign County Champaign County Board is hereby authorized to provide such information and to file such documents as may be required to perform the Agreement and to receive the grant for fiscal year 2023.

PRESENTED and ADOPTED this 24th day of March 2022.

Signature of Authorized Official

Date

Attest

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Title

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Public Transportation Applicant Ordinance

ORDINANCE NUMBER: _____

AN ORDINANCE TO PROVIDE PUBLIC TRANSPORTATION
IN CHAMPAIGN COUNTY, ILLINOIS

WHEREAS, public transportation is an essential public purpose for which public funds may be expended under Article 13, Section 7 of the Illinois Constitution; and

WHEREAS, Champaign County wishes to provide public transportation for its citizens and become eligible for grants from the State of Illinois or any department or agency thereof, from any unit of local government, from the Federal government or any department or agency thereof; and

WHEREAS, Illinois Compiled Statutes 740/2-1 et seq., authorizes a county to provide for public transportation within the (county or counties) limits:

NOW, THEREFORE, BE IT ORDAINED by the County Executive and Champaign County that:

Section 1. Champaign County shall hereby provide public transportation within the county or counties limits.

Section 2. The clerk/secretary to the governing board of Champaign County shall file a certified copy of this Ordinance, within sixty days after passage of this ordinance.

Section 3. This Ordinance shall be in full force and effect from and after its passage and approval, as required by law.

Section 4. That the County Executive of the Champaign County Champaign County Board is hereby authorized and directed to execute and file on behalf of Champaign County a Grant Application to the Illinois Department of Transportation.

Section 5. That the County Executive of the Champaign County Champaign County Board is hereby authorized and directed to execute and file on behalf of Champaign County all required Grant Agreements with the Illinois Department of Transportation.

PASSED by the County Executive and the Champaign County Board on the 24th of March 2022, and deposited and filed in the office of the clerk/secretary on that date.

Elected Board Members: _____

Members Present at Vote: _____

Members Voting "Aye": _____ Members Voting "Nay": _____ Members Abstaining: _____

Signature of

Date

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**CERTIFICATION AND RESTRICTIONS ON LOBBYING
(For Federal Funding Over \$100,000)**

I, Darlene Kloeppe, County Executive, hereby certifies on behalf of Champaign County that:

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

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

The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The undersigned certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C. Section 3801, et seq., are applicable thereto.

Name of Applicant/Subrecipient

Champaign County

Type or Print Name of Authorized Official

Darlene Kloeppe

Signature

Date

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Applicant's Certification of Intent

Applicant's Name:	Champaign County		
Address 1:	1776 E Washington St		
Address 2:			
City:	Urbana	State	IL Zip Code 61802

Applicant's Contact Person	Title	
Mimi Hutchinson	PCOM/HSTP Coordinator	
Phone	Fax	E-mail
(217) 531-8285		ehutchinson@ccrpc.org

The applicant hereby applies to the State of Illinois through the Illinois Department of Transportation, Office of Intermodal Project Implementation, for grants under Article II and Article III of the Downstate Public Transportation Act for operating and administrative assistance for public transportation service.

Officer or Official of the Applicant Organization

Signature	Date

Typed Name of Signature Above

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Data Input Sheet

The Section 5311 Application requires the applicant to complete various certifications and assurances. These forms require the applicant to fill-in various repetitive fields in order to be complete. On this page, complete all fields and the various forms will be auto-populated with the correct values; the applicant only needs to print, sign, and scan the executed assurance.

IDOT has also converted Exhibit I and J, previously Excel spreadsheets, to the new fillable form. Note these exhibits are formatted for 11 x 17 ledger size paper.

Organization Status of the Applicant

Applicant is (*select one*): County City Mass Transit District

Information About the Applicant

Applicant Name	CHAMPAIGN COUNTY
Name of Authorized Official to Execute Certifications:	Darlene Kloepfel
Title of Authorized Official to Execute Certifications:	County Executive
Name of Applicant's Legal Counsel/Attorney:	Peter Ladwein
Name of the Applicant's Contact to Discuss Application:	Mimi Hutchinson
Title of Applicant's Contact Person	PCOM/HSTP Coordinator
Name of the Governing Board	Champaign County Board

Information for Completing the Enabling Ordinance and Board Resolution:

Ordinance Number:	Number, Elected Governing Board	Members Present for Vote	Aye Votes to Ordinance	Nay Votes to Ordinance	Abstaining Votes to Ordinance
	Day of Governing Board Adoption	Month of Governing Board Adoption		Year of Governing Board Adoption	
	24th	March		2022	

Equal Employment Opportunity (EEO) Checklist (page 1 of 2)

EEO Overview

Since 1977, USDOT has required recipients and subrecipients of transit funding meeting certain criteria to establish Equal Employment Opportunity (EEO) Programs and to comply with applicable laws and regulations.

FTA is responsible for ensuring that its recipients do not engage in employment discrimination:

A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, religion, national origin, sex, disability, or age (49 U.S.C. § 5332(b)).

This provision applies to employment opportunities and supplements employment protections found in Title VI of the Civil Rights Act of 1964 (Title VI). The Title VI regulations prohibiting employment discrimination are found at 49 CFR § 21.5(c) - Nondiscrimination in Federally Assisted Programs of the Department of Transportation. It is important to note that while Title VI and 49 CFR Part 21 only prohibit discrimination based on race, color, and national origin, Federal Transit Laws (49 U.S.C. § 5332) includes protections on the basis of religion, sex, disability, and age. In this context, the term 'sex' includes pregnancy, childbirth, or related medical conditions; gender identity; and sexual orientation.

Title VII of the Civil Rights Act of 1964 (Title VII), as amended by the Equal Employment Opportunity Act of 1972 and the Civil Rights Act of 1991, prohibits discrimination on the basis of race, color, religion, national origin, or sex in all institutions with 15 or more employees -- including state and local governments and labor organizations. (42 U.S.C. §§ 2000e et seq.) Title II of the Genetic Information Nondiscrimination Act of 2008 (GINA) applies to private employers and state and local government employers with at least 15 employees, regardless of whether they receive federal financial assistance. It prohibits covered employers from discriminating on the basis of an applicant's or employee's genetic information (such as the results of genetic tests or family medical history), generally prohibits employers from acquiring genetic information of applicants and employees, and requires employers to keep genetic information confidential, with very limited exceptions. The U.S. Equal Employment Opportunity Commission (EEOC) is the enforcement authority for Title VII and provides official interpretation of employment laws that prohibit discrimination as outlined in 29 CFR Part 1600. EEOC enforces not only Title VII and GINA, but also the Equal Pay Act of 1963, the Age Discrimination in Employment Act of 1967, Title I of the Americans with Disabilities Act of 1990, Sections 501 and 505 of the Rehabilitation Act of 1973. FTA defers to the most current regulations and guidance issued by EEOC when making complaint and compliance determinations. EEOC regulations and guidance are incorporated by reference.

The FTA Master Agreement requires all applicants, recipients, subrecipients, and contractors receiving FTA funding to comply with applicable Federal civil rights laws and regulations and to follow applicable Federal guidance. Any FTA applicant, recipient, subrecipient, and contractor who meet both of the following threshold requirements must implement all of the EEO Program elements:

- Employs 100 or more transit-related employees; and
- Requests or receives capital or operating assistance in excess of \$1 million in the previous Federal fiscal year, or
- Requests or receives planning assistance in excess of \$250,000 in the previous Federal fiscal year.

Agencies between 50 -99 transit-related employees are required to prepare and maintain an EEO Program that includes the Statement of Policy, dissemination plan, designation of personnel, assessment of employment practices, and a monitoring and reporting system. These smaller agencies are not required to conduct a utilization analysis with goals and timetables or to submit the EEO Program to FTA every four years. Instead, these agencies will be required to provide the EEO Program to FTA if requested by the Office of Civil Rights or for any State Management Review or Triennial Review.

This Circular applies to state-administered programs covered by Federal Transit Laws and FTA Master Agreement funding categories such as seniors, persons with disabilities, and rural assistance programs funded under Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S.C. § 5310), Formula Grants for Rural Areas (49 U.S.C. § 5311), Bus and Bus facilities (49 U.S.C. § 5339), and other specialized grant programs funded through FTA.

FTA applicants, recipients, subrecipients, and contractors who do not meet the EEO Program threshold above are not required to submit an EEO Program to FTA, but are still required to comply with all Equal Employment Opportunity statutes and regulations.

Equal Employment Opportunity (EEO) Checklist (page 2 of 2)

Every four years, on a date determined by FTA, each recipient that meets the threshold described in section 1.4 of this Circular, is required to submit the following information to the Federal Transit Administration (FTA) as part of its EEO Program. Subrecipients of Section 5311 funding must submit the information below to the primary recipient (IDOT), on a schedule to be determined by IDOT.

Full EEO Program Requirements

Any applicant, recipient, subrecipient, and contractor who:

- Employs 100 or more-transit related employees; and
- Requests or receives capital or operating assistance in excess of \$1 million in the previous Federal fiscal year;
- OR -
- Requests or receives planning assistance in excess of \$250,000 in the previous Federal fiscal year

Must submit the full EEO Program, including the following elements, every year, to IDOT, as required:

- Statement of Policy
- Dissemination Plan
- Designation of Responsible Personnel
- Utilization Analysis
- Goals and Timetables
- Assessment of Employees' Practices
- Monitoring and Reporting Plan

Abbreviated EEO Program Requirements

Any applicant, recipient, subrecipient, and contractor who:

- Employs 50 - 99 or more-transit related employees; and
- Requests or receives capital or operating assistance in excess of \$1 million in the previous Federal fiscal year;
- OR -
- Requests or receives planning assistance in excess of \$250,000 in the previous Federal fiscal year

Must submit the abbreviated EEO Program, including the following elements, to IDOT, as required:

- Statement of Policy
- Dissemination Plan
- Designation of Responsible Personnel
- Assessment of Employees' Practices
- Monitoring and Reporting Plan

Not Applicable (based on above stated requirements)

Submit this completed checklist with your application.



Purchase of Service and Subaward Contracts



Each participant purchasing transit services from another provider must complete the information requested in this form.

Please note the following clarification of the Department's requirements for reporting Purchased Transportation expense: **Incidental Purchased Transportation costs deemed an eligible expense shall be reported as a lump sum expense on Line 5100 - Purchased Transportation. The profit or amount in excess of the actual expense reported in those line items should then be reported as "Management Service Fees" on Line 5200.**

If any of the requested information cannot be submitted, please explain why.

This form must be completed FOR EACH SERVICE CONTRACTOR.

If the applicant has more than one contractor, list the official and name below (click "+" to add more rows).

Contractor/Subawardee Identification

Name of Operator	Phone	E-mail	
Champaign-Urbana Mass Transit District	(217) 384-8188	ealvarez@mtd.org	
Address	City	State	Zip Code
1101 East Urbana Ave	Urbana	IL	61802-2009
Total Contract Amount			
\$44.98			

Describe the cost basis of the contract amount shown above (per ride, per hour, etc.)

Hourly rate charged to Champaign County for fiscal year 2022

Describe the service to be provided including an identification of the population to be served, limits on service, etc. (Use additional sheets if necessary)

The Champaign-Urbana Mass Transit District operates the Champaign County Area Rural Transit System (C-CARTS) and has an intergovernmental agreement with Champaign County regarding finances, vehicle leases, an advisory board, agency responsibilities, and costs for in-house maintenance, in addition to rent and parking space. C-CARTS provides rides to the general public in the rural areas of Champaign County with fixed-route and demand-response services. All vehicles are ADA-accessible. Reservations must be made at least two business days prior to the requested ride. Rides may be scheduled between the hours of 6:00 am and 6:00 pm, Monday through Friday. All rides are scheduled on an as-available basis.

Indicate number and type of vehicles used

The Champaign County Area Rural Transit System has twelve, 14-passenger medium-duty, ADA-accessible buses in the fleet.

Contractor Operators Salaries and Wages/Other Costs

Number of Operators	Average Wage	Total Operator Wages
14	\$17.69	\$380,000.00
Subtotal: Operator Salaries and Wages		\$380,000.00

Other Salaries and Wages

Job Title	No. Employees - This Position	Total Other Wages
Dispatchers	3	\$125,000.00
Other Wages	3	\$60,000.00
Subtotal: Other Salaries and Wages		\$185,000.00

Other Expenses

Expense Type (List Below)	Estimated Costs
Training	\$20,000.00

FICA	\$44,000.00
Pensions and long-term Disability	\$60,000.00
Unemployment insurance	\$15,000.00
Worker's compensation	\$20,700.00
Fuel and lubricants consumed	\$93,600.00
Tires and tubes consumed	\$15,600.00
Other materials and supplies	\$90,800.00
Leases, rentals, purchase lease	\$25,100.00
Professional and technical services	\$31,500.00
Contract maintenance	\$15,000.00
Advertising and promotional media	\$15,000.00
Operating yards or stations	\$30,000.00
Insurance	\$90,100.00
Subtotal: Other Expenses	\$566,400.00
Total - All Contractor Expenses	\$1,131,400.00

Explain any special arrangement you have with the provider (i.e. maintenance, training, vehicle housing, etc.). Use additional Sheets if necessary).

The Champaign-Urbana Mass Transit District provides in-house maintenance (preventative and as-needed), vehicle housing, training to operators and dispatchers, and document preparation assistance to Champaign County, as outlined in the intergovernmental agreement.



**Estimated Directly Operated Service
for Rural Areas**



6B: VEHICLE USE

Passenger, by Fare Type and Category	Estimated Directly Operated Service		
	Revenue Vehicle Miles	Revenue Vehicle Hours	Vehicles Operated in Peak Service
Fixed Modes			
Fixed Route			4
Commuter Bus			
Intercity Bus			
Flexible Route	132,763	6,915	4
Total - Fixed Modes	132,763	6,915	8
Demand Modes			
Demand Response	127,919	6,693	
Complementary Paratransit			
Total - Demand Modes	127,919	6,693	
Total	260,682	13,608	8

6C: PASSENGERS

Provide **estimated passenger counts**, by Type of Service, by Fare Category.

Measure	Estimated Directly Operated Service	
	Fixed Mode Passengers	Demand Mode Passengers
Passenger Paid Fares		
Adult Fare	20,229	
Senior Citizen Fare	14,058	
Student Fare		
Child Fare		
Disabled Fare		
Total - Passengers, by Fare Paid	34,287	
Organization Paid Fares		
Organization Paid Fares		
Total - Passengers, Organization Paid		
Total	34,287	

Estimated Directly Operated Service for Rural Areas Instructions

Financial and non-financial data reported on forms OP-5, the 5311 Exhibit B (5311 Budget) and OP-6 must be coordinated. For Financial Data required on this form, use the budgeted data as reported.

For non-financial reporting data, if budgeted financial data was calculated from non-financial statistical projections (ridership, vehicle hours, etc.), use the same data for calculating the budgeted financial data shown on form OP-5. If not, calculate non-financial reporting data from the budgeted financial data.

6B. Vehicle Use

IDOT has made some minor changes to this section this year to more closely align with the National transit Database (NTD) definitions. The NTD groups similar services into types of service (TOS) and modes of transit in the database. Agencies report two types of service to NTD: Directly-Operated (DO) and Purchased Transportation (PT).

Types of Service

Directly-Operated Services: Transit agencies classify service as directly operated if they use their own employees to operate the transit vehicles. Agencies that directly operate service typically employ drivers, schedulers, and dispatchers.

Purchased Transportation: The NTD defines PT service as service that is provided to a public transit agency or governmental unit from a public or private transportation provider based on a written contract, typically procured via a competitive process. Note: when a recipient passes funds to a lower tier operator, this is a pass-through arrangement and is not Purchased Transportation. In this instance, services and financial data are directly reported by the operator.

Service Modes

Fixed Route: Fixed route service is a system of transporting individuals in which a vehicle is operated along a prescribed route according to a fixed schedule.

Intercity Bus: Regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

Commuter Bus: Fixed-route bus systems that primarily connect outlying areas with a central city. Service typically uses over-the-road buses with service predominantly in one direction during peak periods, limited stops, and routes of extended length. Commuter bus modes typically operate with at least 5 miles of closed-door service between stops. Commuter bus service is considered fixed route, but does not trigger the need for the entity to operate complementary paratransit services.

Flexible Routes: The category includes both route deviation and point deviation services. Route deviation is service that operates along established routes that typically have designated stops. Between these stops vehicles deviate from an established route to pick up or drop off riders within a defined off-route service area. Point deviation services do not follow a specific route. Instead, the drivers stop at bus stops at scheduled times. The buses then travel to the necessary destinations until the next scheduled bus stop.

Note: Under some circumstances, route or point deviation service can be operated in a manner that does not require the provision of complementary paratransit services. However, service units are reported as fixed route services for purposes of completing this section.

Revenue Vehicle Miles (RVM): For fixed route operations, revenue vehicle miles include the all miles when the vehicle is available for service and there is an expectation of carrying passengers. RVM includes: (a) layover/recovery time. Revenue vehicle miles excludes: (a) deadhead; (b) vehicle maintenance testing; (c) school bus service; and (d) charter service. For demand response service, revenue miles includes all distance from the point of the first passenger pick-up to the last passenger drop-off, as long as the vehicle does not return to the dispatching point.

Revenue Vehicle Hours (RVH): For fixed route operations, revenue vehicle miles include the all miles when the vehicle is available for service and there is an expectation of carrying passengers. RVH includes: (a) layover/recovery time. Revenue vehicle hours excludes: (a) deadhead; (b) vehicle maintenance testing; (c) school bus service; and (d) charter service. For demand response service, revenue hours includes all travel time from the point of the first passenger pick-up to the last passenger drop-off, as long as the vehicle does not return to the dispatching point.

Vehicles Operated in Maximum Service (VOMS): VOMS is the number of revenue vehicles an agency operates to meet the annual maximum service requirement. Agencies count their annual VOMS during the peak season of the year on the busiest day that they provide service. In most cases, this is the number of scheduled vehicles because most transit agencies have enough vehicles to operate the scheduled service. VOMS excludes atypical days or one-time special events for non-demand response modes.

6C. Passengers/Fares

Unlinked Passenger Trips: UPT is the number of boardings on public transportation vehicles during the fiscal year. Transit agencies must count passengers each time they board vehicles, no matter how many vehicles they use to travel from their origin to their destination. If a transit vehicle changes routes while passengers are onboard (interlining), transit agencies should not recount the passengers. For demand response, transit agencies must include personal care attendants and companions in UPT counts as long as they are not employees of the transit agency. This includes attendants and companions that ride fare free.

Fares - Payment

Passenger-paid fares reflect the amount of the fare that the passengers pay on their own behalf. Passenger fares may be paid by the individual or a third party, as defined below:

Passenger Paid Fares: All income directly earned from carrying passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle, reduced fares paid by passengers in a user-side subsidy arrangement, or payments made through an agreement to provide fare-free service for a certain group, e.g. payments from a university to provide free service to students. It also includes base fare, zone or distance premiums, express service premiums, extra cost transfers, and special transit fares.

Organization Paid Fares: Organization-paid fares are paid for by an organization rather than by the passenger. Organization-paid fares also include funds for rides given along special routes for which a beneficiary of the service may guarantee funds. Organization-paid fares may result from agreements between the transit system and an agency or organization that pays a set amount in return for transit service for the persons covered by the agreement.

Fares - Type

The transit system is responsible for establishing fares and any discounts. Fare types typically include:

Full Adult Fares: Revenues earned by transporting passengers for the full adult fare.

Senior Citizen Fares: Revenues earned by transporting passengers who pay a special, reduced fare because they are older than a prescribed age limit.

Student Fares: Revenues earned by transporting passengers who pay a special, reduced fare because they are enrolled in an educational institution.

Child Fares: Revenues earned from carrying passengers who pay a special, reduced fare because they are younger than a prescribed age limit.

Fares for Individuals with Disabilities: Revenues earned from carrying passengers who pay a special, reduced fare because they are persons with disabilities.



CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION

Memorandum

To: Members of the Champaign County Board
From: Rita Morocoima-Black, CCRPC/CUUATS Planning and Community Development Director and Mimi Hutchinson, CCRPC/Program Compliance Oversight Monitor for Champaign County Rural Public Transportation
Date: March 2, 2022
Re: FY2022 Section 5311 CARES Act Grant Application for Champaign County Area Rural Transit System (C-CARTS)

Requested Action: Approve application for Section 5311 CARES Act Grant for Fiscal Year 2023 for Champaign County Area Rural Transit System (C-CARTS).

Background: In 2020, the Champaign County Board authorized an application for \$579,840 in Section 5311 CARES Act (emergency rural public transportation funding) through FY21 with Resolution #2020-137. On July 17, 2020, CCRPC staff received the federal Section 5311 CARES Act grant agreement for Champaign County's partial execution for the same amount requested and previously approved by the County Board. Subsequently, Champaign County received an allocation of \$466,867 of Section 5311 American Rescue Plan Act (CRSSA/ARP) emergency rural public transportation funds. However, to continue to receive emergency rural public transportation operating funding, like that received from the CARES Act, Champaign County is required to submit a CRSSA/ARP grant application for FY22.

While the CRSSA/ARP federal funding is allocated under the same 5311 program that C-CARTS receives annual funding from, the State of Illinois is still requiring rural grantees to complete a separate grant application.

C-CARTS administration intend to use CRSSA/ARP funding to install 10 bus shelters at the most-used C-CARTS's deviated fixed-route stops in Rantoul, Illinois, as well as wireless capabilities for existing on-board camera systems, and vehicle lift repair with panel replacement. No local match is required for CRSSA/ARP funds. Champaign County is requesting \$193,500 of the total \$466,867. The attached application was prepared by RPC staff with input from Champaign-Urbana Mass Transit District and Village of Rantoul staff and will be submitted to IDOT managers via email.



Champaign County Urbanized Area Transportation Study
A program of the Champaign County RPC

1776 E. Washington St. Urbana, IL 61802
P 217.328.3313 F 217.328.2426
TTY 217.384.3862 CCRPC.ORG



CHAMPAIGN COUNTY
REGIONAL
PLANNING

UUAT

Champaign County Urbanized Area Transportation Study
A program of the Champaign County RPC

1776 E. Washington St. Urbana, IL 61802
P 217.328.3313 F 217.328.2426
TTY 217.384.3862 CCRPC.ORG

**Illinois Department of Transportation
Bureau of Transit Operations
Application for Emergency Relief Funds**

Legal Name of Applicant Champaign County	Date 02-28-2022	
Street Address, City, and Zip Code 1776 E Washington St Urbana, IL 61802		
Contact Person Mimi Hutchinson	Title PCOM/HSTP Coordinator	Telephone Number (217) 531-8285

Project Title FY23 CARES Application: C-CARTS Fixed-Route Bus Shelters and Vehicle Technology Upgrades
--

<p>Project Description</p> <p>The Champaign County Area Rural Transportation Service (C-CARTS) operates a deviated fixed-route service in Rantoul, Illinois. The service includes more than 30 stops and operates on weekdays from 5 am to 6 pm. Currently, no C-CARTS stops offer shelter for riders. However, feedback from recent outreach efforts strongly indicates that the addition of bus shelters would increase riders' comfort, safety, and overall satisfaction with the C-CARTS deviated fixed-route system.</p> <p>Using ridership and stop traffic data collected by operators and on-board software, C-CARTS staff determined the top thirteen most-used stops along the C-CARTS deviated fixed-route system. C-CARTS staff seek to use remaining CARES funds to install bus shelters at ten of the top thirteen most-used stops. In addition, C-CARTS staff propose using CARES funds to expand the wireless capabilities of newly-installed on-board camera units.</p> <p>C-CARTS staff will coordinate and oversee construction of concrete pads and, where necessary, sidewalk extensions at shelter locations. Staff will also determine, with the help of IDOT, whether engineering and/or NEPA studies are required prior to shelter installation. Staff will oversee the installation of the shelters by the selected contractor, Tolar Manufacturing, using a detailed quote and lead time information provided by the contractor. Staff will also closely monitor the shipping and installation of the wireless add-ons for on-board bus camera units, provided by Gatekeeper Systems, Inc. C-CARTS staff will establish a contract with the Village of Rantoul, similar to the contract C-CARTS has with the Champaign-Urbana Mass Transit District regarding C-CARTS's vehicles, to ensure continued maintenance of the shelters beyond the grant expiration date.</p> <p>All proposed shelter locations are at current C-CARTS deviated fixed-route stops, which have existed for over five years. Three of the proposed locations are currently on private property and, depending on the determination of IDOT and FTA, may need to be moved to public property or made public using an easement prior to shelter construction. If easements or environmental studies are required, C-CARTS staff understand this could significantly increase the total time spent on each shelter installation. In those cases, C-CARTS staff will oversee whichever method is necessary in order to install as many of the ten proposed shelters as possible before the grant expiration. There are no known risks of the wireless camera component of the proposal being significantly delayed.</p> <p>Once installation of the shelters and wireless units is complete, C-CARTS expect positive benefits for riders, operators, dispatchers, and even potential riders. Bus shelters will increase riders' comfort, safety, and ability to receive pertinent messaging from the operator. Shelters also have the potential to increase C-CARTS's visibility in the community when they are seen by passing drivers, pedestrians and cyclists who may be potential riders. Wireless capability for on-board camera units will enhance safety of all stakeholders and make security review processes faster and easier.</p>
--

Project Justification

C-CARTS serves hundreds of riders and provides close to 35,000 trips each year in rural Champaign County. At present, none of C-CARTS's deviated fixed-route stops are sheltered. Bus shelters provide riders with a place to sit, protection from weather, lighting during evening and night hours, and a feeling of safety and security while waiting for their ride. Shelters can also house important information from agencies regarding route maps, detours, holiday service schedules, and other announcements. In addition to shelters being necessary components of a safe, robust, and rider-focused transit network, current and potential C-CARTS riders who have participated in recent community engagement efforts have expressed a strong desire for the introduction of bus shelters at C-CARTS stops.

Adding wireless capability to existing ob-board camera systems will enhance security for riders, operators, and those on sidewalks or roadways that come into contact with C-CARTS vehicles. Wireless units will enable C-CARTS staff to review footage and make determinations regarding safety issues more expeditiously than without wireless capability.

All quotes obtained by C-CARTS staff are recent. Quotes pertaining to shelters were obtained in February of 2022. Cost estimates pertaining to sidewalk extensions and concrete pads are based on costs from a 2021 sidewalk paving project. Quotes for camera wireless units were obtained in December of 2021. Because the project motive is well-researched and backed by up-to-date cost estimates, C-CARTS staff believe this project will not only enhance the safety and efficacy of service, but will also be a responsible use of IDOT and Illinois taxpayer funds.

Timeline to Completion *(All projects must have a planned completion date of 5/1/2024).*

C-CARTS staff have already obtained up-to-date and accurate cost estimates from relevant vendors and contractors for all components of the project. If engineering or NEPA studies are required prior to shelter installation, this will be the first step C-CARTS staff coordinate. Staff will manage studies for as many shelters as can reasonably be completed before the 05-01-24 grant expiration date. Staff will then oversee the paving of the concrete pads and, where necessary, sidewalk extensions. Meanwhile, C-CARTS staff will coordinate with Tolar Manufacturing to schedule the installation of all 10 shelters (or fewer if engineering and/or NEPA studies delayed the process). C-CARTS staff will then oversee the installation of the shelters by Tolar Manufacturing. Lead time for shelter installation, according to Tolar Manufacturing, is 16 weeks. Wireless capability for on-board camera units will be installed expeditiously given the availability of Gatekeeper Systems, Inc. delivery staff and C-CARTS maintenance staff.

Proposed Project Budget

Scope/Activity	Budget
10 Tolar Model 34570-XX (MODIFIED) - 10' Signature Sunset Advertising Transit Shelters featuring: radius roof design with 10' by 6' nominal roof dripline; all aluminum construction; fully welded Sunset radius roof structure; 1/8"	112750
10 Tolar Model No. 3390010 - RMS80F Solar Lighting System featuring: security lighting under shelter roof with 5 day minimum autonomous operation; 8 Watt LED light fixture; 80W roof mounted solar panels; custom under roof	16500
10 Tolar Model 27001-121 - 5' Mesa Bench featuring: all aluminum frame; comingled recycled HDPE black plastic slat seating surface; two (2) seat delineator bars creating three seating areas; all metal components finished in s	6750
10 PORTLAND CEMENT CONCRETE SIDEWALK, 4"	7000
10 DETECTABLE WARNINGS	6000
10 COMBINATION CURB AND GUTTER REMOVAL	2000
10 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	4600
10 PORTLAND CEMENT CONCRETE SIDEWALK, 6" (BUS PAD)	8100
Shelter installation freight	6800
14 wireless camera units	9000
Total	\$ 179,500.00

Other Funding Associated with the Project. Include the amount and source, if any.

N/A

In support of this application, I offer the above data and attached supporting documents as required. I certify that the statements herein and in the supporting documents are correct and complete.

Darlene a. Kloeppel

Name of Authorized Official

Signature

County Executive

Title

3/2/2022

Date

RESOLUTION NO. _____

RESOLUTION FOR CONTRACT AWARD AUTHORITY

WHEREAS, Sealed bids will be received in the office of the County Engineer for the replacement of Structure 010-4033 in Urbana Township, Section #18-30057-00-BR and publicly opened and read; and

WHEREAS, due to the high demand and availability of materials for construction of steel bridges resulting in long lead times for delivery, it is in the best interest of Champaign County to award the contract as early as possible; and

WHEREAS, the Champaign County Board agrees to allow Jeff Blue, P.E., Champaign County Engineer to accept the low bid for construction on behalf of Champaign County if he believes the bid is in the best interest of the public.

NOW, THEREFORE, BE IT RESOLVED, by the Champaign County Board that the above will be accepted to expedite the contract with the low bidder.

PRESENTED, ADOPTED, APPROVED AND RECORDED This 24th Day of March, A.D., 2022.

Kyle Patterson, Chair
Champaign County Board

Approved: _____
Darlene A. Kloeppel, County Executive

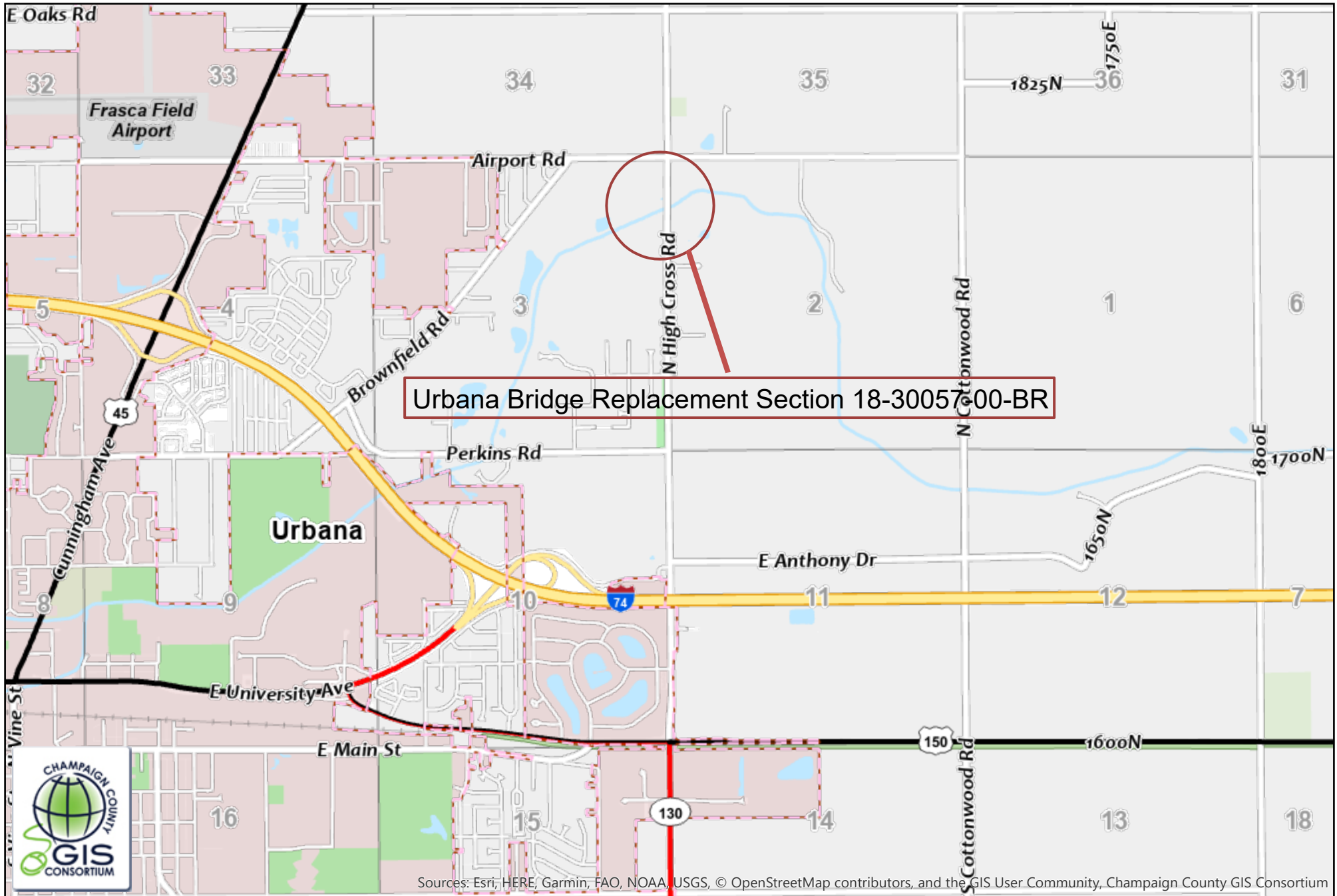
Date: _____

Recorded
& Attest: _____
Aaron Ammons, County Clerk
and ex-Officio Clerk of the
Champaign County Board

Date: _____

Prepared by: Jeff Blue
County Engineer

High Cross Road Bridge Replacement



Urbana Bridge Replacement Section 18-30057-00-BR

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Champaign County GIS Consortium



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This map was prepared with geographic information system (GIS) data created by the Champaign County GIS Consortium (CCGISC), or other CCGISC member agency. These entities do not warrant or guarantee the accuracy or suitability of GIS data for any purpose. The GIS data within this map is intended to be used as a general index to spatial information and not intended for detailed, site-specific analysis or resolution of legal matters. Users assume all risk arising from the use or misuse of this map and information contained herein. The use of this map constitutes acknowledgement of this disclaimer.



**Champaign County Highway Department
March 11, 2022
Final Bridge Report**

Mahomet #18-15063-00-BR

Award Price: \$678,547.70
 Contractor: Big O Services
 Completed Price: \$675,986.06

Construction:

Township Bridge Funds (TBP)	\$540,788.82
County Bridge	\$67,598.62
Mahomet Township	\$67,598.62
	<u>\$675,986.06</u>

Engineering (Design)

County Bridge	\$38,171.20
Mahomet Township	\$53,398.34
	<u>\$91,569.54</u>

Champaign County Highway Department
March 11, 2022
Final Report-Various Culvert Repairs/Replacements (Construction Only)

Condit #21-07112-00-BR

County Bridge	\$6,247.20
ConditTownship	\$6,247.20
	\$12,494.40

Raymond Township #19-21073-00-BR

County Bridge	\$9,230.00
Raymond Township	\$9,230.00
	\$18,460.00

Crittenden #20-08105-00-BR

County Bridge	\$13,725.00
Crittenden Township	\$13,725.00
	\$27,450.00

Sadorus Township #21-22106-00-BR

County Bridge	\$8,300.00
Sadorus Township	\$8,300.00
	\$16,600.00

Harwood #19-11082-00-BR

County Bridge	\$19,998.00
Harwood Township	\$19,998.00
	\$39,996.00

Sadorus Township #21-22107-00-BR

County Bridge	\$8,300.00
Sadorus Township	\$8,300.00
	\$16,600.00

Harwood #19-11083-00-BR

County Bridge	\$7,570.00
Harwood Township	\$7,570.00
	\$15,140.00

Stanton Township #21-28114-00-BR

County Bridge	\$5,300.00
Stanton Township	\$5,300.00
	\$10,600.00

Harwood #19-11108-00-BR

County Bridge	\$9,489.00
Harwood Township	\$9,489.00
	\$18,978.00

Pesotum Township #21-18117-00-BR

County Bridge	\$13,454.00
Pesotum Township	\$13,454.00
	\$26,908.00

Philo Township #20-19103-00-BR

County Bridge	\$15,740.00
Philo Township	\$15,740.00
	\$31,480.00

Rantoul Township #21-20111-00-BR

County Bridge	\$16,064.00
Rantoul Township	\$16,064.00
	\$32,128.00